

Airdrie City Plan

Municipal Development
Plan for the City of Airdrie

Bylaw No. B-17/2014

A bylaw of the City of Airdrie, in the Province of Alberta, to adopt the municipal development plan, hereafter known as the Airdrie city plan.

WHEREAS, Section 632 of the *Municipal Government Act* requires that a municipality with a population of 3,500 or more adopt a Municipal Development Plan;

WHEREAS, the purpose of the municipal development plan generally is to describe the manner in which the future development of Airdrie may best be undertaken;

AND WHEREAS, the municipal development plan specifically provides policy direction in relation to future residential, commercial, industrial and other land uses, transportation, infrastructure, parks and pathway development, environmental and municipal reserve lands, economic development, and inter-municipal planning;

NOW THEREFORE under the authority of the *Municipal Government Act*, the Council of the City of Airdrie, in the Province of Alberta, duly assembled enacts as follows:

That this bylaw may be cited as the Airdrie City Plan.

Sections 1.0 through 2.0 attached hereto are hereby incorporated and made part of this bylaw.

The map schedules attached hereto are hereby incorporated and made part of this bylaw.

Section 3.0 is included for information and does not form part of this bylaw.

That Bylaw No. B-04/2004 is repealed and Bylaw No. B-17/2014 shall become effective upon the date of the final passing thereof.

Severability

If any Section or parts of this bylaw are found in any court of law to be illegal or beyond the power of the Council to enact, such Sections or parts shall be deemed to be severable and all other Sections or parts of this bylaw shall be deemed to be separate and independent there from and be enacted as such.

READ the first time this _____ day of _____ 2014.

READ a second time this _____ day of _____ 2014.

READ a third time and finally passed the _____ day of _____ 2014.

MAYOR

CITY CLERK

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The City of Airdrie is...

Growing rapidly: The City of Airdrie continues to be one of the fastest growing communities in Canada. With the exception of one year, population growth for the past sixteen years has exceeded 5.5% per annum. Between the census years of 2006 and 2011, the population of Airdrie increased by 47.1%. The City is projected to grow a further 75% by 2030. Calgary is projected to grow 35% over the same time frame. The City of Airdrie had a population of close to 55,000 in 2014.

Expanding in area: In addition to expanding population, the City expanded the municipality when it annexed 12,600 acres in 2012 to increase the land base from 8,179 acres to 20,819 acres.

Young: Airdrie is a very young, family-oriented community. The median age group is 30-34 years and 83% of population is under 65 years old with the majority, 64%, under 45 years old. The median age in Airdrie is 32.4 compared to Calgary at 36.4 and Canada as a whole at 40.2 years old.

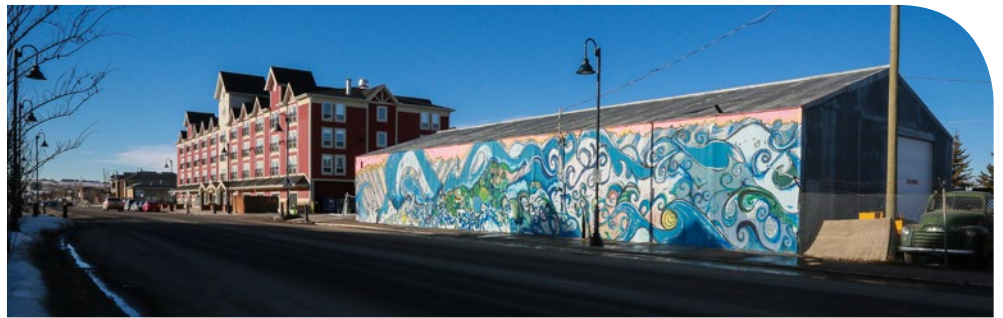
Recently Arrived: Over half of Airdrie residents have lived here for less than 5 years. According to a recent (2014) survey, of those who have been at their residence for less than 1 year, 38% of them moved from Calgary and 32% from within Airdrie.

Married People/Single Houses: Residents of Airdrie are 8% more likely to be married than residents of Calgary. Most of the dwellings in Airdrie (72%) are single detached compared to 57% in Calgary.

Auto-oriented: Over 90% of Airdrie residents report that their primary mode of travel to work is single vehicle transportation, while in Calgary this percentage is 72%. While a large number of residents commute to the City of Calgary for employment, 50% work within Airdrie or places other than Calgary.

Predominantly blue-collar: Airdrie's top industry sector is Trades, Construction and Property Services (18.6%) while Calgary's top industry sector is Professional, Science & Technical Services (11.1%). Major employers within Airdrie include Propak Systems, the municipality, Rocky View Schools, Wal-Mart Canada and Fortis Alberta.

Sources: Statistics Canada, Airdrie Civic Census, Calgary Census, Annexation Agreement.



Section One

Development of the Plan

Development of the City Plan

The purpose of this City Plan is to provide the overall framework for land use planning decision-making geared toward creating liveable, sustainable communities. It includes policies and guidelines that try to balance private sector interests with the greater good of the community and attempts to mitigate land use conflicts through wise planning and regulation. The Plan also provides direction to private and public sectors on land use matters such as population growth, development patterns, economic development, transportation planning, and utility servicing, and offers a strategy for addressing sustainability into the future.

Plan Development

The City Plan is closely aligned with the AirdrieOne Sustainability Plan. The AirdrieOne Plan was adopted by City Council on March 5, 2012 and includes the vision, goals, objectives, guiding principles and broad strategies for moving the City toward a more sustainable future. The AirdrieOne planning process took place over five years and involved significant public and stakeholder input obtained through community cafes, surveys, visual preference surveys, open houses, document reviews, and meetings. The City Plan addresses the development and land use implications of sustainability and includes a more detailed set of land use policies that build on the AirdrieOne strategies.

The vision statement adopted by City Council and included in the AirdrieOne document is as follows:

Airdrie is a vibrant, caring community rich in urban amenities and opportunities for everyone. We value a healthy, sustainable environment connecting people and places.

This vision statement also guides the policies of this Plan.

The City Plan is Airdrie's municipal development plan (MDP). It fulfills the requirements of Alberta's Municipal Government Act (MGA) to have a municipal development plan. The MGA establishes the required procedures and the relevant planning matters that must be considered in a municipal development plan, which includes:

- The future land use within the municipality.
- The manner of and the proposals for future development in the municipality.
- The coordination of land use, future growth patterns and other infrastructure with adjacent municipalities if there is no inter-municipal development plan with respect to those matters in those municipalities.
- Any matters that the Council considers necessary.

The MGA also allows a municipal development plan to address other matters relating to the physical, social, environmental and economic development.

Scope of the City Plan

The City Plan is a strategic document that guides future statutory and non-statutory planning documents, including:

- Area Structure Plans, which are statutory plans defined by the Municipal Government Act that direct the future land use patterns, transportation and utility networks and sequence of development in new communities. Within the City of Airdrie, there are two types of statutory area structure plans; the Community Area Structure Plan (CASP) and the Neighbourhood Structure Plan (NSP).
- Area Redevelopment Plans, which are statutory plans defined by the Municipal Government Act which direct the redevelopment, preservation or rehabilitation of existing lands and buildings, generally within existing areas of the city.
- The Land Use Bylaw (LUB), which is a statutory document that regulates subdivision and development and which is intended to implement the City Plan as well as the Community Area Structure Plans, Neighbourhood Structure Plans and Area Redevelopment Plans.
- Master Plans, municipal servicing standards, landscape standards and urban design guidelines, which are non-statutory documents that guide changes in the built form and streetscape character of specific developments.

Foundational Plans: The City Plan also reflects policy direction established in a number of other planning documents, most notably:

- AirdrieOne Sustainability Plan (2012)
- The City's Comprehensive Growth Studies (2008, 2010, 2011);
- City of Airdrie Strategy for Future Growth (2013)
- Airdrie City Plan (2004)
- A Principled Approach to Growth (2004)
- The Great Places Plan (the parks master plan);
- Transportation Master Plans (2008 & 2013)
- The Master Drainage Plan (2013)
- The Intermunicipal Development Plan (prepared with Rocky View County);
- Ecological Inventory & Environmental Best Practices Report (2009); and
- Infrastructure Needs Study For The Proposed Annexation Lands (2011).

Timeframes of the Plan

The policies of this plan address various time horizons. The designation of land for future development and employment is based on a population projection of 90,000. The growth study prepared in anticipation of the annexation assumed the City would reach this population level by 2040. Based on continued high growth rates experienced over the last few years combined with economic projections for the region, it is likely that the city will reach the 90,000 population level sometime between 2027 and 2031.

Policies for the protection of the natural environment and the overall sustainability of the city have no specific time-frames. It is the intent of this plan that significant natural features will be maintained in a natural state for future generations.

The plan identifies major infrastructure improvements that may occur within the short and long term, with the majority of new investment being required to accommodate growth to the 90,000 population threshold.

Plan Interpretation

It is the intent of the City that this document, including the policies, tables and map schedules, constitute the Municipal Development Plan for the City of Airdrie. Descriptions, figures, graphics and shaded text boxes incorporated within the Plan and the Appendices to the Plan are provided for information purposes only and are not legally part of the Plan unless otherwise stated. Revisions to figures, graphics, shaded text boxes and appendices may be undertaken without need for a Plan amendment.

Where a descriptive section accompanies a policy, it is provided for information purposes only to enhance the understanding of the policy. Should an inconsistency of interpretation arise between the purpose section and a policy, the policy shall take precedence.

Policies are written using “shall”, “should” or “may” statements. The interpretation of “shall”, “should” and “may” is as follows:

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

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

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

Where a policy requires submission of studies, assessments, analysis or information, the exact requirements and timing of the studies, assessments, analysis or information shall be determined by the approving authority at the appropriate planning stage in accordance with this plan.

When the Plan refers to “City” it means the municipal corporation of the City of Airdrie, the local government. When the plan refers to “city” in lower-case, it refers to the geographical area of Airdrie.

The following guidelines are provided for the interpretation of the policies and schedules of the Plan:

Area Structure Plans

The City of Airdrie utilizes two statutory area structure plans. The Community Area Structure Plan (CASP) covers a large planning area exceeding two or more quarter sections. The Neighbourhood Structure Plan (NSP) usually applies to an area of one quarter section within a CASP area, and contains more detail and policy refinement from the CASP. Where a policy refers to an Area Structure Plan it refers to both the CASP and NSP unless stated otherwise.

Map Designations

The designation identified on the schedules to this Plan are intended to show general land use areas, the boundaries of which are subject to minor variation without amendment to this Plan, except in the case of designation established by fixed boundaries such as roads, railway lines, watercourses, utility corridors, or where specifically fixed by a corresponding policy in the Plan. Boundaries will be more precisely identified through the area structure plans. Where interpretation of the limits of any boundary, particularly those for environmental features, riparian areas, wetlands or mandatory setback areas (confined feeding operations and well heads), the City may specify the nature and extent of information required to define or interpret such limits. The final interpretation of the limits of any such feature or resource will be undertaken and/or approved by the City, the agency or the Ministry responsible for identifying the resource.

Transportation and Servicing Corridors

The location of proposed roads and servicing corridors shown on schedules to this plan are based on the most accurate information available at the time of plan approval. Minor changes to alignments or locations as well as intersection improvements may take place without amendment to this plan. In determining whether a City Plan amendment is required, the City will have regard to the extent of the change, the impact of the change and the intent of the existing policies.

Parks, Reserve Lands and School Facilities

The location of parks, reserve lands and school facilities shown on the schedules of this plan area considered to be approximate only. Locations and boundaries will be more closely specified through the area structure plan process. Changes to locations may take place without amendment to this Plan, unless specifically stated otherwise.

Agencies, NGOs and Ministries

It is intended that where the policies of the plan refer to a specific agency, non-governmental organization (NGO), government ministry, department or legislation that such policies are deemed also to refer to any agency, NGO, Ministry or legislation successor thereto.

Delegation of Authority

Where the policies of this plan refer to City Council or the City, such policies are deemed to also refer to any committee, board, appointed officer or Municipal Planning Commission which has been delegated decision making and/or approving authority in accordance with the requirements of the Municipal Government Act.

Figures

All figures, including quantities, targets, and projections contained within this Plan are based on the most accurate information available at the time of Plan approval. It is intended that figures contained within this Plan be considered as approximate except where a corresponding policy in this Plan specifically indicates the figures are intended to be absolute. [Amendments to this plan will not be required to permit any update or any reasonable deviation from any of the figures provided the general intent of the Plan is maintained.](#)

Map Symbols

Symbols are not intended to represent the geographic extent of the corresponding designation, feature or facility. Symbols appear on Plan schedules to illustrate the approximate location of features such as mixed use areas, employment nodes, transit hubs, regional parks, and regional infrastructure facilities.

Amendments to this Plan will not be required to change the general location of such symbols provided the general intent of the Plan is maintained.

Section Two

City Plan Policies

Chapter 1

Population Projections & Land Requirements

Goal: To responsibly anticipate and plan for a projected population of 90,000.

Population/Planning Objectives:

- Maintain and improve quality of life.
- Ensure that growth is fiscally, environmentally and socially sustainable.
- Plan and develop infrastructure to support the projected population.
- Identify and respond to changing demands for housing, mobility, workplaces, community services, protective services, as the city continues to grow.
- Monitor and track population projections and adjust the plan accordingly.

Population Projections: For the purpose of this Plan, the City shall plan for the following population projections:

- 65,000 by 2017-2020
- 85,000 by 2025-2028
- 90,000 by 2027-2031

These population projections are based on the most recent growth studies and reflect best estimates according to a number of assumptions, such as economic health, housing costs, interest rates, demographics, etc. These factors are subject to change and the city will monitor demographic and economic trends on a regular basis.

The longer term population projection for the City of Airdrie is 110,000. Earlier growth studies prepared for the City indicated that the city may achieve that population level by 2057. Based on extrapolation of current trend, that population horizon could be achieved as early as 2040, assuming no other constraints beyond demand. This projection goes beyond the timeframe of this plan and is subject to change over the next 10 years. It will be revisited as more information becomes available and will form the basis of subsequent updates to the City Plan.

Policies

1. Monitor Demographic Trends:

- 1.1. The City will monitor demographic trends within the city and the surrounding region and develop appropriate strategies to respond to changes.

Plan Requirement:

- 1.2. All development plans, including, but not limited to, Community Area Structure Plans and Neighbourhood Structure Plans, shall have regard for the population and dwelling unit

projections and shall include a planning justification that relates the proposed development to the projections.

Chapter 2

Growth Management

Goal: Ensure that urban development is accommodated in an orderly, economical and sustainable manner.

Growth Management Objectives:

- Manage growth in a way that recognizes limits to land, natural areas, water, infrastructure and tax-supported revenues.
- Ensure that new development can be provided with necessary urban services and public amenities in a cost-effective manner.
- Prevent premature development and maintain the lands outside of the built-up area in low-intensity agricultural and other open space uses until the land is needed for planned City expansion and development.
- Reduce land use conflicts between the City of Airdrie and neighbouring jurisdictions.

Growth management is the process of directing development in a manner that is consistent with the vision, guiding principles, goals objectives and policies contained in AirdrieOne Sustainability Plan. The intent of these policies is to provide a framework for orderly growth that reflects Airdrie's vision. The City of Airdrie is committed to a growth management approach that responds to the needs of today's residents without compromising the ability of future generations to meet their needs.

The City Development Strategy

The policies of this Plan emphasize efficient land use patterns for both residential and employment areas by promoting contiguous development areas, logical allocation of density, walkable neighbourhoods and housing choice and broad range of employment locations. Efficient land use patterns help minimize the overall cost of growth by reducing costs associated with the extension of roads and piped services while protecting natural areas and agricultural lands.

The seven elements of the City Development Strategy include:

1. **Protection of Natural Features/Natural Assets:** The City is committed to the conservation, stewardship and enhancement of the natural environment through responsible land-use planning. The policies of the plan are designed to preserve and protect environmentally significant areas, to increase vegetation and tree cover, conserve water, and protect natural drainage courses. The protection of natural systems also contributes to property protection and fiscal responsibility. The use of natural systems to control flooding and erosion can reduce property damage and minimize the need for costly engineered solutions.
2. **Land Use Balance:** The City of Airdrie is predominantly a residential municipality. To better achieve fiscal sustainability and provide local employment opportunities, the City is seeking to achieve a higher proportion of non-residential land uses strategically located within the City. The City will support this objective through economic development initiatives and by providing for a

continuum of employment opportunities ranging from home-based business to large-scale industrial developments.

3. **Downtown Development:** It is the intent of this plan to ensure that the Downtown area serves as a significant business, cultural and civic centre in the municipality and retains a viable retail district capable of meeting the needs of residents and providing a unique sense of place. The policies of this plan are designed to promote civic, community, cultural, employment and residential uses in the Downtown as well as a high quality of streetscape design and built form.
4. **Viable Neighbourhoods:** In order to improve the quality of life for residents of the City of Airdrie, this plan establishes policies designed to improve the design, diversity and development form of neighbourhoods. The plan establishes neighbourhood design criteria which promote housing choice, safe streets, connected parks and pathways and the sensitive integration of neighbourhood commercial activities and community uses.
5. **Targeted Density:** The plan recognizes that the allocation of density is a means to an end. While the plan contains a density target, the policies promote smart growth and the logical placement of higher density development relative to mixed use nodes, activity centres and transit-supportive corridors. Targeting density away from environmental sensitive areas, flood prone areas, rail lines and highways can promote community resiliency and safety.
6. **Transportation Choice:** The City will develop an efficient, safe and logical road system which not only moves traffic effectively, but provides opportunities for non-auto travel including walking, cycling and public transit. The policies of the plan identify the major road network and improvements. It also includes community design criteria to improve connectivity of roads and pedestrian pathways and encourage better integration of local, regional and provincial transportation networks.
7. **Community and Emergency Services Facilities:** The City recognizes the importance of community facilities such as police and fire services, schools, recreational facilities and cultural venues as land uses which contribute to a high quality of life. The City shall consider the availability and capacity of community infrastructure in its growth management and development approval processes.

Generalized Land Use Concept & Future Growth Area Maps

The Generalized Land Use Concept map and the Future Growth Area map identify the long term land use pattern for the City. The Generalized Land use Concept shows the intended general land designations for the lands located within the pre-annexation boundary of the City of Airdrie. This area is intended to accommodate a population of approximately **75,000**. This map identifies the general intent for the future development of the lands, recognizing that more detailed land use districts, boundaries and use intensities will be developed through more detailed area structure plans and the Land use Bylaw.

The Future Growth Area map shows the intended land use designations for lands located within the 2012 annexation area that are intended for development within the 75,000 to 90,000 planning horizon. This map will be updated and further refined following completion of the Master Utility Study, the update to the Comprehensive Growth Study and approval of Community Area Structure Plans.

The major land designation categories shown on the Land Use Concept include:

- Industrial: Heavy, General, Light Industrial/Mixed
- Downtown Core
- Commercial: Regional, Community, Service and Mixed Use
- Community Activity Centres
- Residential
- Rural Residential
- Agriculture/Rural Designation
- Environmental/Open Space
- Special Study Area
- Established Urban Areas
- Urban Holding

Within each major land use category there are more defined types of land uses.

The City supports a continuum of employment areas in the city, ranging from home based business to large-scale industrial areas. The development requirements for these areas will be established in more detailed plans and the Land Use Bylaw. Policies and regulations will be established to ensure compatibility in built form design, materials quality and massing, landscaping, and safe access.

Industrial: Heavy industrial uses are usually differentiated from other uses because of their scale, potential for impacts (noise, glare, dust, odour, etc.) and site needs (e.g. heavy truck access and outdoor storage). To maintain the economic and operational viability of these uses and to prevent nuisance complaints, non-industrial uses are regulated and residential developments are prohibited. General industrial designations are intended for uses such as warehousing, manufacturing, and general industrial operations. The light industrial-mixed areas are intended for light industrial and a compatible mix of employment uses such as offices, business parks, and commercial uses. The Land Use Bylaw will provide more detailed land use districts and regulations for these areas.

Downtown Core: The downtown core represents the commercial, civic and cultural centre of the City of Airdrie.

Regional Commercial: Regional Commercial areas are intended for major concentrations of retail, office and entertainment uses that attract a city-wide customer base, including large-format stores.

Service Commercial: Service Commercial areas are intended to accommodate a broad range of commercial uses that rely on highway and major corridor access and exposure, such as vehicular sales, auto services/gas stations, hotels and related hospitality services.

Community Commercial: Community Commercial areas may include retail, personal services and general commercial uses serving a market catchment area generally in excess of 160 acres.

Mixed Use Areas: Mixed use areas are intended to accommodate a mix of commercial and residential uses, as well as other compatible and complementary uses in an urban node.

Community Activity Centres: These are intended to serve residential developments and accommodate an appropriately scaled mix of commercial, recreational and civic uses. Community Activity Centres are identified as a symbol on the Land Use Concept map.

Residential Areas: Residential land areas shown on the Land Use Concept Map illustrate the location of existing and future neighbourhoods. The Neighbourhood Structure Plan process and the Land Use Bylaw will provide more refinement on what the range of housing types and densities will be in specific areas. Neighbourhood-supporting uses such as neighbourhood commercial and public services and facilities may also be located within these areas, subject to the provisions of Neighbourhood Structure Plans.

Rural Residential: The rural residential designation reflects the existing rural estate-lot residential communities that were brought into the City of Airdrie through the 2012 annexation. No changes to the existing land use mix or intensity are contemplated for these areas over the time horizon of this plan.

Agriculture/Rural Areas: This land use designation includes are lands currently in rural and or agricultural designations located within the 2012 annexed lands that are located beyond the 90,000 population planning horizon.

Environmental and Open Space Areas: These areas, shown on the Environmental Areas map, represent the existing and new areas that comprise the Nose Creek and tributaries, riparian area, wetlands, and environmental reserves, and environmentally sensitive areas. Local parks and pathways are not included in this designation as they are included within the residential areas. Land uses are strictly regulated in these areas. In some cases, additional provincial approvals are required for any development activities in these lands.

Special Study Areas: Special study areas indicate areas requiring further technical analysis and planning prior to development. The establishment of a special study area does not change the existing zoning on the affected site, rather, it indicates a requirement for additional studies and considerations prior to approving development in the affected areas. Studies may include, but are not limited to site servicing and access, environmental assessment, wetland evaluation, and impact mitigation.

Established Urban Areas: This designation refers to areas planned and largely developed under area structure plans and area redevelopment plans.

Urban Holding: This is a holding designation applied to lands intended to accommodate urban development within the planning horizon of this plan. Lands identified on Map 2, “Future Growth Areas” will be identified as Urban Holding once a CASP justification is approved by Council.

Plan Designation Policies

2. Plan Designations

- 2.1. The City shall direct future residential, commercial, industrial, and public service uses to the areas conceptually shown for each of the major land uses on the Generalized Land Use Concept Mapping and the Future Growth Areas.

Plan Consistency

- 2.2. The City will require that all Community Area Structure Plans, Neighbourhood Structure Plans, Area **Redevelopment** Plans, Land Use Bylaw redesignations, subdivision and

development approvals generally conform to the land uses designated in the Land Use Concept Map while allowing for minor adjustments to the boundaries of those policy areas without a City Plan amendment if such adjustments are supported by detailed planning studies.

Designation Intent

- 2.3. The plan **designations** reflect future intent; they do not render any lands legal non-conforming in the **absence** of a Land Use Bylaw change. As well, the plan designations do not change existing zoning provisions in the absence of a Land Use Bylaw redesignation process.

Growth Management Policies

Long-term Land Supply

- 2.4. The City will take steps to ensure that the municipal land base is developed in an efficient and effective manner in order to avoid sprawl, minimize the need for future expansions and ensure cost-effective servicing.

Annexation

- 2.5. No annexation proposals will be considered within the 90,000 population horizon of this Plan. Any future annexation proposals will occur well in advance of development in order to implement effective growth management policy and to preserve the City's long term growth options and will be based on a comprehensive growth analysis, servicing feasibility and fiscal analysis.

Growth Plan Requirements

- 2.6. To support the growth management policies of this plan, the City will prepare, or update, growth management studies and servicing plans prior to expanding growth areas and/or annexing new lands. Growth studies may cover the entire city or specific areas and shall address, among other things:
 - a) Population projections;
 - b) Land supply and vacant land analysis;
 - c) Topographical considerations;
 - d) Servicing requirements, constraints and capacities;
 - e) Environmental features and systems;
 - f) Development needs and priorities;
 - g) General land use allocations, and
 - h) Implications for achieving the City vision, goals and objectives established in this plan.

Structure Plan Requirements

- 2.7. Future residential development areas shall be subject to Community Area Structure Plans (CASP), undertaken by the City, its delegates, or development proponents when deemed appropriate, based on Council strategic priorities, growth analysis and land supply considerations. Structure Plans shall be prepared in accordance with the City's guidelines for

the preparation of areas structure plans, as amended from time to time and shall promote the orderly and sustainable development of the city.

Structure Plan Initiation

- 2.8. Where the City is initiating a Community Area Structure Plan, Council shall approve the terms of reference prior to initiating the Plan. The terms of reference shall include a strategy for community notification and stakeholder consultation.
- 2.9. Where a development proponent is seeking to initiate a Community Area Structure Plan, Council shall require and review a planning and growth management justification report which addresses the relationship between the proposed CASP and the growth study elements contained in Policy 2.14. It is acknowledged that the initiation of a CASP in no way confers adoption.

Urban Expansion Land Supply

- 2.10. The City shall ensure the provision of a 10-20 year planned (CASP) land supply in each major land use category to accommodate medium-term growth, while taking active steps to reduce the demand for greenfield land development by encouraging development completion of lands already approved through area structure plans and by encouraging infill, redevelopment and more compact urban form.

Growth Management Tools

- 2.11. The City shall utilize a range of tools to effectively manage growth and the provision of services. Tools may include:
 - i) Council approval of new Community Area Structure Plans.
 - j) Sequencing and phasing of major infrastructure expansions and extensions.
 - k) Area Structure Plan and Area Redevelopment Plan policies.
 - l) Land Use Bylaw redesignation process.
 - m) Development financing tools (e.g. off-site levies, provisions in front-ending agreements and development agreements).

Tracking Land Supply

- 2.12. The City will develop processes to track the supply of residential, commercial and industrial land to meet the changing needs of the community.

Development Expansion Area Policies

Determination of Urban Development Land Needs

- 2.13. The City will assess the need to convert rural and agricultural land to urban development based on the growth rates, growth trends and residential and employment land analysis requirements. The decision to bring specific lands into urban development areas and expand the growth boundaries will be based on an analysis of development demand, City and landowner objectives, as well as constraints and opportunities which will consider, but not be limited to:

- a) Population projections;
- b) Growth trends;
- c) Land availability and development absorption rates;
- d) Expectations for completing approved community plan areas and neighbourhoods; and
- e) Vacant land analysis.

Determination of Urban Development Location and Sequencing

2.14. The City will manage the location and sequencing of urban development by applying the following growth criteria to the assessment of proposals to bring additional lands into urban development. This assessment is conducted in addition to the land supply analysis indicated above.

- a) Ability of the proposed development to enhance the proportion of non-residential development;
- b) Fiscal implications of the development and assessment of short and long term costs/risks to the City;
- c) Adjacency of proposed growth area to existing development and services;
- d) Proximity of the proposed development to sour gas operations and facilities, rail ways, confined feeding operations, floodways, unstable slopes, airport vicinity contours and other identified hazards;
- e) Infrastructure capacity, including road and piped infrastructure;
- f) Servicing requirements and expansion feasibility;
- g) Environmental constraints and opportunities (e.g. consideration of wetlands, natural vegetation and natural drainage systems);
- h) Community infrastructure capacity implications (e.g. emergency and protective services, schools, parks and recreation);
- i) Ability of the proposed development to broaden and improve the amenities, use mix and housing choice within residential communities; and
- j) Ability to effectively align the development with AirdrieOne sustainability objectives.

Contiguous Development

2.15. Future development shall be permitted only in locations that are contiguous to existing development and that follow a logical sequencing of development. Development should not proceed unless the required infrastructure and transportation improvements are planned and/or in place to support it. Exceptions may be made where the provisions of policy 2.17 are met.

Efficient Use of Infrastructure

2.16. The City shall give priority to the efficient utilization of existing and planned capacity in utility and transportation infrastructure in determining appropriate short-term growth directions.

Servicing Exceptions

- 2.17. In exceptional circumstances, and where a clear benefit to the City and public good is demonstrated to the satisfaction of Council, the City may consider development “out of sequence” provided there is an acceptable strategy in place for financing the required infrastructure extensions and the development effectively responds to growth area criteria.

Agricultural and Rural Lands

The MGA directs that a municipal development plan must contain policies respecting the protection of agricultural operations within its boundaries. The City recognizes that agriculture is a viable use of land prior to urban development. The City supports its continuation by responsibly managing the sequencing of urban growth and restricting the fragmentation of agricultural land until needed for urban development.

Objectives:

- Avoid premature subdivision and conversion of rural and agricultural land to urban uses in advance of comprehensive planning.
- Avoid land use conflicts with rural and agricultural land uses.

Agricultural Land & Growth Management

- 2.18. The City shall preserve and protect agricultural land and protect agricultural operations that are compatible with urban uses until such time agricultural land is required for urban development. Conversion of agricultural and rural lands must follow the land supply analysis process outlined in Policy 2.13.

Agricultural Lands

- 2.19. The City shall limit the fragmentation of agricultural land in future growth areas and protect productive agricultural lands from being removed from production prematurely by managing growth and infrastructure improvements in a responsible manner.

Agricultural Land Uses

- 2.20. Intensive agricultural operations and confined feeding operations (CFO) are not permitted within Airdrie municipal boundaries.

Development Influences

This section provides policies for lands affected by development influences such as oil and gas facilities and pipelines, airports, rail lines and major highways. Development influences are shown on Map 6 of this plan.

Industrial-Residential Transition Area

The Industrial-Residential Transition Areas are indicated on the “Development influences” Map (Map #6). These are shown along the boundaries of existing estate residential and future industrial districts. The intent of these transition areas is two-fold: to protect the long-term integrity of the industrial operations, and to protect residential areas from the impact of industrial uses. The transition area is intended to accommodate uses within the industrial land district that serve to provide an adequate buffer to visual, noise and dust impacts. Intended uses within the transition area may include: stormwater facilities, open

space, regional pathways, access roads, landscape berms and buffer strips, public utility corridors, and low-intensity/low-impact recreational and accessory land uses.

- 2.21. Any area structure plan proposing industrial development adjacent to residential and rural-residential areas shall have regard for the Industrial-Residential Transition area depicted on Map #6 of this Plan and shall provide adequate buffering with the transition area.
- 2.22. The City will refine the nature and extent of the Industrial-Residential Transition area through the Industrial Area Structure Plan process, however, no transitional area shall be less than 30 meters where the industrial use is intended for medium or heavy industrial uses.

Airport Vicinity Protection Area (Avpa)

The Calgary International AVPA Regulation defines lands within the city that are subject to the AVPA, as well as the Noise Exposure Forecast (NEF) contour lines. These impose varying degrees of land use, development and building restrictions on affected parcels of land. While the AVPA pertains only to the Calgary International Airport, Map 6 also includes the area of influence for the Airdrie airport.

- 2.23. The City will enforce land use, development and building regulations within the municipal boundaries impacted by airport operations.
- 2.24. The City will incorporate relevant land uses, development and building regulations into area structure plans for areas impacted by airport operations.
- 2.25. The City will notify the Calgary International Airport at the outset of area structure plans or development applications for lands within the AVPA.

Oil and Gas Facilities

The MGA requires municipal development plans to include policies pertaining to the type and location of land uses adjacent to sour gas facilities. The City will also take into consideration the location of oil and gas operations and facilities when sequencing urban development areas.

- 2.26. The City shall monitor proposals for new facilities related to the production, collection and distribution of oil and gas in the city and its proposed growth areas.
- 2.27. The location of active and future sour gas operations and facilities; the projected life span of those operations and the impact of the facilities and safety setbacks on potential urban development and emergency response shall be considered prior to considering any changes to existing growth boundaries.
- 2.28. The City will refer area structure plans and applications for subdivision of land in the vicinity of existing sour gas and oil facilities to the Energy Resources Conservation Board (ERCB) in accordance with the Subdivision and Development Regulation as approved under the Municipal Government Act.
- 2.29. The City, through its Development Authority and its subdivision authority shall not approve development and land uses that do not conform to the Province's setbacks unless the Province gives written approval to a lesser setback distance.

Railway Corridors

The City of Airdrie is located adjacent to CP's Red Deer subdivision rail line; part of CP's route between Calgary and Edmonton. The rail line consists of a single main track. The City supports the use of the CN Rail and CP Rail Land Use Guidelines for Residential Uses abutting the Rail Right of Way. These guidelines recommend a 30m setback along a rail line measured from the mutual property line to the building face of the principal building. Recommended noise attenuation measures include the setback as well as a noise attenuation barriers and earthen berms and fences.

- 2.30. The City shall have regard for the *CN Rail and CP Rail Land Use Guidelines for Residential Uses abutting the Rail Right of Way* when considering development proposal adjacent to the CP rail line.

Chapter 3

Environmental Sustainability

Goal: Contribute to environmental sustainability by improving environmental protection throughout the city.

Environmental Sustainability Objectives:

- Protect and enhance environmentally significant areas and features.
- Reduce the impact of development on the natural environment.
- Ensure that natural areas and features are valued, protected and sensitively integrated into the City's open space system.
- Apply environmental reserve and other provisions to protect natural areas and enhance biodiversity.
- Protect, preserve and enhance Nose Creek as Airdrie's most significant natural asset.

Within the City of Airdrie, certain areas exist that due to their physiographic character or environmentally sensitive nature should be retained in their natural state or protected from incompatible development. Environmental considerations form an integral part of the local planning process and are an important contributor to the quality of life enjoyed by Airdrie residents. Integrating natural features into the open space system enhance the appearance of the city and provide important linkages between the urban environment and the natural environment that sustains it.

Urban communities can also generate significant environmental impacts. High energy consumption, greenhouse gas emissions, land consumption, loss of habitat and watershed impacts are factors that must be taken into account in the community development process. It is critical to the on-going sustainability of the city and the region to ensure that key environmental features, systems and areas are adequately protected from adverse impacts associated with urban development. Lands identified as having environmental significance or hazardous properties should be identified and addressed in the preliminary planning stages, protected and permitted to perform their natural functions.

Policies

3. Plan Requirement

- 3.1. Through the Community Area Structure Plan process, the City shall require that lands considered unsuitable for development because it is subject to flooding, contains steep slopes or consists of a natural drainage course or wetland be identified as environmental reserve. The actual boundaries will be further defined through the NSP and dedicated as environmental reserve through the subdivision process in accordance with the provisions of the *Municipal Government Act*.

Sustainability & Environmental Preservation & Conservation

- 3.2. The City will continue to implement the AirdrieOne Sustainability Plan and will promote awareness of environmental issues related to water conservation, air quality, climate change,

waste management, habitat protection, energy efficiency, riparian protection and sustainable development.

- 3.3. As part of the AirdrieOne Sustainability program, the City will work with partners to support stewardship initiatives which, among other things, provide education, promote awareness and encourage residents to value the environment, steward the Nose Creek system, plant native vegetation, naturalize their property, and assist in monitoring the health of the city's natural areas (e.g. controlling the spread of invasive plants).
- 3.4. The City will promote sustainability and environmental protection and conservation initiatives aimed at:
 - a) Reducing air pollution and energy consumption.
 - b) Protecting natural areas and features, including riparian areas, wetlands, and healthy tree stands.
 - c) Ensuring the provision of adequate buffer areas around sensitive natural areas of sufficient size to minimize the impacts of development on natural features.
 - d) Providing low impact public access to natural areas where it can sustain human uses with minimal impacts to the overall health of ecosystems.
 - e) Effectively managing Nose Creek to ensure that it is preserved and maintained for the enjoyment of current and future generations.
- 3.5. All environmentally significant areas (ESA), natural environments suitable for parks, and significant wildlife and fish habitat will be conserved, or protected (as the case warrants) through the dedication of reserve lands and other forms of conservation techniques.
- 3.6. The City may use, but is not limited to, the following means of protecting and conserving natural areas:
 - a) Dedication of environmental reserve areas in accordance with the provisions of the *Municipal Government Act*.
 - b) Municipal reserve dedication.
 - c) Environmental reserve easements.
 - d) Conservation easements.
 - e) Donations and bequests
 - f) Acquisition through purchase or land trades.
 - g) Transfer of development rights.

Ecological Inventory

- 3.7. The City will utilize the *Ecological Inventory and Environmental Best Practices Report*, as updated from time to time, as a key starting point to land use planning in Airdrie as it pertains to:
 - a) The identification of natural features and environmentally sensitive areas. All area structure plans must address how these features can be retained and managed.

- b) Creating and implementing a regional approach to the conservation and management of natural areas and functions. The City will work with Rocky View County and the Calgary Regional Partnership and other interested parties to develop a connected regional system.
- c) Identification of environmental reserve areas.
- d) The identification and development of critical linkages; The City will explore opportunities to link natural areas and features with the city's open space and pathways system.

Use & Access Restrictions in Environmental Reserve

- 3.8. Lands dedicated as environmental reserve are intended to remain in their natural state and/or be used as part of a passive park and pathway system. Major municipal infrastructure may cross environmental reserve lands in the least intrusive manner possible by minimizing the impact of the crossing and taking into consideration sensitive environmental features in the vicinity of the crossing.
- 3.9. Lands with slopes of 15 percent or more, as identified on Map 4, are considered to be unsuitable and unsafe for urban development and shall be identified as environmental reserve. Exceptions and boundary adjustments may only be considered following submission of a geotechnical study which includes a slope analysis and assessment of erosion risk and bank stability conditions. All such studies shall be at the developer's cost.
- 3.10. Access through environmental reserve lands should be limited, and in some cases, restricted through sensitive design. Where access is restricted, development of appropriate interpretive signage is encouraged to explain why access is restricted and the ecological significance of the sensitive ecosystems.
- 3.11. Required crossings of environmental reserve land should be as unobtrusive as possible and shall not impede the flow of Nose Creek and its tributaries.
- 3.12. Development areas and construction zones that are adjacent to ecologically significant areas and /or environmental reserves should be separated by physical barriers during construction, protected through erosion control measures, and after construction is complete, should be clearly demarcated from adjacent properties. The City may require reclamation and re-vegetation plans if grading or construction activity negatively impacts the ESA.

Protection of Nose Creek and Flood Prone Areas

Nose Creek originates near the Town of Crossfield and flows through the City of Airdrie, joining the Bow River in the City of Calgary. It is a permanent stream that occupies a minor glacial meltwater channel and the most significant ecological feature in Airdrie. The City is committed to protecting Nose Creek in accordance with the Nose Creek Watershed Water Management Plan.

Riparian Setback

- 3.13. The minimum riparian setback width shall be 15 m from top of bank, or 25m from centre of creek or the 1:100 year high water mark (whichever is greater) or as recommended by a biologist report that considers floodway and rate of erosion amongst other factors acceptable to the City as per the Nose Creek Watershed Management Plan.

Development Restrictions in Flood Prone Areas

- 3.14. Any development adjacent to Nose Creek and West Nose Creek and their tributaries should not result in any of the following:
 - a) Impediments to the flow of water;
 - b) Soil erosion or damage to the riparian area;
 - c) Loss of recreational potential; or
 - d) Negative effects on fish and wildlife habitat.
- 3.15. The City shall not permit modifications to watercourses without applicable government approvals.
- 3.16. The floodways and flood fringes of all watercourses, as designated by the *Canada-Alberta Flood Damage Reduction Program* and illustrated on Map 4 Terrain and Drainage, shall be limited to uses such as natural areas, parks, trails and essential utilities that do not impede flood discharge. All other development is prohibited, unless developed in accordance with Policy 3.18.
- 3.17. The subdivision and development of land within the 1:100 floodway will not be allowed.
- 3.18. Subdivision and development within the flood fringe may be allowed providing the required Provincial flood proofing measures are undertaken and the requirements of the Land Use Bylaw are met.
- 3.19. The City will develop regulations through the Land Use Bylaw designed to minimize the potential for flood damage in areas located within the provincially defined flood-fringe area. Requirements may include, but are not limited to: ensuring the first floor of all buildings are located above the designated floodway elevation; locating mechanical infrastructure above the designated floodway elevation; and restricting sensitive uses such as seniors facilities, hospitals, schools, animal shelters and other overnight care facilities from locating in flood prone areas.

Wetlands & Watercourses

- 3.20. Significant wetland areas shall be identified at the Community Area Structure Plan stage and boundaries further refined through more detailed planning. The City shall be guided by the *Alberta Wetland Policy* in determining level of significance.
- 3.21. All Community Area Structure Plan and Neighbourhood Structure Plan applications shall adhere to the provisions of the *Alberta Wetland Policy* and all other municipal, provincial and federal regulations.
- 3.22. Wetlands shall be identified at the Community Area Structure Plan stage for preservation or modification based on their ecological significance and functionality within the overall system. Wetland areas may be further refined at the Neighbourhood Structure Plan stage.
- 3.23. The City shall explore the opportunities to become a Wetland Compensation Authority.

Sustainable Design

Green Infrastructure

- 3.24. The City supports the incorporation of significant natural features as part of the overall infrastructure systems, including the protection of natural drainage systems; using existing wetlands as part of the stormwater management system; planting and preserving trees and shrubs to facilitate storm water absorption and improve air quality.
- 3.25. Development proponents are encouraged to design and build developments and neighbourhoods that:
 - a) Work with existing topography and drainage patterns.
 - b) Reflect environmental and green building standards such as LEED or BuildGreen Alberta.
 - c) Use low impact development approaches appropriate for the site.
 - d) Use best management practices to reduce water and energy consumption.
 - e) Reduce construction waste and recycle and reuse materials.

Landform Protection

- 3.26. To preserve existing topography and natural hydrology, buildings and roads should be strategically located to reduce the area disturbed by cutting and filling and minimize the amount of surface area susceptible to erosion.

Stripping and Grading

- 3.27. Land stripping, grading and/or filling should be minimized to preserve valued ecosystem components (e.g. riparian areas, wetlands, tree stands)

Sediment and Erosion

- 3.28. Sediment and erosion control measures, informed by best management practices, shall be implemented, monitored and maintained on construction sites to prevent water quality degradation.

Water Conservation

- 3.29. To promote the conservation and efficient use of water resources, the City will:
 - a) Encourage the design of public and private landscaping to reduce the need for water and promote water conserving landscaping practices.
 - b) Promote the integration of indigenous vegetation, specifically low-maintenance drought tolerant species in City landscaping projects.
 - c) Ensure that water conservation practices, such as efficient use of water for compaction, are incorporated into site development practices.

Air Quality

- 3.30. The City shall promote efforts to improve air quality and may work with other stakeholders to monitor air quality and establish stewardship programs that promote improved air quality.

Urban Forest

The urban forest is comprised of all trees and shrubs within the city limits. It includes natural vegetated areas as well as parks and street boulevards. Street trees are an important biological and aesthetic component of the city, and greatly improve the quality of life as well as the economic value of neighbourhoods.

- 3.31. The City will promote the provision and maintenance of a healthy viable urban forest in Airdrie by;
- a) Increasing the stock of trees over time within the city through tree planting and replacement programs.
 - b) Incorporating significant tree stands into parks or environmental reserve areas.
 - c) Adopting appropriate standards of tree planting, maintenance, replacement and protection during construction and requiring developers to retain existing trees in new developments wherever possible.
 - d) Requiring landscaping areas as part of new development to contribute to the urban forest and contribute to improved streetscapes.
 - e) Encouraging the participation of other levels of government and non-governmental organizations in programs to protect and enhance the City's urban forest.

Impact Assessments

Biophysical Impact Assessment (BIA)

- 3.32. A Biophysical Impact Assessment (EIA) may be required for any proposed development which may adversely affect any ecologically significant areas identified on Map #5 and areas of steep slope and flood risk identified on Map #4 (Terrain and Drainage). Where other studies have been completed, they may be accepted as part of the EIA. EIAs may be required to include one or more of the following:
- a) A description of the proposed development including its purpose, alternatives and phasing;
 - b) A description of the biophysical environment that would be affected by the development;
 - c) A prediction of the effects the development may have on the biophysical environment, including the long term and cumulative environmental impacts and the impacts of construction and operating activities;
 - d) Identification of appropriate and feasible mitigation measures to reduce the negative impacts on the biophysical environment, including land planning, project design, construction techniques, and operational practices; and
 - e) Other elements identified by the City.
- 3.33. Issues to be addressed in the Biophysical Impact Assessment may include, but are not limited to, the following:
- a) Soils, terrain and slopes and erosion potential;
 - b) Drainage patterns, hydro-geology and flood potential;

- c) Surface and bedrock geology;
 - d) Fish and wildlife and associated habitat;
 - e) Vegetation;
 - f) Air quality;
 - g) Land and resource use;
 - h) Cultural and heritage resources; and
 - i) Construction and demolition waste management.
- 3.34. Where necessary, the City may refer the Biophysical Impact Assessment for review to Alberta Environment, to professional consultants retained by the City at the developer's cost, or to other advisory groups with appropriate experience and qualifications.

Environmental Site Assessment

- 3.35. The City will require the completion of a Phase One Environmental Site Assessment, by a qualified professional in accordance with generally accepted geo-environmental engineering practices, prior to subdivision and/or development.

Sustainability Assessment

- 3.36. The City will develop a sustainability-focused development checklist to be included in the City's area structure plan guidelines. The checklist will provide a description of the sustainability measures that the applicant has taken or intends to undertake.



Chapter 4

Fiscal Sustainability

Goal: Provide services and infrastructure in a manner that is efficient, equitable and sustainable over the long term.

Fiscal Sustainability Objectives:

- Retain and increase non-residential land uses.
- Consider the fiscal costs and benefits of development.
- Pursue revenue diversification.
- Assess the demand for municipal services in terms of the City's long-term fiscal ability to sustain these services.

Overview: The City of Airdrie administers a comprehensive range of municipal services, including city administration, community and economic development, fire protection, municipal enforcement, public works (road maintenance, snow removal, street sweeping), waste management (garbage collection & recycling), parks, recreation (recreation facilities and programs), and planning, permitting and inspection services.

The ability of the City to provide services to its residents is directly linked to its revenues and its management of municipal finances. Day to day operations and funding for major capital projects are generated from a number of sources including the municipal tax base, government grants, development levies and user fees. It is the intent of the City to maintain a balanced financial position in order to continue to provide needed municipal services at rates that are reasonable, equitable and predictable.

The City can realize significant benefits if infrastructure investment efficiency is pursued and asset are effectively managed. This means careful planning and development phasing, so that capital investment does not greatly precede demand, requiring close coordination between location and phasing of development, infrastructure and other services.

Different land uses have different revenue generation characteristics, municipal service demands, and capital infrastructure requirements. As Airdrie plans for the future, it seeks to manage land use and growth to minimize financial challenges in providing services and infrastructure. This plan ensures that adequate land is available to achieve this balance.

Municipal Finance Policies

4. Effective Long-Term Capital Planning

- 4.1. The City shall ensure that it is able to fund existing and future service commitments by developing and periodically updating a financial/asset management plan that outlines a long-term approach for how to fund capital investments as growth occurs. The approach should also consider replacement and maintenance of facilities and infrastructure prior to considering the development of new facilities and infrastructure.

Assessment Split

- 4.2. Non-residential and residential lands in the city shall be developed in a manner that works toward an assessment split of 75% residential and 25% non-residential.

Costs of Growth Financing

Cost of Growth Monitoring

- 4.3. The City shall monitor and manage the rate, type and location of future growth in order to maintain good financial performance and high quality services to residents.

Optimizing Expenditures

- 4.4. The City shall manage the financial impact of growth on the City and its residents by evaluating capital expenditures and associated operating costs to ensure that infrastructure capacity is balanced with fiscal capacity.

New Funding Opportunities

- 4.5. The City will work with senior-level governments to identify sources of funding for infrastructure and other community needs.

Site Costs

- 4.6. The initial costs of local and collector roads, sidewalks, stormwater facilities, water, sewer, and shallow utility requirements in new development areas shall be borne by the proponent of such development.

Off-site Costs

- 4.7. The City shall utilize Off-site levies and acreage assessments, as provided for through the *Municipal Government Act*, to fund development-related capital costs associated with transportation and water, stormwater and sewer-related infrastructure provision.

Off-Site Levy Reviews

- 4.8. The City will periodically review development-finance tools and practices (e.g. off-site levies, timing of levy collection, and other development cost-recovery mechanisms) and update them as necessary to ensure they adequately reflect the costs associated with providing infrastructure and services to new development.

Community Facility Costs

- 4.9. The City shall assess the growth-related costs associated with municipal facilities and related infrastructure prior to approving area structure plans. Residential development shall not proceed where emergency services cannot be provided for in a timely manner.
- 4.10. The City will maintain a voluntary development-related contribution to the enhancement of recreational facilities. The fund shall be applied to capital costs of recreational and park facilities in an effort to reduce capacity constraints resulting from growth.

Chapter 5

Economic Prosperity & Employment Lands

Goal: Improve the economic prosperity and resiliency of Airdrie by attracting and retaining a broad range of economic opportunities.

Economic Prosperity Objectives:

- Increase local employment opportunities through the strategic designation of land and targeted infrastructure improvements.
- Attract and retain the local labour force by creating a city people want to live and prosper in.
- Maintain an adequate supply of commercial and industrial land.
- Achieve a viable residential/non-residential assessment relationship to reduce the tax burden.

The City of Airdrie has established a strategic priority to balance the strong residential growth with continued growth in non-residential assessment. The City's long term target is to move toward a 25/75 percent non-residential/residential assessment split. The non-residential component is comprised of industrial, commercial, institutional and business park development. The City recognizes that for land to be utilized for non-residential development, the land, zoning, utility servicing and transportation network must be in place. Land alone does not facilitate development. The City will develop and utilize a comprehensive economic development strategy to guide the City toward its assessment target.

General Employment Policies

5. Economic Development

- 5.1. The city should be planned in a manner that attracts and retains businesses and investment, fosters economic diversification and provides a climate that supports and enhances economic activity.
- 5.2. The City will endeavour to enhance economic activity in Airdrie by developing a comprehensive economic development strategy.
- 5.3. To support the economic prosperity of Airdrie, the City will:
 - a) Periodically review the business enabling environment to ensure the city remains a regionally competitive and attractive business destination.
 - b) Encourage the economic diversification and expansion of existing businesses.
 - c) Pursue the development of a wide range of business and retail services that ensure a more self-sufficient and resilient community.
 - d) Work with the business and development community to provide efficient land use, subdivision and development approval processes for employment lands, while addressing the need for appropriate public and stakeholder engagement in those approval processes.

Employment Lands

- 5.4. The City will facilitate the development of employment opportunities in a broad range of compatible areas through appropriate zoning and land use regulations that guide land use compatibility and use integration.
- 5.5. The City will regularly review the commercial and industrial districts of the Land Use Bylaw to ensure that the districts remain relevant and continue to provide an appropriate range of employment areas for city businesses.
- 5.6. The City will track on a regular basis:
 - a) Available serviced employment lands (industrial, commercial, business park, institutional).
 - b) Designated but unserviced employment lands.
 - c) Absorption rate trends of serviced employment lands.
 - d) Employment and development forecasts to anticipate future demand for employment lands.
 - e) Servicing capacities, costs and constraints that may affect employment lands.
- 5.7. The City should undertake a commercial opportunities study to determine:
 - a) The market demand for various types of commercial/retail uses that could be attracted to Airdrie as it grows to a population of 90,000.
 - b) The nature and extent of commercial/retail developments that could be attracted to neighbourhood and community activity centres.
 - c) The absorption rate trends for various retail developments within the city.

Industrial Lands

Industrial development is an important contributor to Airdrie's economic and fiscal sustainability. The economic wellbeing of the City is largely dependent on its ability to retain existing industries and encourage new industrial growth to locate in the community. The City is well positioned to maintain a strong industrial base due to its access to road, rail and air transport.

For Airdrie to remain competitive, it is important that a long-term supply of industrial land is made available and appropriately marketed to the business community. The City will work collaboratively with landowners and developers to identify needs and opportunities.

The intent of these policies is to protect the industrial land base so current businesses can continue to operate and expand without having to re-locate away from Airdrie. The City will utilize the Land use Bylaw to regulate the types of uses in industrial areas in order support a range of compatible uses in these districts.

Protect Land Base

- 5.8. Ensure the long-term availability of land for industrial and manufacturing uses by protecting the industrial land base for these land-extensive uses, through appropriate planning, zoning and standards development.

Servicing Of Industrial Lands

- 5.9. In areas where limited water and sanitary servicing exists, the City may consider alternative design and servicing arrangements for industrial development. Such developments may be designed with an urban servicing overlay such that developed parcels can be readily connected to urban servicing upgrades once available in the area.

Area Structure Plan Requirement

- 5.10. The City shall require and/or prepare area structure plans for future industrial areas which incorporate strategies relating to service provision, environmental protection and land use compatibility.

Parcel Diversity

- 5.11. The City will work with landowners and developers to maintain flexibility in parcel sizes within industrial areas to accommodate a wide range of uses.

Use Restrictions

- 5.12. The City will support the long-term viability and integrity of its industrial land base by limiting the nature and extent of non-industrial uses within these districts. To that end, the City will:
- a) Limit the number and size of retail-commercial uses in areas designated for medium and heavy industrial uses to maintain their viability and affordability over time for their intended employment use;
 - b) Discourage stand-alone office uses and regional retail developments in medium and heavy industrial areas;
 - c) Encourage uses that support the industrial function of the area and cater to the day-to-day needs of area businesses and their employees providing they do not create any hardship for adjacent uses or create a health or safety concern.

Light Industrial/Employment Areas

- 5.13. The City will facilitate the development of mixed-business and light industrial development in a broad range of compatible areas, through appropriate zoning and land use standards that guide land use compatibility and use integration.

Managing Off-Site Impacts

- 5.14. The City shall designate heavy industrial districts in areas where the potential for land use conflicts and incompatibilities are reduced. More detailed use compatibility and impact considerations will be developed in area structure plans and the Land Use Bylaw.
- 5.15. While the City promotes the development of industrial and regional commercial development in areas designated on Map #1 and Map #2 of this plan, the lands abutting existing residential areas, including rural-residential must incorporate buffering treatments such as berms, fencing, enhanced landscaping and building setbacks. In particular, development applicants shall have regard for the requirements of the industrial-Residential Transition Areas depicted on Map#6 (Development Influences) and Policy 2.21.

Environmental-Oriented Industries

- 5.16. The City will encourage the development of environmental industries and eco-industrial business parks, characterized by:
- a) Efficient site design.
 - b) Water-efficient landscaping.
 - c) Integrated stormwater management, including on-site stormwater facilities, low-impact development approaches and rain gardens.
 - d) Energy-efficient buildings and/or utilization of alternative energy systems.
 - e) Clean and green production methods.
 - f) Effective waste management systems including recycling waste reduction and reuse.

Re-designation of Industrial Lands

- 5.17. The City will ensure that the re-designation of lands in Industrial Districts for any other use is only permitted where it will not negatively affect the long-term industrial land supply.
- 5.18. Areas within the designated Industrial Areas may be considered for redesignation to other non-residential or mixed employment-residential uses where the lands are adjacent to existing residential communities and transit corridors. Any proposal for such a change will require an amendment to the relevant area structure plan and a comprehensive planning justification and an amendment to the City Plan to indicate the area is no longer required for conventional industrial area purposes.

Regional Facilities in Industrial Areas

- 5.19. Regional or large-scale recreation and parks facilities may be accommodated in industrial areas to meet the extensive land needs of these uses and to reduce the off-site impacts on residential neighbourhoods (e.g. noise, stadium lighting, event parking), providing these uses do not negatively impact the day-to-day functioning of the industrial uses.
- 5.20. To ensure compatibility of land use and aviation operations, the City will develop regulations in the Land Use Bylaw which allow continued use of the Airdrie airport for aviation and related uses, while ensuring that surrounding uses are compatible with the airport as long as it is in operation.

Commercial Areas

Objectives:

- Support a vibrant and viable commercial sector that supports both local and regional markets.
- Encourage a balanced distribution of shopping areas that serve the varied needs of Airdrie residents by creating a hierarchy of shopping areas that consider population needs, existing retail areas, growth areas and potential impacts on existing retail areas, including the Central Area.

Policies

Commercial Areas

- 5.21. Different types and forms of retail development will be accommodated throughout the city as follows:
- a) The Downtown is intended to accommodate a broad range of retail uses and over the longer term, is intended to accommodate pedestrian-oriented businesses such as specialty retail, civic and cultural uses, entertainment, professional services and offices.
 - b) Regional Commercial areas are intended to accommodate comprehensively designed retail and commercial uses which can accommodate large-format retail (big box stores).
 - c) Service Commercial areas are intended to accommodate vehicle-oriented services, large format retail uses and retail-oriented uses that cannot be accommodated in the downtown.
 - d) Community Commercial are intended to accommodate retail uses and services that meet the daily needs of local residents while also providing the opportunities to serve multiple neighbourhoods in a pedestrian and transit-oriented form.
 - e) Mixed Use Centres consist of an integrated mix of commercial, residential and community-serving uses developed in the form of walkable, medium density nodes serving a large sector of the city.
 - f) Neighbourhood Commercial areas are intended to accommodate small-scale retail uses and services that meet the daily needs of local residents.

Downtown Development

Goal: To develop Airdrie's Downtown Area as a vibrant mixed use centre with a distinct identity. The City is committed to supporting the downtown as the focus for cultural, recreation, business, professional office, retail and higher-density housing.

Policies

City Centre

- 5.22. The City shall promote the downtown as the civic, cultural, entertainment and business centre of the city by:
- a) Ensuring that the provisions of the Land Use Bylaw support the concepts of mixed land use and compact urban form in the downtown;
 - b) Considering the effects on the downtown in the evaluation of new developments, commercial policies and transportation priorities;
 - c) Ensuring that City-owned properties reflect development and urban design objectives established for the downtown;
 - d) Promoting the downtown as the location of choice for any major arts, culture and entertainment facilities;
 - e) Accommodating innovative projects, including temporary projects and events, designed to animate the downtown and encourage better placemaking;

- f) Accommodating outdoor cafes, food trucks, and other similar uses that create pedestrian activity on the sidewalks and adjoining courtyard areas; and
- g) Taking advantage of external grants and programs that support public investment in downtown improvements.

Master Planning

- 5.23. The City will create a strong and implementable vision to re-establish Airdrie's downtown as the city's main focal point by developing a new Downtown Plan which includes;
- a) Defining logical spatial boundaries for the downtown which creates a clear identity and a critical mass of activity and investment;
 - b) Creating comprehensive site planning goals and guidelines;
 - c) Developing guidelines for supporting downtown events, festivals and markets;
 - d) Improving the pedestrian and vehicular links between the downtown and other parts of Airdrie;
 - e) Address the management of downtown parking; and
 - f) Explore the potential for additional civic and cultural facilities in the downtown.

Civic Buildings

- 5.24. The City will locate and/or maintain civic buildings in the Downtown to reinforce the function and focus of the downtown centre.

Mixed Use Development

- 5.25. The City will encourage strategically located mixed-use residential development in downtown Airdrie that integrates offices, retail establishments, service businesses, residential uses and institutional uses.
- 5.26. Stand-alone residential development may be considered, subject to site-specific plan review.

Enhancing Access

- 5.27. The City will support efforts to protect and improve access to the Downtown by:
- a) Providing for multi-modal access along Main Street;
 - b) Providing clear pedestrian linkages to the downtown from surrounding neighbourhoods;
 - c) Enhancing access and reducing barriers along the sidewalk and pathway systems; and
 - d) Planning for effective transit routes and locating bus stops at key activity and employment areas.

Regional Commercial

Regional Commercial areas are intended to provide a range of commercial goods and services that serve a city-wide and regional market. The number of Regional Commercial sites to be accommodated up to the 90,000 population horizon shall be limited in order to protect the viability of existing Regional Commercial Areas. The City shall support the infilling and/or redevelopment of these areas before considering new commercial areas.

Evaluation of New or Expanded Regional Commercial Areas

- 5.28. Any proposal to expand a Regional Commercial site or to create an additional area shall be evaluated based on the following criteria:
- a) Forecasted changes in the total population of the anticipated market area (e.g. timing and scale of new residential areas being developed);
 - b) Compatibility with statutory plans and policies;
 - c) The impact of the development on the street system and its capacity to handle the increase in traffic;
 - d) The existence and viability of regional commercial uses within Airdrie and within 30 minute driving distance to city boundaries; and
 - e) Distance and physical separation from other Commercial sites in the city.

Commercial Opportunities Study

- 5.29. All proposals to expand the spatial extent of a Regional Commercial site or create a new regional commercial site shall require a comprehensive market analysis report.

Service Commercial & Gateways

Service Commercial areas provide a range of commercial and retail services to the traveling public and accommodate those commercial uses that rely on highway visibility, such as vehicular sales and service.

- 5.30. The City will encourage a high level of visual quality at the major gateway areas by:
- a) Placing City of Airdrie entrance features, signage and landscaping at key locations;
 - b) Ensuring that commercial and industrial buildings visible from major transportation routes incorporate high standards of landscaping, signage, exterior finish and architectural interest;
 - c) Restricting visually impactful uses, such as heavy industry, industrial and vehicular storage, and billboard signs from the gateway locations.
- 5.31. The City will ensure that corridor and highway-oriented developments exhibit quality design treatments on all sides of the building visible from public roadways and adjacent residential uses.

Community Commercial

Community commercial areas are intended to serve a market catchment area between approximately 8,000 and 12,000 people. They are not intended to accommodate large-format retail.

Centre Designation

- 5.32. Community Commercial areas will be designated in Community Area Structure Plans and are designed to serve a larger sector of the city than a neighbourhood centre.

Use Mix

- 5.33. Community Commercial areas are intended to accommodate a mix of retail, offices, institutional and open space uses. They may include a mix of residential if integrated with other uses.

Public Realm

- 5.34. Community Commercial areas shall include high-quality public realm, including a range of gathering places, parks, plazas and high quality street furniture.

Pedestrian & Transit Orientation

- 5.35. Community Commercial areas are required to have a strong pedestrian orientation with good connections to pathways, adjacent buildings, the street network and transit.

Neighbourhood Commercial

Neighbourhood commercial areas are small-scale retail and commercial nodes developed within or adjacent to residential neighbourhoods to serve the convenience needs of local residents. They are usually planned as part of an area structure plan and intended to be well-integrated into the fabric of the community.

Centre Location

- 5.36. The City will encourage neighbourhood commercial development to locate in neighbourhood centres or on the periphery of neighbourhoods along arterial or major collector roads.

Walkable Centres

- 5.37. All neighbourhood commercial areas shall incorporate smart growth principles and ensure that each area is walkable and provides safe, convenient access to accommodate a variety of mobility levels.

Compatibility

- 5.38. Ensure new neighbourhood commercial development is compatible with the adjacent neighbourhood in terms of size, scale, use, and overall design. Vehicle-oriented uses and drive-through facilities are not considered compatible with neighbourhood commercial developments unless the site is located adjacent to an arterial roadway.

Home-based Business

Home based businesses can contribute to the overall vitality and safety of neighbourhoods by ensuring activity and passive surveillance while providing an opportunity for residents to conduct low-impact businesses and support entrepreneurial initiatives. The City establishes policies and regulations for home businesses to ensure the scale and impact of such uses is in keeping with the residential character of the community.

Home-Based Business

- 5.39. The City will support appropriately-scaled home-based businesses and ensure that such businesses retain the residential character of the neighbourhood.

Regulatory Considerations

- 5.40. The Land Use Bylaw may contain regulations to limit the nature and extent of activities that may be allowed as home occupations and may regulate such matters as parking, extent of paved surfaces, signage, number of employees, and storage of goods.

Urban Agriculture Business

- 5.41. The City supports urban agricultural activities such as farmers markets and community gardens and will undertake community engagement processes to determine the acceptability of home-based urban agricultural activities.

Arts & Culture Sector

- 5.42. The City encourages arts and cultural activities such as festivals and performances that help achieve its economic development objectives.

Non-Profit Sector

- 5.43. The City supports the development of non-profit organizations in the community recognizing they are employers and contributors to quality of life in the city.



Chapter 6

Community Design & Development

Goal: Enhance the social, environmental and fiscal sustainability of Airdrie by creating healthy, liveable and complete communities.

Objectives:

- Promote the concept of compact urban form as a means of optimizing existing infrastructure, promoting efficient use of land and resources, and protecting open space and environmental areas.
- Ensure neighbourhoods are designed to be accessible and connected for all age groups and travel modes.
- Ensure neighbourhoods are well-designed and offer a range of housing options to meet a broad range of needs.

Community design and development calls for creating communities that are walkable, well-connected to pathways, parks and transit, and contain a range of complementary uses, and a meaningful choice of housing. Neighbourhood Structure Plans (NSPs) within Airdrie usually cover an area between 80 and 160 acres in size and form part of the larger Community Area Structure Plan (CASP).

The City promotes the concepts of housing choice, mix of uses, compact urban form, cost-effective infrastructure, walkable and transit-accessible communities and the protection of natural areas as key components of sustainable communities. This plan sets out density requirements for residential development and provides site planning criteria to ensure that the placement of density supports objectives to increase accessibility and walkability.

The integration of development, design, density and transportation is essential to long-term community sustainability. Appropriately located and designed residential density largely determines the viability of local businesses and community services that serve residents, such as schools and recreational facilities. The City of Airdrie will continue to shift over time to this pattern of development to provide better connectivity and mix of uses in order for the community to meet the AirdrieOne sustainability objectives.

General Policies

6. Neighbourhood Structure Plan

- 6.1. A Neighbourhood Structure Plan is required for the development of all new residential communities.

Community Design Principles

- 6.2. The City's interest in community design is ensuring that they remain liveable, sustainable, accessible, and safe over time. The design of communities should:
 - a) Support the co-location of compatible residential, commercial, employment and institutional uses within the downtown and within centres and designated corridors;

- b) Incorporate neighbourhood nodes or activity centres within new communities to encourage community interaction and neighbourhood engagement;
- c) Locate sites for medium and/or higher density residential development in areas with good access to transit and where adequate amenities are provided;
- d) Include an appropriate mix of housing types and tenures to meet a broad range of lifestyle and income needs;
- e) Protect and incorporate natural features including streams, wetlands, stands of trees and natural topography;
- f) Provide adequate parks and open space to appeal to a broad range of needs. These spaces shall be distributed throughout the neighbourhood to ensure accessibility by the majority of homes;
- g) Integrate and connect the neighbourhood to the city-wide pathway system through appropriate links with neighbourhood pathways and trails, parks, open space, municipal reserve, public utility lots and school reserves;
- h) Create safe, walkable streets by utilizing a modified grid street pattern. Single loop roads should be avoided. Cul-de-sacs should include pedestrian links to adjacent pathways and roads; and
- i) Provide adequate landscaping, particularly along streetscapes and neighbourhood entry-ways.

Winter City Design

- 6.3. Development proponents should plan and design developments within the context of Airdrie being a winter city and a prairie city: This considers design aspects such as:
- a) Orienting buildings and open spaces to maximize sun exposure;
 - b) Creating windbreaks through effective site planning, landscaping and building design;
 - c) Preserving shelter belts and trees to the greatest extent possible;
 - d) Incorporating compatible mixes of uses to reduce travel distance between homes, shops and services;
 - e) Utilizing site and building lighting and colour treatments to offset darkness and monotony;
 - f) Utilize modified grid street system to reduce walking and driving distances through communities;
 - g) Ensuring adequate provision for snow storage in the design of communities and non-residential areas, including, but not limited to, boulevards, parking lots, and side yards; and
 - h) Large-scale snow storage areas should not be located in an area that drains directly into Nose Creek or within environmental reserve areas.

Community Nodes/ Activity Centres

- 6.4. New communities should be focused around a neighbourhood node or activity centre that creates a vibrant, walkable gathering place for residents and provides opportunities for small-scale shops and services and housing choices. Community nodes may include, but are not limited to, the following:

- a) Medium to high density housing.
- b) Commercial mixed use development.
- c) Live/work spaces.
- d) Small-scale retail and businesses.
- e) Small-scale cultural facilities and /or community meeting spaces.
- f) Civic offices or facilities.
- g) Transit access and related facilities.

Residential Use Locations

- 6.5. Residential uses are accommodated in the land use designations depicted on the Generalized Land Use Concept Map. In addition to designated residential districts, residential uses *may* be considered in a range of commercial and employment zones subject to adequate review of area structure plans and site plans.
- 6.6. Residential will not be permitted in designated heavy-industrial zones in order to protect the ability of industrial uses to conduct business and preserve the affordability of the industrial land base.

Residential Density

The City recognizes that increased densities are an important means to an end: The appropriate placement and orientation of higher density developments can support multiple objectives such as enhancing walkability, promoting affordability, supporting transit, supporting adjacent commercial areas, reducing development footprints to protect environmental areas and infrastructure extensions, and providing housing options for a broad range of the population.

Transit-supportive development: There is a strong correlation between development density and the viability of transit. The Institute of Transportation Engineers (ITE) Transportation Handbook suggests that 7 units per acre (upa) is the threshold at which ‘intermediate levels’ of bus service become viable, and supports a bus frequency service of every 30 minutes. ITE suggests that 9 upa is the threshold at which rail service as a part of a greater metropolitan area may begin to be viable. With increased densities, bus rapid transit (BRT) may be a viable, cost effective solution for providing long-term connectivity between Airdrie and the Calgary LRT system. The location of development densities relative to the transit corridors and centres are of much greater importance to the viability of transit use than the overall community density. The road pattern is also important, as a prevalence of discontinuous suburban roads and high-volume arterials can reduce transit accessibility and walkability.

The density target established in the Calgary Metropolitan Plan for compact nodes is 8 units per acre.

Density Strategy

- 6.7. In order to sensitively integrate mixed density uses within communities, the City shall promote the following:
 - a) Medium and higher density development should be oriented to transit-serving corridors or locations that can be easily served with transit.

- b) Medium and higher density developments should be located in areas well-served by public amenities, including parks and pathways systems.
- c) The highest densities shall be located in, or adjacent to, mixed use nodes located at arterial and/or collector road intersections.
- d) Mixed-use developments should be oriented to the street, along transit-serving corridors and adjacent to pedestrian facilities.
- e) Large-scale, isolated blocks of higher density development are discouraged.

Density Targets and Ranges

- 6.8. The average residential density level, established at the Community Area Structure Plan level, shall be eight (8) per gross residential acre, subject to meeting the established community design and development principles of this plan.
- 6.9. The actual densities and development form, approved in new communities through the Neighbourhood Structure Plan, shall reflect the following:
 - a) The ability to facilitate and support mixed use and transit-supportive development;
 - b) The proximity to the Downtown and community and regional commercial developments;
 - c) The servicing capacities associated with the development areas; and
 - d) The form and design of the proposed development.
- 6.10. The City's interest in regulating density is to create residential developments that are liveable, diverse, attractive and accessible to its residents and create places that people want to live in and take care of over the long-term. To that end, the City may limit or modify the density within a proposed community plan to ensure good planning principles, locational requirements, and liveability objectives are adequately demonstrated, regardless of the density target established in this Plan.

Residential Designations

Community Area Structure Plans and Neighbourhood Area Structure Plans should identify the intended distribution and mix of housing designations. Detailed regulations and unit-per-acre density ranges shall be addressed through the Land Use Bylaw.

Low Density Residential

- 6.11. Low density residential use designations are intended for a variety of low rise, low-density housing forms including conventional single-detached dwellings, small-lot single-detached dwellings, semi-detached and duplex buildings.

Medium Density Residential

- 6.12. Medium density residential use designations are intended for a variety of housing types including, street-fronting townhouses, stacked, and low-rise apartment buildings and other attached housing forms.

High Density Residential Districts

- 6.13. High density residential use designations are intended primarily for large multi-unit and apartment-type developments. The following locational criteria shall be applied:
- a) Developments should be located where transit access is optimized;
 - b) Developments should be located adjacent to a through street to optimized resident and fire access. High density developments should not be situated on cul-de-sacs or sites without a secondary access route;
 - c) Sites should be located within 10 minute walking distance of designated commercial shopping areas, service-commercial areas and institutional, community recreational facilities and major community parks;
 - d) The size, depth and configuration of the site must be sufficient to accommodate the associated resident and visitor parking, emergency access and circulation, landscaping and private amenity space;
 - e) Higher-density developments should be considered where natural features and environmentally sensitive features would be better preserved with clustered development and smaller overall footprints; and
 - f) For sites that are adjacent to low-density residential areas, the configuration, location and design of the building(s) shall ensure a compatible interface through the appropriate use of building height (e.g. stepping the building down near the interface with low-rise buildings), landscaping, siting and building design.

Housing Mix

Housing Diversity & Integration

- 6.14. The City shall promote a broader range of housing types throughout the city by:
- a) Encouraging dwelling units in combination with compatible non-residential uses, live-work units, secondary suites and housing above shops in appropriate locations;
 - b) Developing land use policies in Community Area Structure Plans, Neighbourhood Structure Plans and Area Redevelopment Plans that support a sensitive mix and integration of housing types within communities;
 - c) Developing design guidelines to promote housing integration in new and existing communities; and
 - d) Updating the Land Use Bylaw to facilitate greater housing type mix in new and existing communities

Housing Mix

- 6.15. To meet a broad range of housing needs and to ensure an efficient development form, at least 30% of the housing stock within a Neighbourhood Structure Plan (NSP) area should be comprised of a mix of duplex, semi-detached, townhome, apartment and other attached housing styles.

Small Lot Development

- 6.16. The City supports the development of small-lot and narrow-lot development within neighbourhoods to provide affordable housing options and contribute to housing choice. However, it is not the intent of the City to encourage this housing form as the dominant housing option within a neighbourhood. Small and narrow lot single-detached development, as defined in the Land Use Bylaw, should not exceed 35% of the housing stock within a Neighbourhood Structure Plan area.
- 6.17. The City's interest in regulating housing mix and lot size is to create residential developments that are sustainable, inclusive and meet the needs of different demographic groups and lifestyle needs. To that end, the City may modify the housing mix requirements within a proposed Neighbourhood Structure Plan to ensure good planning principles, innovation and housing needs are adequately demonstrated, regardless of the targets established in this Plan.

Housing Affordability

Housing affordability is a function of housing cost and household income. Affordable housing refers to adequate shelter that does not exceed 30% of household income. 30% of income is an established norm for the percentage of gross income that low-to-moderate income households can afford to spend on shelter while leaving enough for food, transportation, clothing and other necessities. Affordable housing may be provided by the private sector, non-profits, cooperative and public sectors separately or through partnership models. It is an objective of the City to facilitate opportunities for a range of rental, cooperative and ownership housing for residents facing affordability challenges.

Housing Needs Tracking

- 6.18. The City will regularly monitor the housing supply, demographic data and trends, income levels, rental vacancy rates and average house prices and housing needs.

Housing Partnerships

- 6.19. The City will continue to work with the Airdrie Housing Corporation, various government agencies, non-profit groups, developers, and other groups to increase the long-term supply of affordable and special needs housing sufficient to meet identified needs.

Affordable & Supportive Housing

- 6.20. Affordable and below-market housing is encouraged to locate close to schools, shops, services and parks, and locations capable of being served by transit.

Secondary Suites

- 6.21. The City supports secondary suites in new development and in existing neighbourhoods that have sufficient servicing and parking capacity.
- 6.22. The City shall ensure that provisions are established in the Land Use Bylaw to address compatibility of accessory residential units and to protect the integrity of the neighbourhood through adequate on-site parking amongst other factors.

Specific Needs Housing

Age-in Place Options

- 6.23. The City will address the needs of an aging population by encouraging the provision of a diverse range of housing options in all parts of the community, with an emphasis on integrating housing choices in walkable locations. The City will continue to monitor and track demographic changes and trends in the community to determine the needs of seniors.
- 6.24. To facilitate greater independence, housing geared to seniors should be located within easy walking distance to shops, services and amenities.

Evaluation Criteria – Special Needs Housing

- a) When reviewing any proposal for the purpose of developing seniors or specific-needs housing, the City shall consider the following criteria:
- b) Traffic generation: traffic generated from the facility shall be sufficiently accommodated by the road network;
- c) Safety: developments accommodating mobility-restricted and/or vulnerable populations shall be located in areas that can be easily accessed by emergency services;
- d) Design: the facility shall be of a design which maintains the scale, density, appearance, character of existing land use in the surrounding neighbourhood; and
- e) Parking: the City may vary parking requirements from the floor-area based standards in the land use bylaw, and give consideration to the use intensity, facility type, staffing levels and visitor requirements.

Established Neighbourhoods

- 6.25. The City shall support established residential neighbourhoods by:
- a) Encouraging redevelopment in existing neighbourhoods in ways that will respect the residential context, encourage neighbourhood re-investment and maximize the use and viability of existing services and facilities;
 - b) Retaining and reinforcing the character and features of established neighbourhoods, where appropriate, with planning policies, design guidelines, or area redevelopment plans; and
 - c) Integrating appropriate home-based businesses and live-work uses in established neighbourhoods.

Context-Sensitive Infill & Redevelopment

- 6.26. Growth and change will be encouraged in all existing neighbourhoods through infill, redevelopment and intensification provided that the development:
- a) Is in context with the existing neighbourhood;
 - b) Ensures and appropriate transition between low-density residential areas and more intensive multi-residential or commercial areas;
 - c) Complements the established character and general development pattern of the area; and
 - d) Is supported with services and infrastructure.

- 6.27. Where, in the opinion of the City, redevelopment or intensification in an existing neighbourhood is of a large scale, or where it will result in significant commercial intensification within a predominantly residential area, the City may require the preparation of an Area Redevelopment Plan that addresses:
- a) How the proposed development meets policy 6.28;
 - b) How the proposed development will contribute to making the neighbourhood a more vibrant and complete community in accordance with policy 6.2 and policy 6.4;
 - c) How the proposed development can be serviced appropriately; and
 - d) Any other matters identified in policy 14.11 (ARP requirements).

Residential Conversions

- 6.28. To facilitate small business opportunities, the City may permit the conversion of residences for small-scale offices, business services, personal services and cottage industry in areas adjacent to the downtown while continuing to permit residential uses. The City will establish requirements for these uses through the Land Use Bylaw to ensure compatibility with the surrounding residential areas.

Evaluation Criteria - Residential Conversions

- 6.29. New development for the purpose of establishing a commercial or business use shall be designed in a manner which maintains the scale, appearance, character and compatibility with the surrounding residential area. The City shall evaluate development proposals according to the following criteria:
- a) Existing municipal services shall be adequate to accommodate the development;
 - b) Adequate off-street parking shall be provided;
 - c) Parking areas and driveways will be located to permit appropriate landscaping and screening from adjacent residential uses;
 - d) To the extent possible, parking areas should generally be located to the rear or side of the building frontage; and
 - e) Signage and lighting will be controlled in terms of height, size and orientation to maintain the residential character of the area.

Neighbourhood-Serving Uses

- 6.30. The City recognizes the importance of neighbourhood-serving uses such as day care facilities, places of worship and assembly, libraries, small-scale retail-commercial facilities and community support services.

Evaluation Criteria – Neighbourhood Serving Uses

- 6.31. The City will be guided by the following criteria when considering proposals for neighbourhood-serving uses:
- a) Demonstration that the built form of neighbourhood-serving uses is compatible with the surrounding residential buildings in terms of general massing and development form;
 - b) Demonstration that the uses are accessible to transit and pedestrian pathways; and

- c) Uses with the potential to generate significant amounts of traffic or parking, such as uses that have a catchment or market area that extends beyond the immediate neighbourhood, should locate on arterial or collector roads at the periphery of the residential area or on sites adjacent to existing or proposed commercial uses.

Manufactured Home Developments

- 6.32. The City will facilitate the ongoing re-investment and renewal of manufactured home parks by updating regulations in the Land Use Bylaw which provide for the placement of newer models of manufactured homes subject to adequate site planning regulations.
- 6.33. Redevelopment proposals of manufactured home parks which seek to displace homes and residents will not be supported unless accompanied by a relocation plan and strategy for involving and compensating impacted residents.



Chapter 7

Sustainable Transportation

Goal: To develop an integrated, efficient and affordable transportation system that provides a range of mobility options for people of all ages and abilities.

Objectives:

- Plan for and implement roadway improvements to address the transportation needs of the City of Airdrie to its projected population horizon of 90,000.
- Support the integration of land use and transportation planning to ensure that the road network can support the intended development pattern and facilitate economic development.
- Promote land use and development patterns that support walkability and transit.
- Ensure appropriate, convenient links to the regional road, transit and pathway network.
- Ensure a fiscally sustainable transportation system through good planning, efficient routing, value engineering and adequate maintenance.

General Transportation Policies

7. Sustainable Transportation

- 7.1. The City will foster and promote transportation strategies which make more efficient use of existing facilities, reduce environmental impact, and promote a range of travel options.
- 7.2. To develop Airdrie as a well-connected city, land use planning, community design and transportation planning should be closely integrated.
- 7.3. The City will utilize the Transportation Master Plan, as amended from time to time, to identify the mobility and accessibility strategies required to accommodate existing and projected growth in a cost-effective and sustainable manner.

Safe Streets/Complete Streets

- 7.4. The City of Airdrie will plan, construct, operate and maintain the roadway system in a manner that promotes safety for the user.
- 7.5. Roads should be planned and designed as complete streets, accommodating a range of users, including pedestrians, transit users and private vehicles.
- 7.6. The municipal engineering servicing standards for roadways should be subject to periodic review and adjusted where necessary as a result of urban growth, innovations in technology, or changes in public priorities.
- 7.7. City Council may waive or accept less than the maximum road widening requirements where, in the opinion of City, the nature of existing development, topographical features, natural features or other constraints make it impractical or undesirable to widen the road to the established road right-of-way requirement.

- 7.8. Road right-of-way dedications shall make provision for landscaping, tree planting and sidewalks or pathway systems. Pathways form part of the overall transportation system and shall be dedicated as part of the road right-of-way. Roads and pathways should be constructed simultaneously.
- 7.9. In addition to any requirements of the municipal engineering servicing standards, the following design elements may be considered for new roadways in new communities and when re-designing or re-developing existing roadways:
- a) Provision for the safe and efficient movement of emergency and protective services vehicles, particularly along arterial and collector roads;
 - b) Use of a modified grid road system to provide travel options and reduce walking distances, particularly between homes, schools and local shops;
 - c) Use of treed boulevards between sidewalks and traffic lanes along collector roads in order to separate pedestrians and provide adequate snow storage;
 - d) Adequate spacing of traffic lights and crosswalks to contribute to a safe pedestrian environment;
 - e) Use of short blocks on local roads to reduce potential for speeding; and
 - f) In commercial areas, reducing mid-block curb cuts for entry/exit of vehicles to parking lots to improve pedestrian safety and reduce road congestion.
- 7.10. The City will develop Complete Streets Guidelines which address accessibility and connectivity improvements, street safety, street classifications and design standards.

Major Road Ways

Regional Network Development

- 7.11. The City will work collaboratively with the City of Calgary, Rocky View County, Calgary Regional Partnership (CRP) and the Province to develop a safe, efficient and sustainable regional transportation network for roads, goods movement, and public transit.
- 7.12. The City will continue to liaise with the Province, Rocky View County, the City of Calgary and the Calgary Regional Partnership to promote the coordination of improvements to the road and transit networks.
- 7.13. The City should continue to work with Alberta Transportation to ensure that highway planning meets the shared objectives of providing safe, efficient and effective transportation of people and goods and ensure that provincial decisions respect and help to implement the City's transportation goals and priority transportation improvements.
- 7.14. Future transportation planning initiatives shall address the need to improve east-west pedestrian and traffic circulation, including improving movements across Highway # 2 and the CP railway tracks.
- 7.15. The City will work with the development community and senior levels of government to ensure the timely development of the transportation network and the equitable allocation of costs.

Goods Movement

The movement of goods and other industrial traffic is important to the economic vitality of Airdrie. Trucks need to be accommodated on industrial streets and on those streets that lead to and from industrial areas. The CP railway is a significant goods movement corridor running north-south through the city. It is recognized that regulatory oversight of railways fall within federal jurisdiction, and operations are the responsibility of CP rail.

- 7.16. The skeletal network is designed to facilitate the movement of goods and provide connections to regional routes.
- 7.17. The City recognizes that while truck access and associated goods movement is necessary throughout the municipality; the adverse effects of truck traffic shall be minimized in residential and mixed use areas by:
 - a) Directing uses which are expected to generate high levels of commercial and industrial truck traffic to appropriately designated employment districts;
 - b) Ensuring that buildings located adjacent to roads and intersections carrying a high volume of heavy vehicles are designed such that negative effects of noise and vibration are minimized;
 - c) Designating specific locations within industrial and employment areas for parking heavy vehicles and commercial trucks, where the visual and safety impacts can be minimized; and
 - d) Promoting the proper design of roads intended to carry heavy vehicles.
- 7.18. The City will support the use of the CP Rail line as a key goods movement corridor by:
 - a) Establishing adequate development setbacks from the railway line; and
 - b) Developing options to reduce the number of at-grade crossings of the rail corridor as the city continues to expand.

Transit

In order to encourage transit use and allow for efficient and reliable transit operation, streets need to be designed with transit service in mind. Land use is always a factor in transit use. Higher-density developments with good pedestrian connection to transit routes are critical to successful transit operation. Key transit designations need to be located on transit corridors.

Transit Service

- 7.19. The City will maintain and enhance transit routes within the city as required to ensure continued public access between neighbourhoods and major destinations.

Transit-Supportive Design

- 7.20. The City will encourage the use of transit by locating medium to high density development and other uses that may generate higher transit use adjacent to transit corridors and collector roads.

Transit-Supportive Network

- 7.21. All residences in new subdivisions should be located within a 400 metre walking distance of a transit stop, with shorter walking distances encouraged for high density residential areas and developments intended for affordable and supportive housing.
- 7.22. The design of roads, pedestrian pathways and sidewalks should support the existing and proposed transit system. When considering development proposals, the City will assess the extent to which access to transit can be maximized. Specifically, the City will:
- a) Ensure that the road pattern in new development areas allow for the efficient extension of transit service and new communities are designed to facilitate convenient access to transit;
 - b) Ensure that provision is made to locate bus stops in close proximity to concentrations of activity including shopping areas, employment nodes, neighbourhood nodes, and higher-density residential and mixed use development;
 - c) Require that the location of planned transit stops within new communities be identified in Neighbourhood Structure Plans and refined at the subdivision stage.
- 7.23. The City will work with the Province and regional partners to expand the capacity of the regional commuter bus service to Calgary.
- 7.24. The City will develop plans which identify key corridors as potential long term Bus Rapid Transit (BRT) routes and undertake studies to confirm the appropriate right-of-way requirements and configuration of roadways and land use and built form that would be supported by, and would encourage use of Bus Rapid Transit. Key corridors should be those that link to the City of Calgary's transit network.
- 7.25. The planning and design of transit stops and shelters should take the following into account:
- a) Direct access to the stop for pedestrians on paved surfaces.
 - b) The posting of route schedules.
 - c) Bus shelters that offer weather protection.
- 7.26. Land shall be identified in an area adjacent to the CP rail line for the future development of an inter-urban transit facility. The site should be capable of handling buses in the short term and ultimately be capable of facilitating rail or light rail commuter services.
- 7.27. Transit facilities and services should make provision for handicapped or special need access.

Walking and Cycling

- 7.28. The City will contribute to a safer and more convenient pedestrian environment by:
- a) Continuing to improve and connect the pathway system.
 - b) Promoting human scale development.
 - c) Creating safe streets and safe crossings.
 - d) Maintaining the sidewalk and pathway network to ensure safe and convenient access.

- e) Promoting barrier-free access.
- 7.29. To ensure on-going safety and community access, the City will liaise with representatives of CP rail to:
 - a) Improve pedestrian access options across the rail line.
 - b) Promote pedestrian and driver safety.
 - c) Improve emergency management and response.
- 7.30. New communities and subdivisions shall provide for direct connections through sidewalks and pathways between residential areas and key destination, such as commercial areas, schools and transit stops.
- 7.31. The City recognizes that cycling is a sustainable alternative to vehicular modes of transportation and promotes active and healthy lifestyles. Opportunities for enhancing cycling routes will be addressed in the Complete Streets Guidelines.
- 7.32. The City may require, as a condition of development approval, the provision of adequate bike parking facilities for mixed use, commercial and institutional uses.
- 7.33. The City will establish accessible and sufficient bike parking areas at all City-owned and operated facilities in order to promote the use of bicycles.

Parking

- 7.34. Parking requirements will be evaluated based on consideration of land use and parking demand, and in a manner that reflects the City's desire to promote compact development and walkable communities.
- 7.35. The City will review measures to restrict or eliminate on-street parking in appropriate areas to facilitate traffic flow and snow clearing.
- 7.36. Where parking is provided within an above-grade structure, the exterior of the facility and particularly the lower levels shall contribute to a safe and aesthetically pleasing pedestrian environment by creating visual interest through the use of architectural details, compatible materials, and respecting the scale and massing of nearby buildings

Monitoring and Impact Assessment

Transportation Impact Assessments

- 7.37. The City will require a transportation impact assessment (TIA) to be submitted where the City determines that the development may impact the mobility and/or safety of the surrounding area. The traffic impact study shall address:
 - a) The projected traffic volumes associated with the proposed development;
 - b) The potential impacts on the local neighbourhood that would occur as a result of the development;
 - c) The method and means by which the development can be efficiently and effectively served by transit; and

- d) The required road, parking, transit, cycling and pedestrian facilities necessary to support the proposed development.

Impact Mitigation

- 7.38. The City shall endeavour to mitigate negative social and environmental impacts in the planning, construction and operation of transportation facilities.

Noise Attenuation

- 7.39. Area structure plans for new neighbourhoods shall address issues related to noise from arterial roadways and railways adjacent to residential areas, and suggest mitigation measures that to be undertaken during the planning and development processes.
- 7.40. The City shall review and update the transportation noise bylaw to ensure adequate appropriate and cost-effective noise attenuation responses.

Monitoring

- 7.41. The City will monitor traffic counts and movements to ensure that road capacity design and timing of capital improvements can accommodate changes in traffic due to population growth, increased density and new development.



Chapter 8

Parks, Pathways and Municipal Reserve

Goal: Provide a range of parks and open spaces that meet a broad range of resident's needs and lifestyles and offer both passive and active recreational opportunities.

Objectives:

- Expand and enhance the City's inventory of parks and open spaces for the ecological, health, recreation and educational benefits they provide.
- Develop parks and open spaces that are accessible, connected, diverse, functional, attractive and sustainable over the long term.
- Ensure that all city residents enjoy the full benefits of the dedication and distribution of Municipal Reserve lands.
- Encourage environmental management and stewardship of all public open spaces.
- Respond to the long term needs and changing demographics within the city
- Utilize parks and open spaces to complement and enhance biodiversity, linkages, habitat and the overall health of Airdrie's ecological network.

Parks Planning

The intent of these policies is to provide an attractive, multi-functional open space system for Airdrie residents. In order to meet the needs of the community, the system must provide a range of open space opportunities including; structured parks containing facilities for formal, high intensity recreational activities, unstructured parkland for low-intensity recreational activities and natural areas for the maintenance and protection of natural processes and interpretation of the natural landscape.

Reference should also be made to the City of Airdrie's Great Places Plan.

Policies

8. Open Space Acquisition

- 8.1. The City will seek to acquire lands to produce a system of open spaces that includes a variety of publicly accessible park spaces and trails as well as natural areas.

Acquisition Target

- 8.2. The City's long-term parks and open space acquisition target is 10 acres of open space per 1,000 residents. This measure includes municipal reserve, environmental reserve, and other publically-accessible open space.

Open Space Connections

- 8.3. As new areas are planned and developed, the City shall ensure the design of the parks, pathways and open space system provides:

- a) Linkages to major parks and the Nose creek corridor;
- b) Pathway and pedestrian connections within and between neighbourhoods; and
- c) Linkages with natural systems, as identified in the City's Ecological Inventory and Environmental Best Practices Report in order to strengthen Airdrie's ecological network.

Nose Creek Corridor

- 8.4. The Nose Creek Corridor shall form the major open space amenity for the City of Airdrie such that:
 - a) Land along the corridor may be provided through the dedication of environmental and municipal reserves.
 - b) Land along the corridor may be acquired by municipal purchase.
 - c) Policies contained within Community Area Structure Plans and Neighbourhood Area Structure Plans shall be designed to protect and enhance the Nose Creek corridor.
- 8.5. As development occurs, the Nose Creek open space corridor shall be expanded so that it forms a central, continuous parkway system between the north and south limits of the city.

Parks Master Plan

- 8.6. The City will update and maintain the Parks Master Plan (*Great Places Plan*) on a regular basis to address park development priorities and objectives, parks and open space concepts and typologies, as well as standards for the development of open space, parks and pathways.

Parks-Planning Guidelines

- 8.7. In considering parks development in Neighbourhood Structure Plans, the City shall have regard for the typology of parks identified in the Parks Master Plan.
- 8.8. The City will continue to develop and refine its *Standard Landscape Guidelines and Specifications* to provide detailed guidance on the creation of parks, pathways, joint use sites and open space areas particularly as new residential areas are planned and developed.
- 8.9. The City will enhance the habitat value of parks by incorporating native plant species into parks design where possible and viable to do so.

Gathering Spaces

- 8.10. In conjunction with streetscapes and other public realm areas, parks and open spaces should be designed to be easily accessible to pedestrians and create opportunities for area residents to gather and interact wherever possible.

Arts and Culture

- 8.11. When planning parks and outdoor public spaces, the City will investigate opportunities to create and include performance/display space or activity space for arts and culture events.

Municipal Reserve

As stated in Section 664(1), 671(1) and 671 (2.1) of the *Municipal Government Act*, land taken as municipal reserve may be used for a public park, community services, a public recreation area, a school, or to separate areas of land that are used for different purposes. Triggered by an application of

subdivision, the municipality may take no more than 10% of the land or cash-in-lieu (unless specifically allowed by the Act), after subtracting any land taken as environmental reserve.

- 8.12. The dedication of municipal reserve (MR) at the time of subdivision will generally be ten percent of the land remaining after any environmental reserve land has been dedicated. Pursuant to the *Municipal Government Act*, the City may seek additional municipal reserve lands where population densities warrant.
- 8.13. In residential areas, municipal reserve dedication shall be provided in the form of land. In non-residential areas it may be provided in the form of land, cash-in-lieu, or a combination of land and cash-in-lieu.
- 8.14. When municipal reserve land is established as a result of the subdivision of land within the corporate boundaries of the city, the title of such reserve land shall be vested in the City.

Municipal Reserve Sites

- 8.15. The general location and distribution of municipal reserve land will be determined at the Community Area Structure Plan stage and further refined through the Neighbourhood Structure Plan and plan of subdivision stages.
- 8.16. Emphasis shall be placed on the provision of useable open space when dedicating credit municipal reserve. Walkways which solely provide connections between streets and facilities shall be provided as part of the road system or as public utility lots.

MR Credit for Stormwater Facilities

- 8.17. The City may consider providing municipal reserve credit for up to 50% of the land area located between the 1:100 year flood line level and the 1:25 year flood line level of stormwater dry and wet pond facilities, provided that:
 - a) The proposed municipal reserve credit is required to be a useable and functional space;
 - b) The developer agrees to provide trail surfacing, landscaping, and other structures or amenities to the City;
 - c) There is an identified need in the community for this type of recreational space; and
 - d) Neighbourhood amenities and park service and space requirements elsewhere in the neighbourhood are not compromised.

Non-Contributing Park Space

Through development and construction processes, there can be left over parcels of land which are provided to a municipality as Municipal Reserve and identified as park. These often isolated spaces have no real connection to the community, nor do they connect with another type of open space. Non-contributing green space includes utility strips, grassed intersections, left-over green space, awkward locations and spaces too small for meaningful public use.

- 8.18. Non-contributing space will not be included in the calculation of municipal reserve.

The Pathway System

The City of Airdrie manages a regional multi-use trail system as well as a neighbourhood level pathway system. The regional trail system provides Airdrie residents and visitors with an extensive and relatively unencumbered linear recreational amenity in the city for active recreational opportunities. This system combined with the provision of sidewalks and secondary trails provides multi-modal circulation for commuters, students and for recreation. Uses of Airdrie's pathway system include walking, running, cycling, dog-walking, inline skating, and skateboarding.

Pathway Connectivity

- 8.19. New development areas shall provide linear pathway systems, linking school sites, recreational facilities and major open space areas such as Nose Creek to the rest of the community.
- 8.20. All commercial business parks and commercial/retail developments areas shall be connected by a regional and/or local pathway system.

Pathway Alignment

- 8.21. The general alignment of pathways through a new development area and connections to the existing pathway system will be identified in area structure plans and should be reviewed by the Parks Department during the Community Area Structure Plan and Neighbourhood Area Structure Plan review process.

Limitations in Environmental Reserve

- 8.22. Pathways may be included in Environmental Reserves in order to provide pedestrian access and opportunities to appreciate the natural area. Where possible, pathways within environmental reserves should be located on the periphery of significant habitat areas and pathway alignments should respect the topography of the land and ensure that flow patterns in creeks are not impeded.
- 8.23. To the extent possible, pathways located within environmental reserve should utilize raised boardwalks and alternatives to asphalt such as crushed stone or woodchips.

Inter-municipal Pathway Connections

- 8.24. The City supports development of pathways linking Airdrie with Rocky View County and the City of Calgary through a continuous Nose Creek park system.

Development/Area Structure Plan Requirements

- 8.25. The City shall require the following information be addressed through Neighbourhood Structure Plans and/or Area Redevelopment Plans:
 - a) The location and area of all parks, open space and pathways proposed in the plan area;
 - b) The amount and location of proposed reserves;
 - c) The amount and location of reserve land intended for a future school site;
 - d) The rationale and purpose of the parks and open spaces; and

- e) The integration of neighbourhood parks and pathways into the City parks and pathway system.
- 8.26. The City will determine the need for park dedication in commercial and industrial areas on a site by site basis.

Chapter 9

Educational Facilities & School Sites

Goal: To provide opportunities for educational facilities in a manner that supports students and supports Airdrie's sustainability goals.

Objectives:

- Ensure school sites are well-located to ensure safe access for students, school buses and emergency vehicles.
- Ensure the allocation of school sites is fair, feasible and realistic.
- Promote the efficient and sustainable use of land and resources when allocating locations and extending services to school sites.

The development of schools and school sites is a responsibility shared with the development community (which provides sites and services, completes most of the infrastructure servicing), the City (which determines MR allocation, development requirements, park maintenance, and transit services), the Province (provides capital funding and builds the schools) and the school authorities (which determines needs and catchment areas).

Policies

9. Planning for School Sites

- 9.1. At the time of Community Area Structure Plan development, the City will work with the school authorities to determine, based on growth and life-cycle enrollment projections, the need for additional school sites and the proportion of municipal reserve to set aside as school reserve.
- 9.2. The City shall retain ownership of municipal reserve sites until such time as a site is required for the construction of a school.

Facility Siting

- 9.3. New school sites and facilities should be designed and located in a manner which optimizes the limited availability of municipal reserve land and provides for shared lands, facilities and play areas among the school authorities and the City.
- 9.4. When reviewing area structure plans and plans of subdivision, the City will require that designated school sites be shown and will ensure the following criteria are addressed:
 - a) Sites and lot configuration should consider buildings, portables, parking and loading requirements as well as play fields;
 - b) New school facilities should be located on collector roads and may flank arterial roads;
 - c) To the extent possible, new school sites will be situated in a location which will minimize hazards associated with students crossing arterial roads. The City will ensure

that adequate pedestrian circulation systems are incorporated into development plans to minimize potential dangers associated with vehicular traffic; and

- d) Where a new school facility is located adjacent to a municipal park, the site design will ensure that the school and park facilities are integrated for pedestrian movement between the two sites.

Joint Use Sites

- 9.5. The City will collaborate with school authorities on locating joint school and municipal facilities and developing joint use agreements for these facilities.
- 9.6. Where feasible, school buildings should be utilized as community facilities after school hours.

School Ground Naturalization

- 9.7. The City will support the school districts to undertake school ground naturalization in appropriate locations to help students learn about sustainability and environmental restoration.

Surplus Sites

- 9.8. Every effort should be made to maintain existing school buildings as schools. Where this is not feasible, surplus school buildings should be adapted for other community uses and all open space transferred to the City.

Community Service Reserve

Community Services reserve is a category of reserve land designation established through the *Municipal Government Act* which applies only to surplus school building sites. A CSR designation can be applied to the building envelope portion of the municipal or school reserves where the school board declares that it no longer requires the site for school purposes. CSR lands can be used for:

- a) A public library, police station, fire station or ambulance services facility;
 - b) Non-profit facilities for day care, senior citizens and special needs populations;
 - c) A municipal facility providing direct service to the public; and
 - d) Affordable housing.
- 9.9. The City will assess any future surplus school sites for use as a Community Service Reserve (CSR) based on community needs assessments, Council priorities and site suitability.

Chapter 10

Community & Recreational Facilities

Goal: To build a safe, healthy and sustainable community through the provision of a variety of community services, programs and facilities.

Objectives:

- a) Contribute to making Airdrie a safe place to live by providing effective protective and emergency services.
- b) Facilitate the planning and delivery of programs that support and enhance the well-being of families, individuals and neighbourhoods.
- c) Provide a range of recreational opportunities for residents of all ages and life stages.

The City provides and supports a broad range of community services and programs intended to improve the safety and well-being of Airdrie's citizens. These services help make Airdrie a safe place in which to live, work, and play and creates an environment where all residents have the opportunity to enjoy a high quality of life.

The City strives to address community needs through ongoing citizen surveys, resident feedback opportunities and program/service evaluations.

Policies

10. Emergency Services

- 10.1. The City shall continue to provide emergency services, either directly or in cooperation with service providers, based on the Municipal Emergency Management Plan, as amended from time to time.

Protective Services

- 10.2. The City shall continue to provide protective services, either directly or in cooperation with service providers and the community.
- 10.3. The City shall assess the proximity and accessibility of emergency and protective service facilities to serve proposed developments through the Community Area Structure Plan and Neighbourhood Structure Plan processes.

Community Services

Needs Assessment

- 10.4. To address the changing nature of community needs and facilities, the City will conduct periodic surveys, best practice reviews, and needs assessments.

Capital Planning

- 10.5. The City will develop and maintain a 10-year Capital Plan to provide for the assessment of community needs and prioritize facility construction in accordance with the City's financial resources.

Community Facilities

- 10.6. The City will continue to assess, maintain and where appropriate enhance the community facilities serving the residents of Airdrie.

Facility Siting

- 10.7. Wherever possible, major community facilities should be located on municipally owned land other than dedicated reserves in order to maximize the amount of open space available for use by the citizens of Airdrie.

Compatibility Criteria – Community Facilities

- 10.8. The City will enhance the compatibility of all community facilities with adjacent neighbourhoods by applying appropriate standards for development through land use and design criteria which include, but are not limited to, the following:
- a) Large scale community facilities should generally be located on an arterial or collector roads. Access to local streets may be permitted where it can be demonstrated that traffic movements will not flow through low density residential areas;
 - b) Facilities should be located in close proximity to transit services;
 - c) The design of the development should accommodate pedestrian circulation and minimize potential for vehicular-pedestrian conflicts;
 - d) Utilities, water and sewer services must be adequate to service the intended use;
 - e) Facility buildings that are significantly different from the surrounding residential uses shall be sufficiently set-back from any nearby residential area to minimize potential adverse impacts associated with height, massing, materials and layout of buildings;
 - f) The visual appearance of parking lots which are visible from the public road system should be enhanced through landscaping measures; and
 - g) Light spill over or glare from any source including signs onto adjacent residential uses should be minimized by such means as directed lighting and reduced lumens.

Places of Worship and Public Assembly Facilities

- 10.9. The City encourages places of worship and public assembly facilities to be developed:
- a) In such a way as to minimize traffic impacts on residential land uses;
 - b) Adjacent to, or in conjunction with, other institutional facilities;
 - c) Close to neighbourhood commercial areas;
 - d) Along arterial or collector roads.

Chapter 11

Infrastructure Services

Goal: To provide infrastructure and related services essential for the health, safety and convenience of Airdrie residents.

Objectives:

- Ensure municipal infrastructure and services are provided in an efficient and cost-effective manner.
- Ensure municipal infrastructure and services are provided in a location and manner that supports the City Development Strategy established in this Plan.

The infrastructure systems that support Airdrie include water distribution, sanitary sewer, stormwater management system, solid waste management system, and franchise utilities (electricity, gas, telecommunications) provided by others.

Servicing & Utilities

11. Infrastructure Provision

- 11.1. The City will undertake, maintain, and implement comprehensive master plans for its infrastructure and establish budget priorities which ensure adequate servicing and maintenance levels.
- 11.2. Infrastructure and utilities shall be extended in a logical and economically practical manner having regard to the available capacity and the growth management policies of this plan.
- 11.3. The design of water, wastewater and stormwater drainage systems in the city shall have regard for long-term maintenance requirements and ease of future servicing and infrastructure replacement.

Infrastructure Standards Review

- 11.4. The City will undertake periodic reviews of its infrastructure policies and standards to ensure they accommodate sustainable land use and servicing practices.

Integration with Environment

- 11.5. Utility easements and rights-of-way should be located in a manner which respects the natural environment, optimizes space utilization and enhances the opportunity for the rights-of-way to complement the open space system.

Integration with Streetscape Design

- 11.6. Utility rights-of-way should be designed to reduce the setback of buildings from the street wherever possible in order to contribute to attractive streetscapes and healthier street trees.

Servicing Responsibility

- 11.7. Developers shall be solely responsible for the installation of services to municipal standards necessary to service their development. Construction of new developments shall proceed only when City utility services to the new developments are in place. Oversizing of utilities with cost recovery may be required to facilitate future development.

Servicing Sizing

- 11.8. The sizing of sewer and water facilities shall be based on the projected patterns of development within the various catchment and pressure zone areas. Consideration for continuous development shall be designed for.

Water & Watershed Management

The urbanization and development of land results in changes to natural drainage systems by increasing the amount of overland flow during and following rainstorms. This can affect natural water courses in the area by increasing flooding, pollution and impacts on wildlife habitat.

Stormwater runoff within the city is currently discharged either directly into Nose Creek or indirectly, through various stormwater retention systems. The capacity of these systems is limited and alternatives must be incorporated to improve the health and functioning of the Nose Creek system. It is mandatory that the City of Airdrie regulate the rate and quality of stormwater flow from new development areas to preserve the existing systems and prevent neighbourhood flooding.

When managing stormwater the City is guided by two key documents: the Master Drainage Study (2013) and the Nose Creek Water and Watershed Management Plan. The City recognizes stormwater as resources and seeks to operate stormwater systems in an efficient and effective manner.

Stormwater Objectives

- Meet the runoff volume control targets recommended within the Nose Creek Watershed Water Management Plan.
- Protect wetlands and riparian areas.
- Minimize flood risk to the community by restricting development within the flood plain of nose creek.
- Encourage built form and site planning that increases the extent of pervious surfaces.

Policies

Stormwater Facility Design

- 11.9. The City shall manage stormwater effectively utilizing an integrated stormwater management approach as contained in the Master Drainage Study, as updated from time to time.
- 11.10. The location and size of stormwater ponds shall be guided by the *Master Drainage Study* and shall be confirmed through more detailed development planning processes.
- 11.11. The regional stormwater management storage facilities may be wet ponds, constructed wetlands, dry ponds or a combination thereof. If dry ponds are constructed, then the required

water quality enhancement must be achieved through the use of sediment forebay(s) if implemented in a downstream wet pond or constructed wetland.

- 11.12. A Staged Master Drainage Plan (SMDP) shall be prepared as part of a Community Area Structure Plan or Neighbourhood Structure Plan. The SMDP is intended, at minimum, to interpret the recommendations established in the Master Drainage Plan, confirm catchment boundaries and locations of stormwater management storage facilities.
- 11.13. A stormwater management plan must be prepared and implemented for all residential subdivisions, multi-unit developments, commercial and industrial developments. The plan shall include, but is not limited to the following:
 - a) Existing drainage features;
 - b) Flood risk;
 - c) Erosion risk;
 - d) Minor and major system design criteria;
 - e) Design criteria for flows originating off-site;
 - f) Design criteria for addressing conditions established in the Nose Creek Water and Watershed management plan; and
 - g) Where appropriate, options for use of naturalized or reconstructed wetlands.
- 11.14. A Pond Report must be prepared for all stormwater facilities within the City.

Release Rates

- 11.15. Stormwater management facilities shall be designed to reflect the allowable release rate and the runoff volume control targets to Nose Creek as recommended within the Nose Creek Watershed Water Management Plan.

No Direct Runoff

- 11.16. No direct stormwater runoff into Nose Creek from new development will be permitted.

Surface Runoff

- 11.17. All new development will be required to regulate and control surface runoff during and following construction and shall include the incorporation of treatment for storm water runoff designed to improve the quality of the runoff entering the receiving body.

Natural Hydrology

- 11.18. To preserve existing topography and natural hydrology, buildings and roads should be strategically located to reduce the area disturbed by cutting and filling and minimize the amount of surface area susceptible to erosion.

Green Infrastructure

- 11.19. The City will work with development proponents and regulating agencies to facilitate the use of low impact designs and green infrastructure, including but not limited to, the following best practices:

- a) Reduction of impervious surfaces through compact building design and use of permeable pavements.
 - b) Maximizing natural infiltration through bio-retention, bioswales and rain gardens.
 - c) Rainwater harvesting for reuse.
 - d) Use of absorbent landscaping.
- 11.20. The use of impervious materials and lawn substitutes such as artificial turf should be limited in residential areas to prevent excessive runoff to neighbouring properties.

Watershed Restoration

- 11.21. The City will take steps to conserve and, where feasible, restore areas that provide important watershed quality benefits such as riparian corridors, wetlands, drainage canals and areas prone to flood for the purpose of protecting the city's watershed and to protect the city from flooding through such means as development restrictions and zoning, planting projects and setback requirements.

Regional Effort

- 11.22. The City shall continue to work with the Calgary Regional Partnership, the province and local watershed organizations to improve water quality and watershed protection.

Waste Management

The City of Airdrie is committed to reducing the amount of waste destined for disposal in municipal landfills in order to become more sustainable and reduce the costs associated with disposal and landfill development.

Policies

Comprehensive Waste Management

- 11.23. The City will actively promote waste reduction through public education, recycling, waste diversion programs, user-pay and, if required, bylaw controls.

Enhance Recycling Opportunities

- 11.24. Development proponents shall ensure that new multi-residential and commercial buildings are designed to provide adequately sized, convenient facilities for recycling collection and storage.

Energy-Related Infrastructure

The City recognizes that addressing energy use and energy efficiency is critical to the long-term sustainability of the City.

- 11.25. The City will promote energy efficiency and sustainable energy systems by:
- Encouraging the use of energy design and management systems such as LEED, Built Green, Go Green or equivalent rating systems as guides to integrating energy efficiency into buildings.
 - Promoting building orientations and street design patterns that maximize passive solar gain.

- Encouraging the incorporation of micro-energy systems, solar panels and micro wind turbines subject to appropriate community design and Land Use Bylaw considerations.
- Ensuring that energy efficiency is part of the design considerations for area structure plans and general land use and transportation planning.

Telecommunications Infrastructure

Telecommunication facilities are regulated and licensed by the Federal government. Local municipalities are not the approving authorities for these facilities, but review proposals from carrier companies and indicate whether the municipality supports these installations.

Transmission Facilities

- 11.26. The City shall encourage the clustering of transmission facilities in locations which minimize their impact on future urban growth patterns.

Co-location

- 11.27. To reduce visual impact and proliferation of telecommunication towers, applications for free-standing antenna structures are requested to identify any other such structure within a radius of 500 metres of the proposed location.

Visual Impact

- 11.28. All applications for antenna structures which are visible from residential areas may be requested to employ innovative design measures to mitigate the visual impact of these structures.

Chapter 12

Intermunicipal Planning

Goals: To sustain effective, collaborative, and respectful working relationships with regional and intermunicipal jurisdictions.

Objectives:

- Ensure effective communication.
- Engage in joint planning initiatives in areas of mutual interest.
- Explore opportunities for partnering to deliver services.

The *Municipal Government Act* requires municipal development plans to provide a framework for intermunicipal land use, transportation systems and infrastructure planning and development.

The City of Airdrie and Rocky View County have collaborated on planning, transportation and servicing issues that affect the quality of life of both communities. It is the desire of the City to continue that collaborative approach into the future to the mutual benefit of both communities and their residents.

The Intermunicipal Committee (IMC) consists of elected officials from the City of Airdrie and Rocky View County assisted by members of their respective administrations. The purpose of the IMC is to exchange information, discuss matters of mutual interest and concern and build collaborative and respectful working relationships.

The Intermunicipal Development Plan (IDP) between the City of Airdrie and Rocky View County outlines policies and procedures to enhance communication between the two municipalities regarding matters of planning concern. It also outlines the general parameters for development within the defined Plan area, specifies future long term growth options for the city and formalizes a framework for local regulation of development in areas of intermunicipal or regional concern, such as the Highway #2 Corridor or the Nose Creek corridor.

Intermunicipal Policies

12. Collaboration

- 12.1. The City will develop and maintain effective processes for communication, information sharing and collaboration at the political and administrative levels with Rocky View County in meeting agreeable intermunicipal planning objectives.
- 12.2. The City will continue to work collaboratively with Rocky View County to achieve:
 - a) Compatible land use and future growth patterns in our border areas;
 - b) Protection of the environment and Nose Creek;
 - c) An efficient regional transportation system;
 - d) Coordination of major infrastructure;
 - e) Provision of a connected parks, pathway and open space system; and

- f) Cooperative management of other issues of common interest.

Intermunicipal Committee

- 12.3. The City will continue to support and participate in the Intermunicipal Committee (IMC) with the County of Rocky View. The IMC is a forum to discuss issues of mutual interest and those with cross-boundary implications.

Inter-Municipal Development Plan

- 12.4. The City will cooperate with Rocky View County in preparing and periodically updating an Intermunicipal Development Plan (IDP) that reflects the growth aspirations of both municipalities and effectively coordinates growth plans, land uses, environmental and open space connections, servicing systems and transportation routes. The IDP shall also include notification requirements, dispute resolution policies and a process for joint planning initiatives.

Notification of Development

- 12.5. Where future subdivision and development may have impacts that cross municipal boundaries, the City shall ensure that its area structure plans and development and subdivision review processes:
 - a) Notify adjacent municipalities of the development in a timely manner.
 - b) Provide opportunities for involvement of affected municipalities.
 - c) Provide opportunities for involvement of impacted land owners.
 - d) Address potential development impacts and matters such as, but not limited to:
 - i) The type, amount, location, density and phasing of future land uses;
 - ii) The compatibility of land uses and future growth patterns adjacent to municipal boundaries;
 - iii) The compatibility of land use on adjacent agricultural uses;
 - iv) Transportation and access issues and impacts;
 - v) Coordination of major infrastructure and servicing;
 - vi) Impacts on environmental areas, features and systems;
 - vii) Fiscal implications; and
 - viii) Connectivity and impacts to parks, regional pathways and open space corridors.

Notification Requirements

- 12.6. The City shall refer the following planning and land use proposals to Rocky View County:
 - a) City Plan amendments affecting lands and infrastructure adjacent to RV County;
 - b) Community Area Structure Plans;
 - c) Transportation Master Plan, Drainage Master Plan and Parks Master Plans;
 - d) Flood hazard mapping revisions;
 - e) Applications of land use redesignation within 800 metres (or 0.5 mile) of City Boundary;
 - f) Industrial, Commercial and Institutional development permits, road closure bylaws and proposals within 800m (0.5 mile) of the City boundary; and

- g) Applications for the disposition of environmental, municipal and/or school reserves within 800m (0.5 miles) of the City boundary.

Joint Planning

- 12.7. The City may participate in a joint planning process with Rocky View County in those instances where a major development crosses municipal boundaries or where a project based largely in Rocky View County may impact Airdrie servicing and infrastructure.

Dispute Resolution

- 12.8. The City will seek to resolve issues and concerns to the mutual benefit of each municipality through the use of cooperation, communication and alternative dispute resolution mechanisms where required.

Inter-jurisdictional Collaboration - Transportation

- 12.9. The City will consult with Rocky View County, Alberta Transportation and the development community to promote;
 - a) The development of safe, efficient and visually appealing gateways to the City of Airdrie;
 - b) The use of statutory plans to effectively manage land use developments along the highway corridors;
 - c) Logical intersection and access provision to the Highway 2 corridor; and
 - d) Efficient goods movement with compatible land use planning along major transportation routes.
- 12.10. The City will promote regional collaboration by:
 - a) Participating with municipalities and agencies in forums to address region-wide issues;
 - b) Participate in the development and implementation of regional plans and strategies;
 - c) Support ongoing membership in the Calgary Regional Partnership; and
 - d) Reflect the general policy direction of the Calgary Metropolitan Plan in future plans and growth strategies.

Chapter 13

Regional Context Statement

Purpose: The purpose of a regional context statement is to identify the relationship between the regional plan (Calgary Metropolitan Plan) and the municipal development plan (Airdrie City Plan). The regional context statement identifies the role of the City within the region and describes the extent of policy alignment between the two plans.

The City of Airdrie is a member of the Calgary Regional Partnership (CRP); a volunteer association of municipalities within the Calgary Region that extends from Banff to Strathmore and Airdrie to Nanton. The CRP developed the Calgary Metropolitan Plan over several years through a comprehensive process that included visioning, best practice reviews, scenario analysis, surveys and public meetings. The regional plan provides an opportunity to address provincial direction established through the Alberta land use framework, the Water for Life Strategy and the South Saskatchewan Regional Plan in a way that is relevant to the Calgary region. The plan was developed to address large-scale regional issues that included:

- Rapid population growth
- Infrastructure needs and costs
- Inter-municipal relations (e.g. annexation)
- Transportation pressures
- Environmental challenges
- Climate change
- Water servicing and conservation.

The Calgary Metropolitan Plan was approved by the municipal members of the CRP Executive Committee on June 21, 2012. The Plan established 5 principles and associated policies. The principles include:

Principle 1: Protecting the natural environment and watershed.

Principle 2: Fostering the region's economic vitality.

Principle 3: Accommodating growth in more compact settlement patterns.

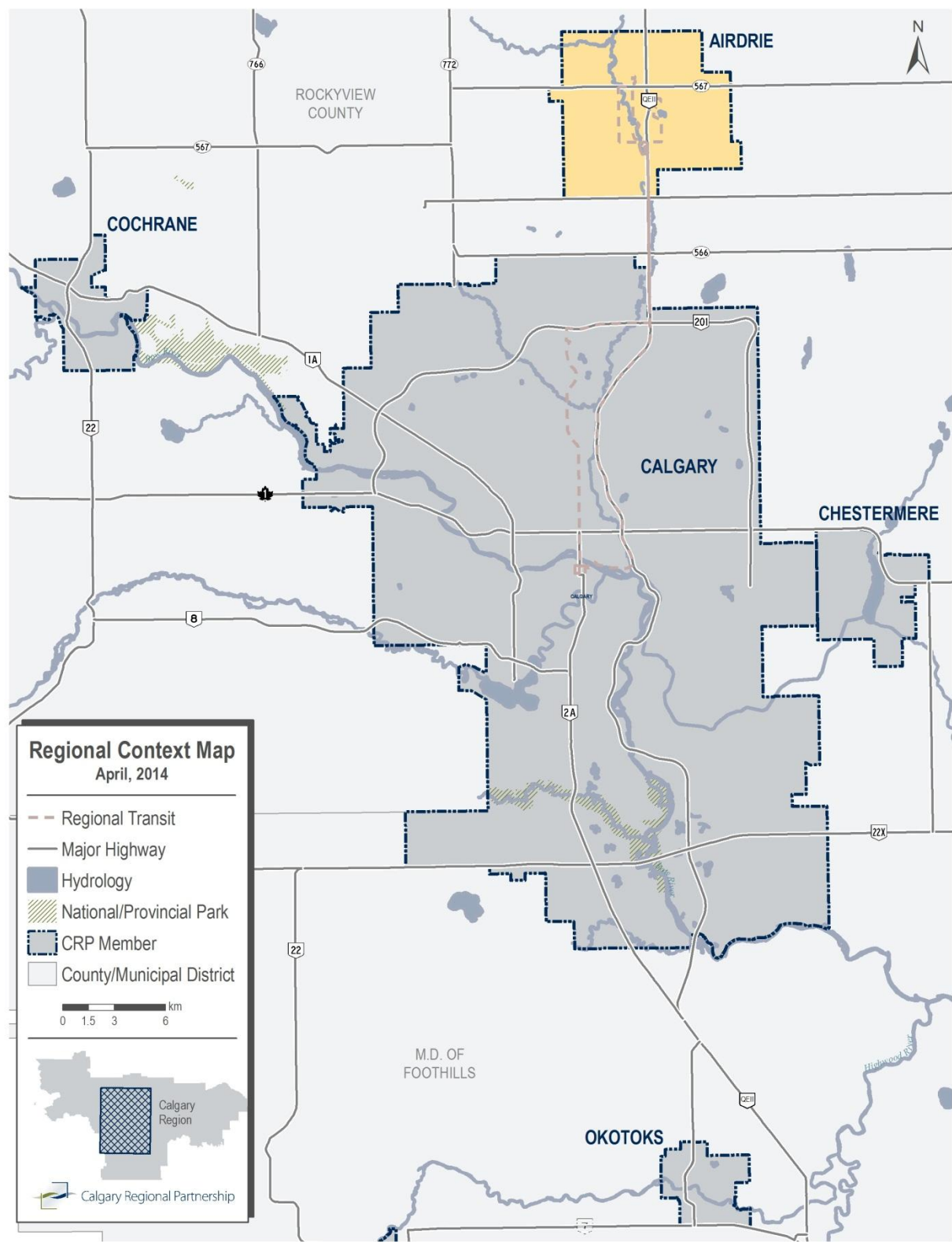
Principle 4: Integrating efficient regional infrastructure systems.

Principle 5: Supported through a regional governance approach.

The Calgary Metropolitan Plan reflects a shared commitment to sustainability and responsible growth and development through the collective actions of the member municipalities. While the directions of the plan are supported by the Provincial Government, the plan as this time is not subject to regional planning legislation.

Alberta Land Stewardship Act (ALSA) and Provincial Land Use Framework.

The Alberta Land Stewardship Regulation provides the authority for the implementation of regional plans under the Land Use Framework. The province of Alberta's Land Use Framework was developed to manage growth, sustain the economy and balance these with social and environmental objectives. The City of Airdrie will strive to address the desired outcomes of the Land Use Framework and the associated South Saskatchewan Regional Plan in all new statutory plans.



The City of Airdrie's City Plan is consistent with the directions of the Calgary Metropolitan Plan as outlined in the following chart:

CMP Theme	CMP Policy	City Plan
Regional Landscape	Regional policy Intent: Protection of regional ecosystems including wetlands, riparian areas & significant vegetation.	
Landscape Protection Watershed Protection Biodiversity	(2.1) Protect ecological infrastructure; (2.4) Minimize fragmentation and conversion of agricultural lands; (2.9) Protect riparian areas. (2.10) Adopt a no-net-loss of wetlands approach (2.13) Maintain the diversity of ecosystems and species. (2.14) Emphasize air quality in planning decisions.	<ul style="list-style-type: none"> Environmental policies include preservation of ecologically significant areas, wetlands & use of ecological inventory (Policies 3.4-3.6) City Plan includes a new riparian setback policy (3.11) Air quality policy in place (also membership with CRAZ) (3.29) Wetland protection (Policies 3.18-3.21) Chapter 2 includes agricultural land policies designed to minimize premature land conversion (2.18-2.19) Water conservation policies (3.27)
Regional Settlement Patterns	Regional Policy intent: Take actions to minimize the future human footprint through compact form, transit-supportive development patterns, intensification and avoidance of sprawl.	
Development of Compact Nodes & Corridors	(3.2) Efficient use of land (3.3) Protection of long-term lands for development of compact nodes and corridors (3.1) Policy to accommodate 25% of new growth through intensification. (3.10) Minimum density of nodes at 8-10 upa. (3.12) Housing Choice at urban nodes. (3.13) Requires contiguous development.	<ul style="list-style-type: none"> Growth Management policies address requirement for contiguous development and apply criteria for development of new lands (2.15) Residential density strategy which promotes nodes & corridors (Policies 6.8-6.10). Higher densities will be encouraged along designated nodes and corridors. (Policies 6.13) Context sensitive infill (6.26-6.28) Requirement for Community Activity Nodes (Policy 6.4) Community design principles (Policy 6.2) The City will look at opportunities to facilitate redevelopment and intensification, and will work toward the longer-term 25% intensification target due to lack of redevelopment land base.
Regional Economic Development	(3.22) Protect lands and corridors for economic activities & protect from incompatible uses. (3.23) Maintain strategic transportation networks for goods movement. (3.21) Improve distribution of jobs through the region in areas accessible by transit.	<ul style="list-style-type: none"> Established target for non-residential (25% of assessment base) development (Policy 4.2) Protect the land base for non-residential development (Policies 5.4 – 5.7) Protect the industrial land base (Policy 5.8) Provision of goods movement routes (policies 7.16-7.18) Provision of transit network (Policy 7.27) Promotes environmentally-oriented businesses (Policy 5.16)

CMP Theme	CMP Policy	City Plan
Regional infrastructure and Services	Regional policy Intent: Provision of infrastructure services that support efficient settlement patterns and reduce environmental impacts.	
	(4.3) Integrate the planning, funding and staging priorities of regional infrastructure systems with the implementation of compact nodes & corridors. (4.4) Staging of servicing. (4.5) Local plans are to include servicing strategies that align with land use and compact nodes.	<ul style="list-style-type: none"> Chapter 11 includes policies for efficient and sustainable infrastructure systems (Policy 11.2) New policy added on green infrastructure (Policy 11.19) Chapter 14 includes structure plan requirements for aligning servicing and land use. Density strategy aligned with transit and transit supportive development (Policy 7.22)
Regional Water, Wastewater and Stormwater Systems	(4.10) Commit to achieving provincial water conservation goals & targets. (4.11) Plan for stormwater management and cumulative effects.	<ul style="list-style-type: none"> Water conservation strategy includes protection and improved development practices (Policy 3.27) Policies from the Master Stormwater plan are included. Includes commitment to Nose Creek Watershed targets (Policy 11.15) Policy on watershed restoration (Policy 11.21) Regional cooperation on systems (Policy 11.21) Stormwater management facilities (Policies 11.9-11.11)
Regional Waste Management System	(4.20) Integrated regional waste management and recycling.	<ul style="list-style-type: none"> Chapter 11 includes policies for comprehensive waste management which includes reduction, recycling and composting (Policies 11.23-11.24) Operational commitments to organics program
Regional Transportation System	(4.12) Identify and protect future transportation and utility corridors (4.13) Protection of future ROW for active modes. (4.15) Commitment to regional transit system. (4.17) Provision of local transit with connections to regional system. (4.18) Support for transportation demand management.	<ul style="list-style-type: none"> Sustainable Transportation chapter includes policies on network improvements and goods movement (Policies 7.1-7.3) Policies on transit and integration with regional system and intermunicipal connections (Policy 7.11) Expansion of regional transit service (Policy 7.23) Complete Streets (Policy 7.10) Protection of inter-urban transit facility (Policy 7.27) Transit Supportive Network (Policies 7.17-7.20) Walkability and cycling policies (Policies 7.20-7.23)

Chapter 14

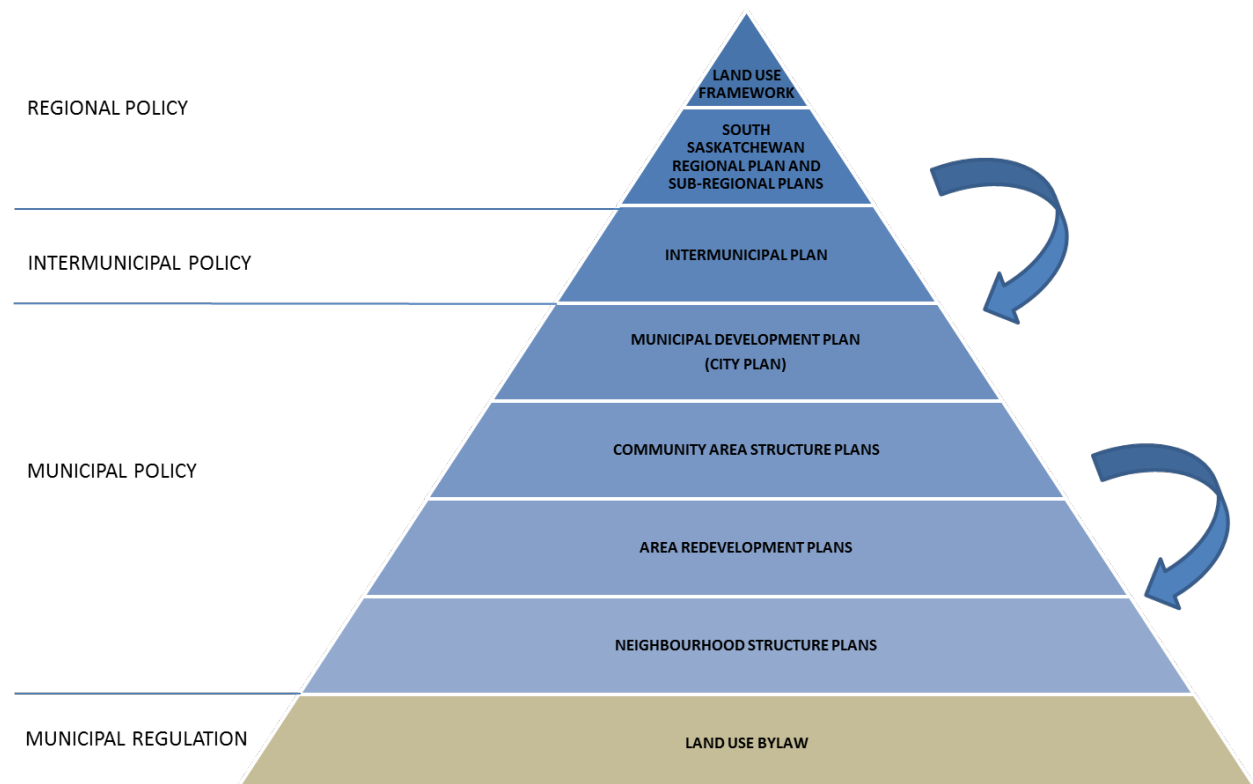
Implementation and Monitoring

Clear consistent direction for implementation of this plan is required for the City to achieve its vision.

Responsibility for the implementation of the City Plan rests with City Council, its advisory committees and the Municipal Planning Commission, City staff, and the citizens of Airdrie through their involvement in consultation and development review activities. Decisions with respect to municipal plans, policies, land use bylaw amendments, subdivisions and development permits must conform to the policies of the City Plan.

City Plan monitoring and review will occur on a regular basis to ensure that the plan remains relevant and to ensure that it is effectively guiding development and infrastructure decisions. As the primary planning document guiding future development within the City of Airdrie, the City Plan will be updated and modified over time to ensure it reflects the goals and aspirations of the community.

Goal: To effectively guide the implementation and future updating of the City Plan



Policies

14. Plan Adoption

- 14.1. Upon adoption by Bylaw of this Plan, the policies contained within the plan will be in full force and effect.

Statutory Plan Conformity

- 14.2. All statutory plans adopted by the City shall conform to the City Plan.

Municipal Planning Commission

- 14.3. The Municipal Planning Commission shall be guided by the goals and policies of the City Plan in making development permit decisions and in their recommendations to Council.

Subdivision and Development Appeal Board

- 14.4. The Subdivision and Development Appeal Board (SDAB) shall have regard to the policies of the City Plan in making its subdivision and development appeal decisions.

Plan Implementation through Land Use Planning

- 14.5. The policies of the City Plan will be further refined and implemented through the preparation, adoption and application of Community Area Structure Plans, Neighbourhood Structure Plans, Area Redevelopment Plans and the Land Use Bylaw.

Plan Implementation through the Budgeting Process

- 14.6. This plan recommends activities and expenditures by the City to ensure successful implementation. Pursuant to the *Municipal Government Act*, it is not the intention of this Plan to commit City Council to funding decisions. The funding for any proposals of this Plan shall be considered on an annual basis as part of the regular budgeting process and shall follow Council's requirements for public input through Council meetings and any other public engagement process the Council deems necessary.

Community Area Structure Plans (CASP)

- 14.7. A Community Area Structure Plan is required prior to the redesignation of rural, greenfield, and/or urban holding lands for large-scale urban developments. A justification report is required prior to submission of a Community Area Structure Plan, as outlined in Policies 2.7, 2.8 and 2.9 of this plan. Each plan shall address those matters identified in the *Municipal Government Act* as well as, but not limited to the following:
- a) Rationale and development justification statement that considers growth projections, demographic trends, and land supply and demand;
 - b) Comprehensive servicing concepts addressing transportation, traffic impacts, connections to existing network of roads, transit and pathways, stormwater, water and sewer servicing which have regard to the City's master plans;
 - c) Opportunities and constraints analysis which considers, at minimum, environmental features, topography, flood prone and erosion-prone lands, proximity of railways, highways, oil and gas facilities and confined feeding operations;

- d) Emergency response and access impacts;
- e) Impact on the City's goal to increase non-residential assessment;
- f) Land use impacts analysis, including impacts to existing and adjacent uses;
- g) Sustainability analysis, including alignment with AirdrieOne Plan;
- h) Land use concept; and
- i) Parks and open space concept.

14.8. Council may adopt a modified or streamlined approach to the area structure plans when applied to large-scale industrial areas.

Neighbourhood Structure Plan (NSP)

14.9. A Neighbourhood Structure Plan is required for all residential developments contained within a CASP and covers an area of approximately 160 acres. The NSP shall address the same information as outlined for the CASP, but in more detail. In addition, an NSP shall include:

- a) A detailed land use and development concept which identifies the neighbourhood node(s) and the land use and housing mix;
- b) The proposed arrangement of density to support housing choice, walkability and transit use;
- c) A connectivity analysis which includes street connections and active modes; and
- d) Anticipated development timing, direction of development and phasing.

14.10. The NSP must be consistent with the approved CASP. No Council authorization is required to initiate a NSP providing the land area falls within an approved CASP.

Area Redevelopment Plans (ARP)

14.11. At the discretion of City Council, an Area Redevelopment Plan may be prepared for an area that is under pressure for extensive redevelopment. An Area Redevelopment Plan shall address those matters identified in the *Municipal Government Act*, as well as, but not limited to, the following:

- Land use concepts.
- Urban design and built form, including compatibility with adjacent uses.
- Transportation and accessibility considerations.
- Community engagement.
- A fiscal impact assessment.
- A servicing strategy that addresses any proposed replacements or improvements to municipal infrastructure.

City Plan Review

14.12. The City Plan will be reviewed at least every five years to ensure the plan goals, objectives and policies remain current and effective.

- 14.13. The City will monitor the nature and extent of City Plan amendments and may undertake a more comprehensive review when warranted to ensure the plan remains workable and aligned with the overall goals, objectives and intent.

Tracking Growth & Development

- 14.14. The City shall undertake to report regularly on population and employment growth, building permit activity and lot creation. This reporting may address:
- a) Population growth and growth rates.
 - b) Non-residential development.
 - c) Inventory of housing stock by housing type.
 - d) Inventory of available and developable residential and employment land.
 - e) A projection of future land consumption.

Plan Amendment

- 14.15. The City Plan may be amended from time to time to better reflect community objectives. Changes to the policies of this Plan will require a bylaw amendment and public hearing.

Plan Amendment Process

- 14.16. The City or landowner may initiate an amendment to this plan. An application to amend the City Plan should address, among other things:
- a) The rationale for the proposed amendment;
 - b) The impact of the proposed change on the achievement of the goals, objectives and policies of this Plan;
 - c) The impact of the proposed change on the achievement of the goals and objectives of the AirdrieOne Sustainability Plan;
 - d) The effect of the proposed amendment on adjacent land uses;
 - e) The effect of the proposed amendment on City infrastructure and services; and
 - f) Identification of the process for public and stakeholder consultation.
- 14.17. In cases where the amendment may result in significant impacts, the City may require the submission of additional information to assess the suitability of the proposed development, such as the assessment of fiscal impacts, environmental impacts, servicing and infrastructure impacts and/or impacts on the local economy. The scope of the information required shall be determined in consultation with City Staff and the applicant.

Public Engagement

Public input is an important component of the planning process and contributes to better decision-making. The City will facilitate public input into the planning process through a variety of techniques considered appropriate for the planning issue or development proposal.

In making a decision on a City Plan and development matters, City Council shall consider, but not be bound by, the input received from the public and shall consider this input with other considerations relating to good planning principles and the best interests of the community over the long-term.

- 14.18. The City will conduct an extensive community and stakeholder engagement process on the City Plan vision, priorities, development directions and policies prior to reaching a population of 70,000.
- 14.19. To ensure adequate and appropriate public engagement, the City will:
- a) Develop a community engagement policy and process guide;
 - b) Involve those affected by a decision in the decision-making process.
 - c) Actively engage the public to participate and be involved in discussion pertaining to the future of the community.
 - d) Help shape a civic consciousness among residents by providing information and education about how the City works and how they can become actively involved;
 - e) Set goals for public consultation among development proponents which must be fulfilled prior to consideration of development approvals;
 - f) Report to the public on a regular basis on the City's performance in areas over which it has responsibility, including financial reporting and service delivery;
 - g) Utilize a range of methods including citizen surveys, needs assessments and community meetings and open houses to collect information about community preferences and planning decisions; and
 - h) Establish and maintain appropriate Boards and Committees that provide recommendations to Council and provide opportunity for citizens to participate in municipal decision making and prioritizing.



City Plan Map Schedules

Map 1 Land Use Concept

Map 2 Future Growth Areas

Map 3 Approved Community Plans

Map 4 Terrain and Drainage

Map 5 Ecologically Sensitive Areas

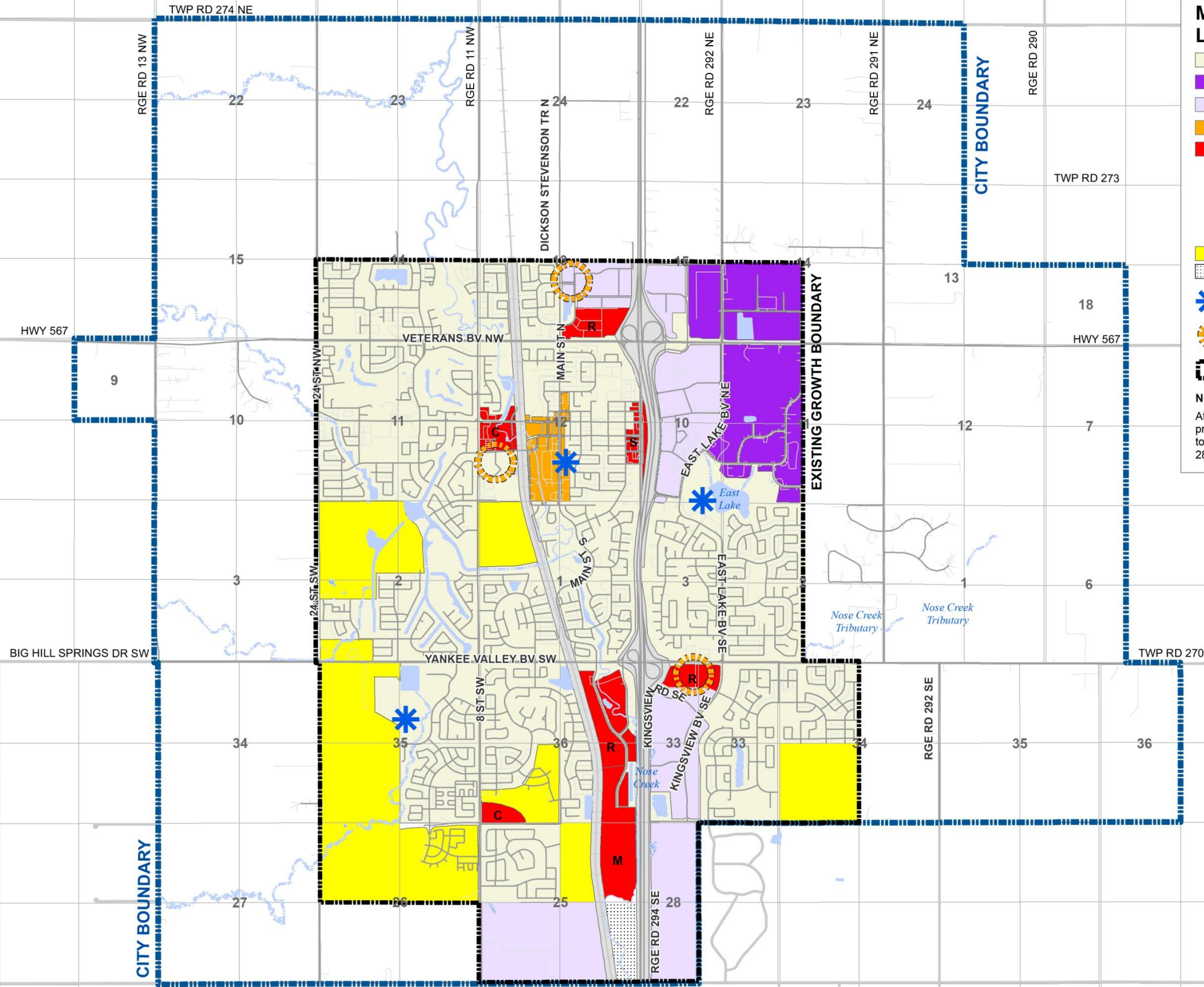
Map 6 Development Influences

Map 7 Future Transportation Network
(to be added at a later date pending approval of the Master Transportation Plan)

Map 8 Parks and Pathways



LAND USE CONCEPT

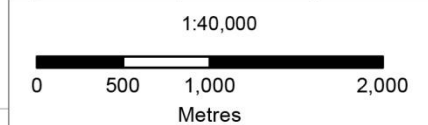


MAP 1 Generalized Land Use Concept

- Established Urban Area
- General Industrial
- Light Industrial/Mixed Business
- Downtown Core
- Commercial
 - R Regional
 - C Community
 - S Services
 - M Commercial/Mixed Business
- Residential
- Special Study Area (Riparian / Flood)
- Community Activity Centre
- Mixed Use Area
- Existing Growth Boundary

NOTE:

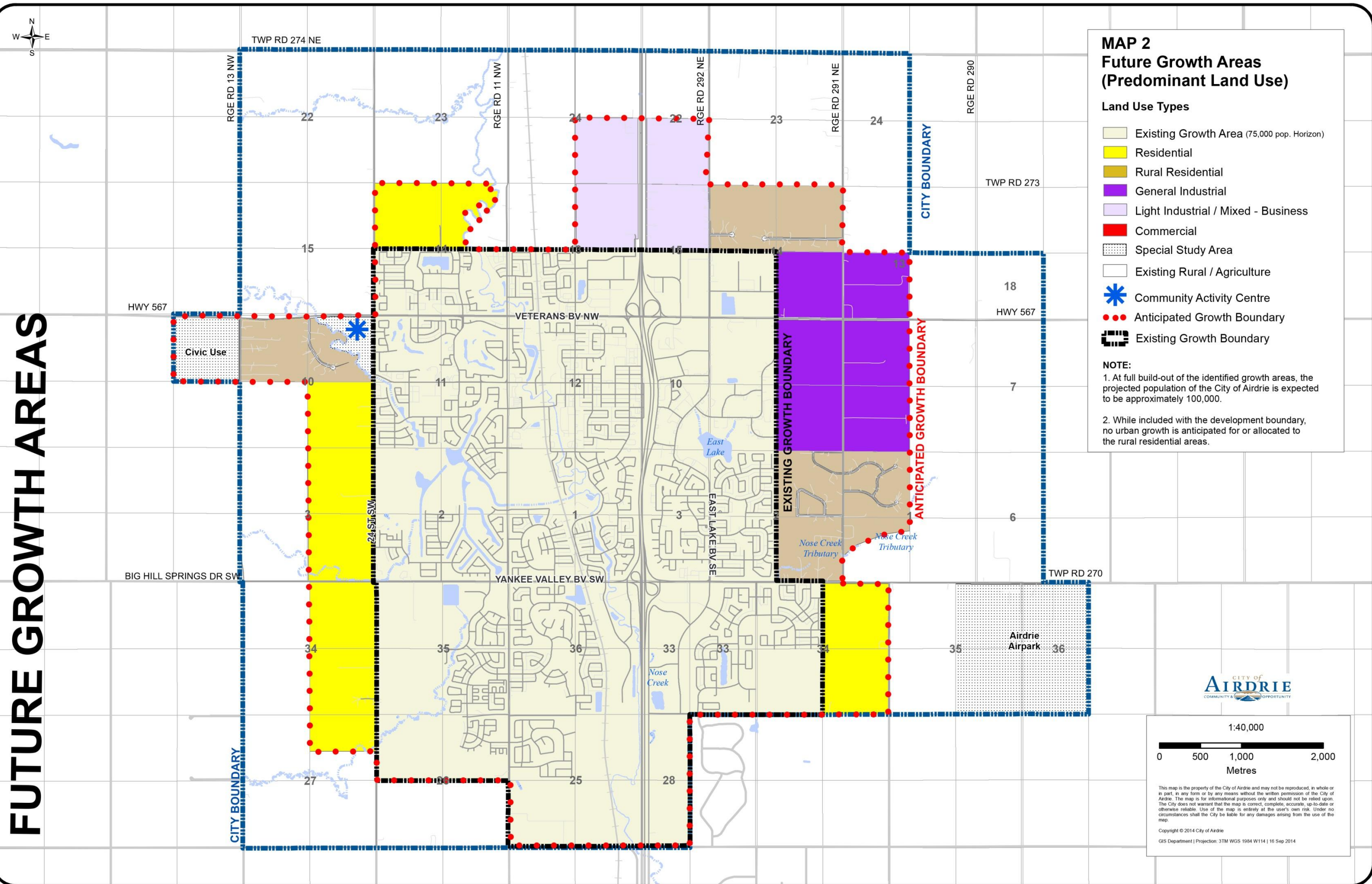
At full build-out of the identified growth areas, the projected population of the City of Airdrie is expected to be approximately 75,000. An estimated average of 2800 people / quarter section is used in this calculation.



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FUTURE GROWTH AREAS

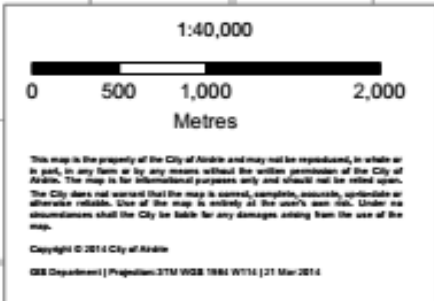
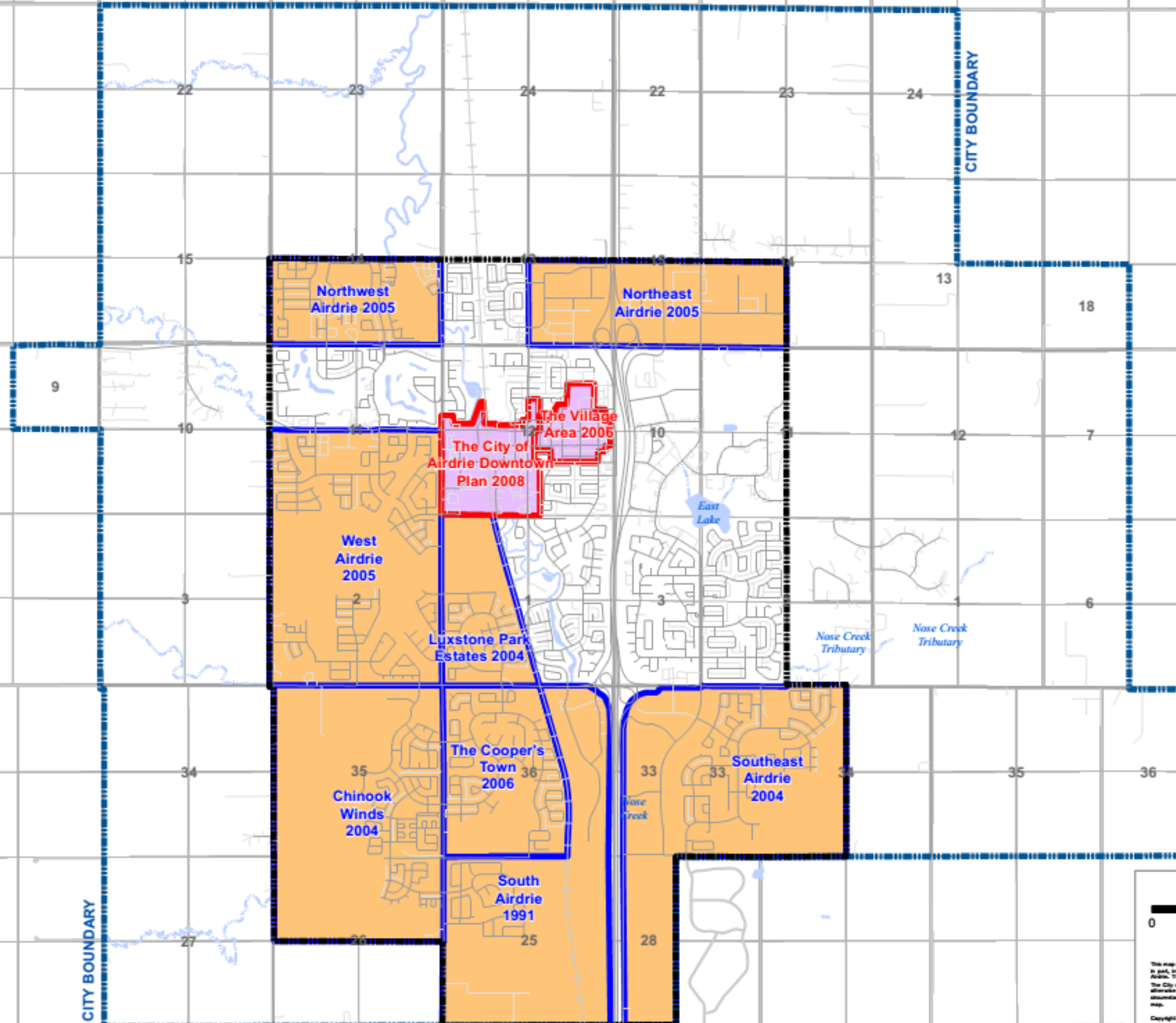


APPROVED COMMUNITY PLANS

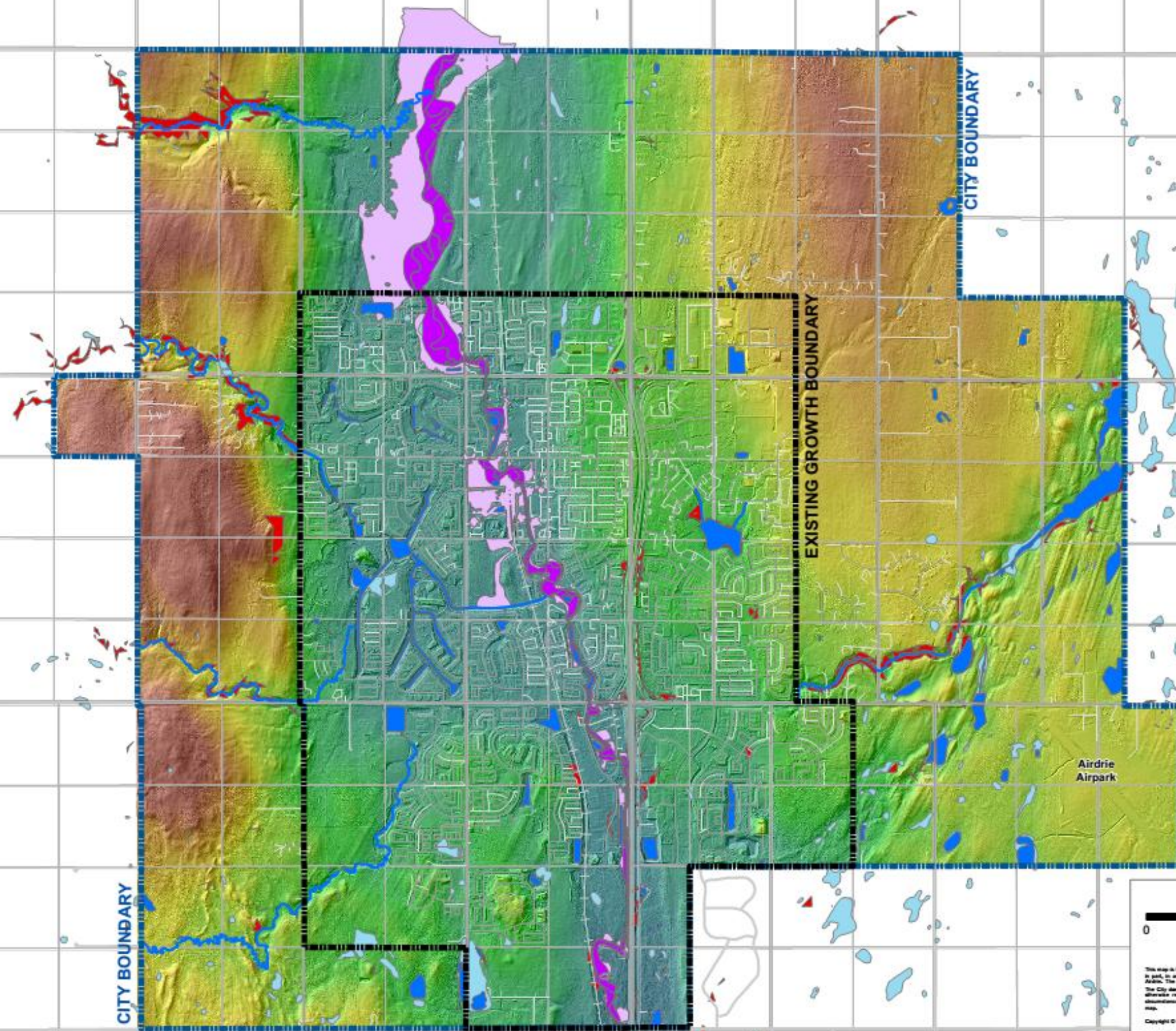


MAP 3
Approved Community Plans

- Community Area Structure Plans
- Area Redevelopment Plan



TERRAIN AND DRAINAGE



MAP 4
Terrain and Drainage

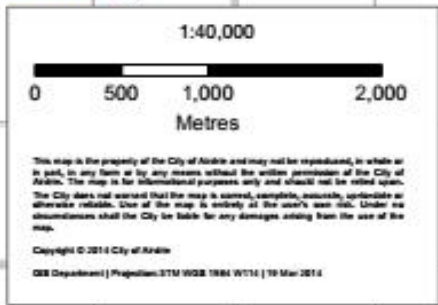
- Water Bodies**
 - Creek
 - Pond
 - Wetland
- Flood Risk Area**
 - Flood Fringe
 - Floodway
- Slope Percent**
 - Above 15%
- Elevation (m)**
 - High : 1209.8
 - Low : 1063.09
- - - Existing Growth Boundary
- City Boundary

Mapping Data Sources

Flood Risk: Nose Creek Flood Risk Mapping Study City of Airdrie, Golder Associates Ltd., November 2006

Slope: TinSlope compiled from provincial 100m Grid, Nose Creek Watershed Water Management Plan, October 2008


Elevation: Digital Elevation Model derived from LIDAR collection (10 cm accuracy) by Network Mapping Ltd., October 2011



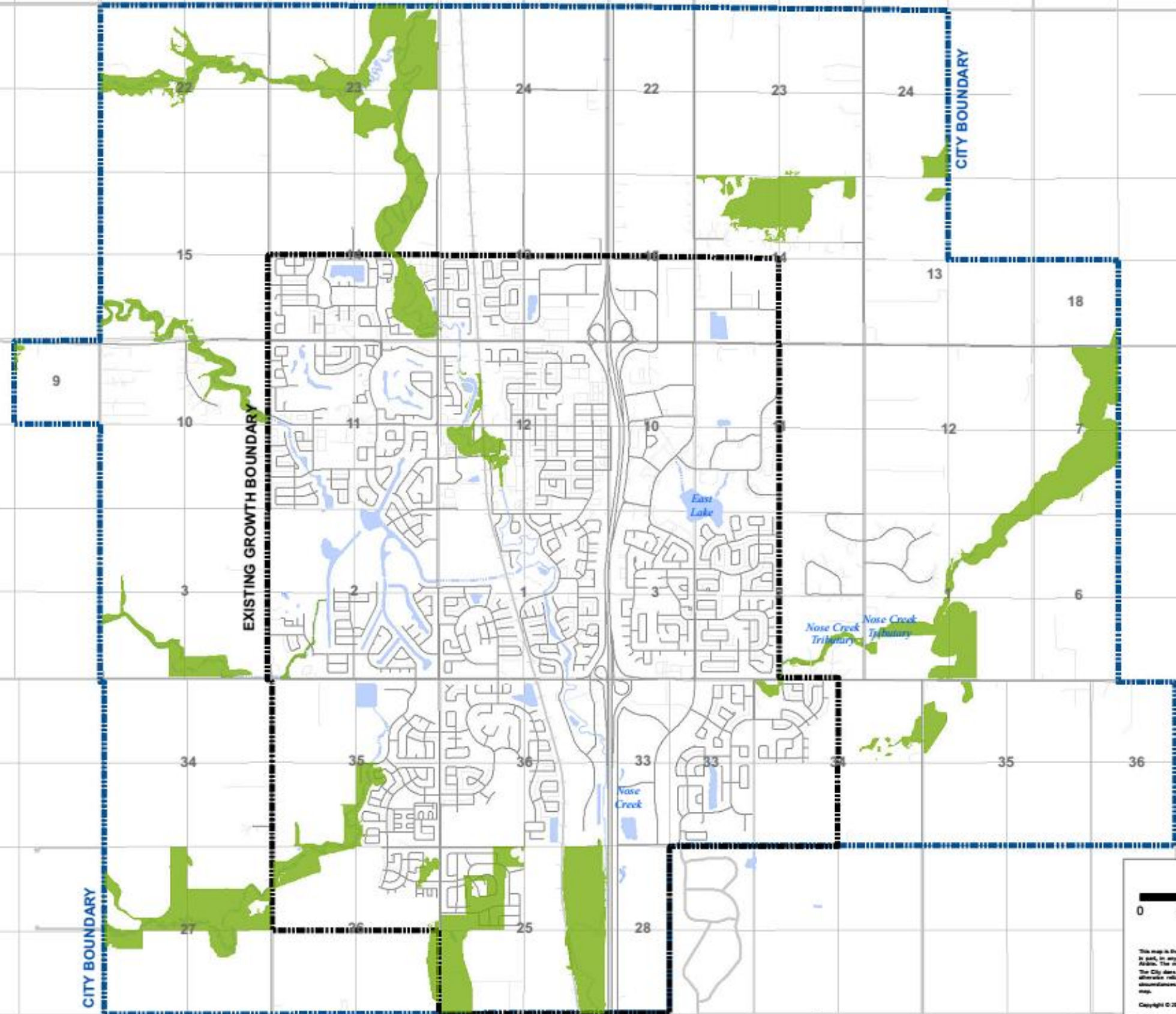
ECOLOGICALLY SIGNIFICANT AREAS



MAP 5
Ecologically Significant Areas

 Ecologically Significant Areas

Mapping Data Source
 Ecological 'hotspots', Airdrie Ecological
 Inventory Supplement Report, O2 Planning
 and Design Inc., September 2013



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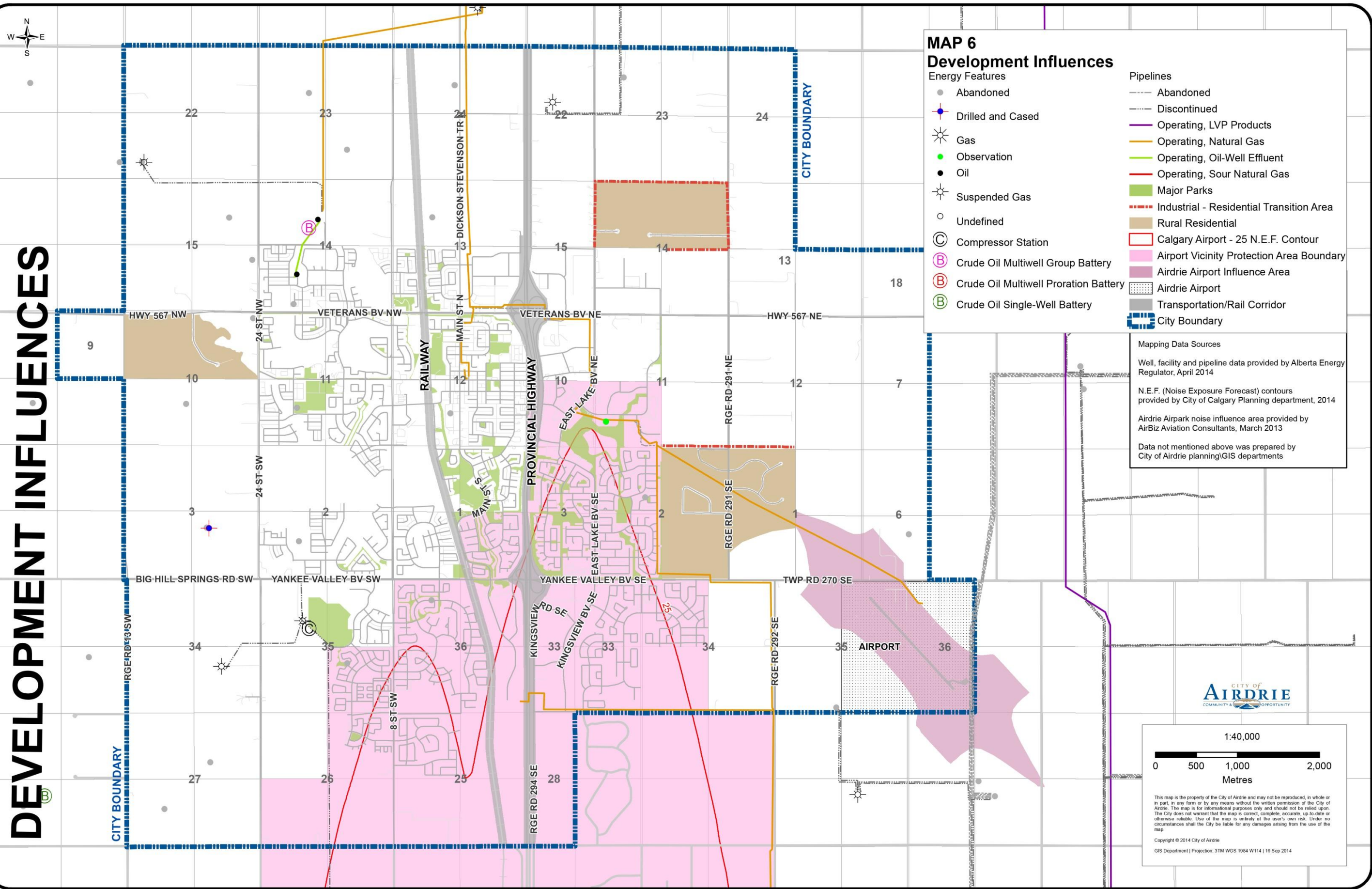
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DEVELOPMENT INFLUENCES

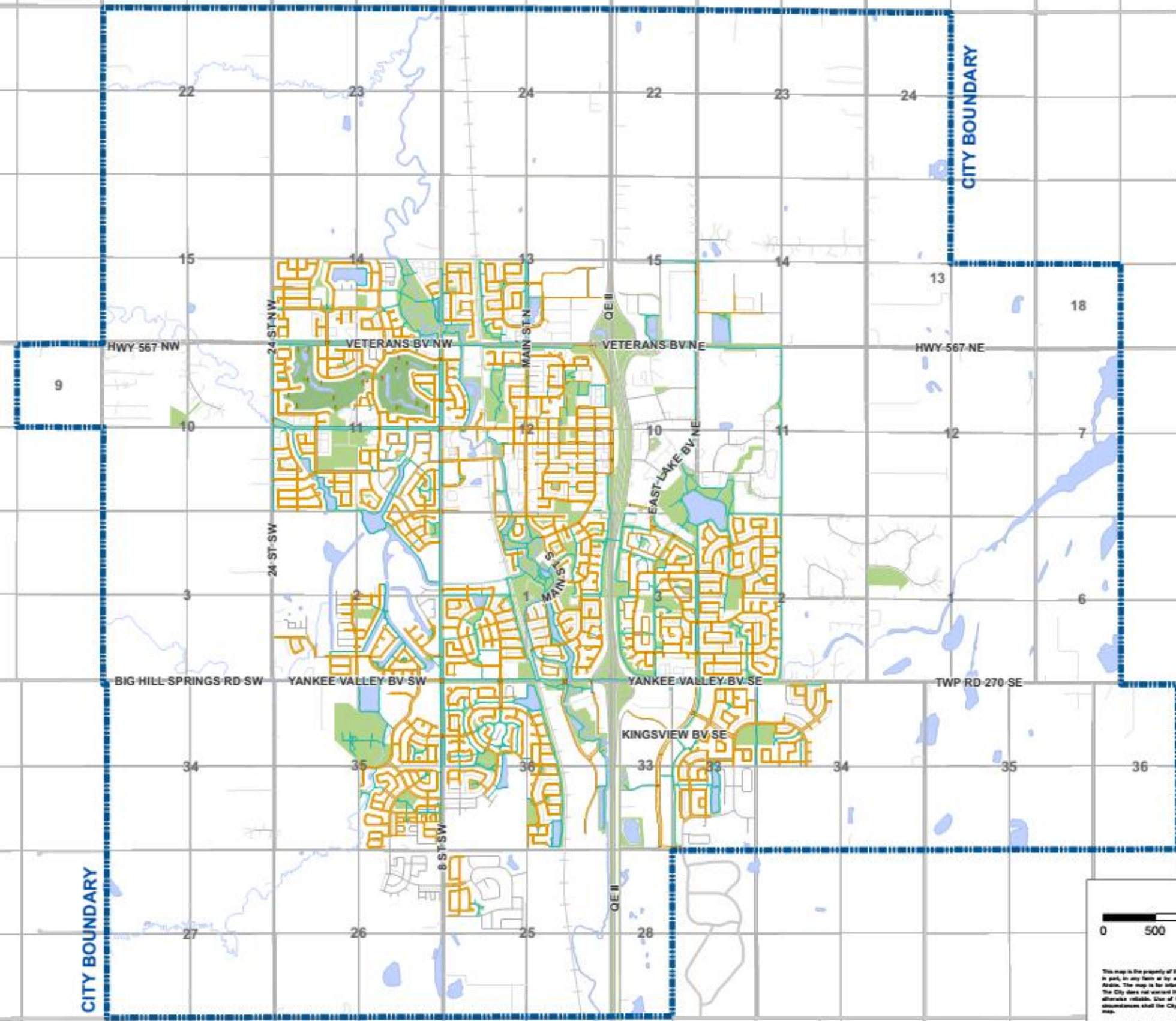


PARKS & PATHWAYS



**MAP 8
Parks & Pathways**

- Sidewalks
- Pathways
- Green Space



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Appendices

Section Three

These sections of the City Plan are non-statutory and may be updated or modified without a formal amendment to the plan.

Appendix One: Residential Density Measures

Appendix Two: Glossary of Terms

Appendix Three: Common Acronyms

Appendix Four: Historical Evolution of Airdrie

Appendix One

Residential Density Measures

To ensure consistency in the application and implementation of density targets supported by the Calgary Regional Partnership, the City will measure residential density based on gross residential area.

This is calculated as outlined in the following table:

Determining Residential Densities	Area	Elements
<i>Start with total plan area</i>	Gross Total Area(GTA)	Include all lands within the physical boundary of the plan area or total area.
<i>Calculate the non-developable areas</i>	Non-Developable Areas (NDA)	Delete from GTA: <ul style="list-style-type: none"> ▪ Environmental Reserve from GTA ▪ ROW of Major expressways (Highways and Highway arterials) ▪ ROW of railways & major regional utility corridors
<i>Subtract the non-developable from gross total area to get “Gross Developable”</i>	Gross Developable Area (GDA)	
<i>Calculate the “regional” or major city-wide uses</i>	Regional Land Uses (RLU)	Regional land uses include: <ul style="list-style-type: none"> ▪ Regional Parks ▪ Commercial areas larger than 10 acres (4.0ha) ▪ Senior High Schools ▪ Industrial areas
<i>Subtract the regional land uses from Gross Developable Area to get “Gross Residential Area”</i>	Gross Residential Area (GRA)	Gross residential area includes a range of land uses: <ul style="list-style-type: none"> ▪ Single And Multi-Unit Residential ▪ Neighbourhood Commercial ▪ Local Parks & Pathways ▪ Elementary & Middle Schools ▪ Local Roads, Lanes & Collector Roads ▪ Place Of Worship Sites ▪ Daycare Facilities ▪ Community Centres ▪ Emergency Service Stations ▪ Wet/Dry Ponds & PUL ▪ Others Determined By Development Authority

Appendix Two

Glossary of Terms

The definitions provided below are for use in understanding the concepts and ideas outlined in this Plan. It also defines some commonly used planning jargon. Where a definition is different from that provided in the Land Use Bylaw, the Land Use Bylaw definition shall be used in processing a development or subdivision application.

Acre: An acre is 4,840 square yards or 43,560 square feet. 1 acre is about 0.4 hectares.

Acreage Assessment: A method where the infrastructure costs of new suburbs are recovered by the municipality.

Active Transportation: Any form of human-powered transportation, such as walking, cycling, in-line skating, skateboarding, and the like.

Affordable Housing: Housing affordability is a function of housing cost and household income. Affordable housing is defined as dwelling units with a market price or rent that are affordable to households earning 65% or less of the median household income in Airdrie, without spending more than 30% of their gross income on housing.

Aging in Place: Refers to one's ability to remain within a community or neighbourhood as aging occurs and housing and mobility needs change.

Airport Vicinity Protection Area Regulation (AVPA): Refers to Provincial rules that control the type of development that can occur in areas near aircraft flight paths. The regulation prohibits noise sensitive uses in certain areas.

Alberta Building Code: Minimum regulations and standards for public health, fire safety and structural sufficiency.

Alternative Transportation: These are transportation modes for the movement of people, or methods for reducing the need to

travel, that provide alternatives to travel by single-occupancy vehicles (SOV). Travel modes may include walking, cycling, transit, carpooling, telecommuting and other electronic means of meeting or conducting business.

Amenities: Social and economic facilities and services that increase comfort in a community. These include recreational and park facilities, shops, supermarkets, daycare centres and health/wellness facilities.

Area Redevelopment Plan (ARP): Means a statutory plan adopted by Council and prepared pursuant to Section 634 of the *Municipal Government Act* that directs redevelopment, preservation or rehabilitation of existing lands and buildings within established development areas.

Area Structure Plan (ASP): Means a statutory plan adopted by Council and prepared pursuant to Section 638 of the *Municipal Government Act* that directs the future land use patterns, densities, transportation, servicing and utility networks, and staging of development in new communities. The City of Airdrie utilizes two area structure plans: Community Area Structure Plans (CASP) which encompass a large area, such as a section of land; and Neighbourhood Structure Plans which usually cover a quarter-section (160 acres) and are more detailed than CASPs.

Arterial Road: Refers to a major road intended to provide for through traffic between or within communities or to and from collector roads.

Best Practices: A method or technique that has consistently shown results superior to those achieved with other means and is often used as a benchmark.

Biodiversity: The variety of species and ecosystems on earth and the ecological processes of which they are a part, including natural ecosystems, living species and other components that provide genetic diversity.

Biophysical Assessment: Means a review of areas defined as environmentally sensitive area by the City environmental inventory (O2 study) or an area proposed for subdivision that contains natural features. The review must be prepared by an environmental professional that identifies and assesses the environmental significance and sensitivity of existing vegetation, wetlands, and other water features, wildlife habitat and unique physical features. Recommendations regarding the protection of significant or sensitive features should be provided.

Biophysical Impact Assessment: A comprehensive report that builds on the biophysical assessment and addresses environmental protection and mitigation initiatives.

Bioswales: A technology that uses plants and soil and/or compost to retain and cleanse stormwater runoff from a site, roadway or other source (e.g. vegetated ditch or depression).

Boulevard: The area between the edge of a roadway and the legal property line of the immediately adjacent property, except the area covered by a public sidewalk.

Brownfield: Refers to an abandoned, vacant, derelict or underutilized property where past actions have resulted in actual or perceived contamination and where there is a potential for redevelopment.

Built Form: Refers to the layout of buildings on a site, and considers density, height, massing

and appearance (materials and details) of a development.

Bus Rapid Transit (BRT): A high-capacity transit system that consists of buses that operates like a rail-based transit system to provide efficient transit service. The goal of BRT is to approach the service quality of rail-based transit systems while still enjoying the cost savings and route flexibility of bus transit.

Business Park: Refers to an area of land developed, or intended to be developed for light industrial and office, commercial and retail uses.

Caveat: A warning that is registered on the title of a parcel of land (for example, the land is affected by airport noise or owes reserve).

Certificate of Compliance: Refers to a City form that documents whether a building described on a real Property report meets the rules of the Land Use Bylaw.

City: Where capitalized as the “City of Airdrie” or the “City”, refers to the City of Airdrie as a municipal government or corporation. Where written in lower case as “the city” or as “Airdrie”, refers to the physical area of the municipality.

Climate Change: Changes in the long-term trends in average climate, such as changes in average temperatures. According to the United Nations Framework Convention on Climate Change (UNFCCC), climate change is the change in climate that is attributable directly or indirectly to human activity that alters atmospheric composition.

Cluster Development: Refers to a development approach where buildings are concentrated together in specific areas while achieving the allowable density, rather than being evenly spread out in a parcel. This configuration allows for the preservation of environmentally sensitive areas. This development form usually applied to rural residential areas.

Collector Road: Refers to a street that penetrates neighbourhoods, collecting and distributing traffic from local roads in neighbourhoods and channeling it to and from an arterial road.

Complete Community: Refers to a community that provides a range of choices in the physical and social elements of neighbourhoods, such as housing, shopping, working, leisure, community services with the goal of reducing distances between uses and travel times. A complete community encourages diversity at a neighbourhood scale.

Complete Streets: Refers to a street that is designed and operated to enable safe access and travel for all users, including pedestrians, cyclists, motorists and bus riders. The degree to which any one street supports different modes of transportation or public space varies depending on the surrounding context and function of the street.

Conditions of Approval: The rules that are applied to a Development Permit specific to that site.

Confined Feeding Operation (CFO): Refers to enclosed land or buildings where livestock (as defined under the Agricultural Operations Practices Act R.S.A. 2000, c-A-6) are confined for the purpose of growing, sustaining, finishing or breeding by means other than grazing. Also includes any other buildings or structure directly related to that purpose but does not include livestock seasonal feeding and bedding sites, equestrian stables, auction markets, race tracks or exhibition grounds.

Conservation: The protection, enhancement and management of the natural environment and natural resources including natural areas, features, processes, biological diversity and renewable and non-renewable resources for sustainable ecosystems and communities.

Conservation Agreement: An agreement between the municipality and the landowner which enables continued use and development of a parcel while protecting the parcel's natural ecosystems, plant and animal species.

Conservation Easement: An agreement registered against title whereby a landowner grants to another person or organization provisions for the protection, conservation and enhancement of the environment, including the protection, conservation and enhancement of biological diversity and natural scenic or aesthetic values.

Context: The setting or surroundings of a site or area; including such things as traffic, use, built form and landscaping.

Contiguous: Means immediately adjacent and sharing a substantial common boundary, with no intervening vacant land, and with an existing or potential substantial physical interface of road connections, parks and land uses.

Density: Refers to the number of persons, households or dwelling units per unit of land (acres). The more people living on an acre of land, the higher the density. In the City of Airdrie, density is measured by dwelling units per gross residential acre. The method for measuring density is outlined in appendix one of this document.

Development Authority: The Development Authority is responsible for rendering decisions on development permits. The Development Authority within the City of Airdrie may be a designated officer or the Municipal Planning Commission.

Easement: An easement is the right to do something or the right to prevent something over the real property of another. At common law, an easement came to be treated as a property right in itself and is still treated as a kind of property by most jurisdictions, e.g. an access easement may provide access from Parcel A to Parcel B.

Ecosystem: The dynamic interaction between plants, animals and microorganisms and their environment working together as a functional unit.

Environmental Reserve: Land dedicated (given) to a municipality during the subdivision process because it is considered undevelopable for environmental reasons in accordance with Section 664 of the *Municipal Government Act* and may include areas such as wetlands, ravines, drainage courses and steep slopes.

Environmental Reserve Easement: Means a caveat registered with Land Titles in favour of the municipality for lands that would be normally taken as environmental reserve in accordance with Section 664 of the *Municipal Government Act*.

Environmentally Significant Area (ESA): A natural area site that has been inventoried prior to development and which, because of its features or characteristics, is significant to the municipality from an environmental perspective. Most ESAs are included in the Airdrie Ecological Inventory and may include areas containing rare flora, wildlife habitat, habitat corridors, floodplains, riparian areas, wetlands, significant natural landforms, significant tree stands, natural hazard lands and/or native prairie grasslands.

Flood Fringe: The outer portion of the Flood Risk Area adjacent to the floodway. The flood water in the fringe is generally shallower and flows more slowly than in the floodway, and conditions are generally less hazardous than in the floodway.

Flood Proofing: Measures taken to permanently protect individual buildings or other developments from flood damage. For example, an effective flood proofing measure may be to use elevated pads or fill to raise buildings above the design flood level. Flood proofing also includes certain safeguards such as locating electrical panels and shut-off valves for gas and

water lines above the design flood level, and restricting the use of rooms below the flood level.

Floodway: Means the area depicted as the designated floodway in the Flood Information Map – City of Airdrie which forms part of the Canada-Alberta Flood Damage Reduction Agreement. In most cases, the floodway is defined as the area that would be affected by a 1:100 year flood. (Note: a 1:100 year flood means there is a 1% chance of a flood reaching a particular level in a year. It does not imply 99 years of non-flooding).

Floor Area Ratio (FAR): The quotient of the total gross floor area of a building on a parcel divided by the gross site area of the parcel. FAR is one of the measures to direct the size and massing of a building in relation to the area of the parcel of land it occupies.

Goal: Means a visionary or idealized state towards which planned action is directed, and which provides an indication of what is to be achieved. This City Plan reflects the goal statements established through the AirdrieOne Sustainability Plan.

Green Building: A building that conforms to environmentally sound principles of construction practices, resource use and operations.

Green Infrastructure: Green infrastructure includes the network of natural lands, open space networks and smart growth design measures that form the framework for healthy and sustainable communities. It includes those ecological processes, both natural and engineered, that act as the natural infrastructure, such as: swales, ditches, creeks, wetlands, parks, open space, vegetation, green roofs, gardens, working lands, and watersheds that supply drinking water.

Green Roof: Contained green space on, or integrated with, a building roof. Green roofs

maintain living plants in a growing medium on top of a membrane and drainage system.

Greenfield area: This refers to land that has not been developed before. The land may be in its natural state, cultivated or farmed but has not been urbanized.

Greenfield: Refers to an undeveloped parcel of land where there is development potential. Greenfield development usually refers to a new suburban development on what was previously rural or agricultural land.

Greenhouse Gas (GHG) Emissions: Components of the atmosphere that contribute to the “greenhouse effect”. Some greenhouse gases occur naturally, while others come from activities such as the burning of fossil fuel and coal. Greenhouse gases include water vapour, carbon dioxide, methane, nitrous oxide and ozone.

Greywater Reuse: refers to a system that uses wastewater from bathtubs, showers, washbasins, washing machines etc. to be used for landscape irrigation or industrial purposes. This system reduces potable water consumption and the load on sanitary systems. (Note – water from toilets is referred to as black-water and is not used in these systems)

Gross Developable Area: Refers to the total area of a parcel of land, less the land required to be provided as environmental reserve and any land made subject to an environmental reserve easement.

Ground-Oriented Multi-Family Units: Dwelling units that are accessible by ground, including those with one flight of stairs, with outdoor space. Examples include townhouses, row-houses and duplexes, but do not include conventional apartment buildings.

Growth Management: The process of directing or guiding development in a manner that is consistent with the vision, guiding principles,

goals, objectives and policies contained in this Plan.

Hazard Lands: Refers to lands unsuitable for development which includes areas prone to flooding, erosion susceptibility, and slope instability. Hazard lands may also include man-made areas such as landfill sites, intensive livestock operations, confined feeding operations and sour gas facilities.

Hectare: 10,000 square metres or approximately 2.47 acres.

High Density Residential: Refers to multi-unit, multi-level development that usually exceeds a density of 26 units per acre. This type of development includes, but is not limited to apartments and mixed-use residential buildings.

Home Occupation: Means the secondary use of a principal dwelling in a residential neighbourhood to conduct a business activity.

Hydrology: Refers to the distribution and effects of water on the earth’s surface.

Impervious Area: Any portion of buildable parcel that has a covering which does not permit water to percolate into the natural soil. Impervious surfaces may include: buildings, driveways, parking lots, sidewalks, patios, ball courts, covered decks, porches and other structures.

Infill: Development in an existing built-up area using vacant or under-utilized lands, behind or between existing developments, which is compatible with the character of the surrounding development.

Infrastructure: Refers to all the physical improvements, systems and facilities that are required to provide roads, boulevards, pathways, sanitary sewer, storm sewer, water service and telecommunications.

Intensification: Refers to an increase in the density of neighbourhoods, transportation

corridors, commercial areas or mixed use areas. This is often achieved through development of vacant or underutilized lots or through infill development in previously developed areas.

Intermunicipal Development Plan (IDP): A plan adopted by two or more municipal councils as an Intermunicipal Development Plan pursuant to the *Municipal Government Act*, which is an overall policy guide for the coordination of land use planning matters between the municipalities.

Land Use Amendment: A change of land use designation, approved at a public hearing of City Council.

Land Use Bylaw (LUB): The bylaw that divides the City into land use districts and establishes procedures for processing and deciding upon development applications. It sets out rules that affect how each parcel of land in the city can be used and developed and includes a zoning map.

LEED: The Leadership in Energy and Environmental Design (LEED) Green Building rating system. This is a nationally accepted building rating systems for the design, construction and operation of high performance green buildings.

Level of Service (LOS): A standard measure of infrastructure operating conditions, often defined with reference to a benchmark. The most common example is used by transportation engineers to indicate that traffic is moving at ideal, average or poor efficiency and measured on a grade scale of “A” through “F”.

Livability: Livability refers to the environmental and social quality of an area perceived by citizens. This includes safety and health (traffic, safety, personal security and public health), local environmental conditions (cleanliness, noise, dust, air quality and water quality), the quality of social interactions (neighbourliness, community identity and community pride), opportunities for

recreation and entertainment, and quality of the natural environment.

Low-Density Residential: Generally refers to single-detached, semi-detached and duplex dwelling units.

Low Impact Development: Refers to a comprehensive planning and engineering design approach to stormwater with a goal of maintaining and enhancing the pre-development hydrologic regime of urban and developing watersheds. This approach uses various design practices and technologies for simultaneously conserving and protecting natural resources systems and reducing infrastructure costs.

Mass/Massing: The combined effect of the arrangement, size and shape of a building or group of buildings on a site and its visual impact in relation to adjacent buildings. *Also called bulk.*

Median Household Income: As reported by the Statistics Canada Census, it is a form of average representing the midpoint of all household incomes in an area.

Medium-Density Residential: Generally refers to buildings containing three or more attached units. This type of development includes, but is not limited to, various forms of townhouses as well as tri-plexes and four-plexes.

Mixed Use: A compatible combination of land uses, such as homes, shops and services contained within a single building. A mixed use district refers to an area within a community where a variety of different living activities (live, work, shop and play) are in close proximity (walking distance) to most residents.

Modified Grid Street Pattern: Refers to an interconnected network of streets generally rectilinear in alignment, with some modifications to accommodate topography or environmental considerations. It is characterised by a gridiron like layout, with shorter blocks typical of a modified grid street pattern to allow

for multiple travel routes and encouraging transit and pedestrian use.

Multi-Modal Transportation: A mode refers to a type of travel or travel choice. Most goods and people movements involve more than one mode of transportation. Main modes include: walking, cycling, transit, vehicular (single-occupant and high-occupant) and trucks and rail for goods movement.

Municipal Development Plan (MDP): Means a statutory plan adopted by Council as a municipal development plan pursuant to the Municipal Government Act. This plan (City Plan) constitutes the City of Airdrie's municipal development plan. A MDP provides the strategic framework for more detailed and specific plans, policies and programs.

Municipal Planning Commission (MPC): Refers to a body enabled by the *Municipal Government Act* to make decisions on development permits and recommendations on other planning matters.

Municipal Government Act (MGA): Refers to Provincial legislation which outlines the authorities and obligations of a municipality. Part 17 of the MGA provides the means by which plans and bylaws may be adopted to guide development and the use of land and buildings.

Municipal Government Board: Is an independent and impartial body set up to make decisions on certain appeals and disputes stemming from the *Municipal Government Act*.

Municipal Reserve: Land provided in accordance with Section 666 of the *Municipal Government Act*, as part of subdivision, by the developer without compensation for park and school purposes in accordance with the provisions of the Municipal Government Act. This includes lands dedicated as Municipal Reserve (MR), School Reserve (SR), and Municipal and School Reserve (MSR).

Natural Areas: Refers to areas with significant vegetation and wildlife habitat that have not been subject to development or cultivation. Natural areas may include ravines, stream corridors, treed areas, natural grasslands, wetlands and coulees.

Neighbourhood: A predominately residential area designed as a comprehensively planned area containing a variety of housing types, with compatible community services, recreation and culture amenities and parks necessary to meet the needs of the neighbourhood populations.

Neighbourhood Node (or centre): refers to a concentrated mixed-use area containing commercial, office, institutional and high and medium density residential uses, arranged in a walkable, pedestrian and transit-supportive manner. Neighbourhood nodes should be designed to support the day-to-day needs of the neighbourhood for shops, services and facilities. In general, a neighbourhood node would serve a quarter-section sized residential development.

Noise Exposure Forecast Contours (NEF): refers to lines shown on a map that indicate levels of aircraft noise in various areas. Generally, residential development is not permitted where the 30 NEF is exceeded.

Non-Statutory Plan: Refers to plans that provide detailed guidance and technical considerations for development, but are not binding on the SDAB or the Municipal Government Board. Examples include the Master Drainage Plan, The Great Places Plan (Parks), Master Transportation Plan, master site plans and the AirdrieOne Sustainability Plan.

Objective: Means broad statements that are used as the basis for policies.

Off-Site Levy Bylaw: A bylaw of the City of Airdrie specifying the sharing of costs between the City and developers respecting the provision of infrastructure required to support additional development. The *Municipal Government Act*

sets out details of what can be included in an off-site levy bylaw.

Park: Any land acquired, developed or used by the City as a public park, sports field, playground, recreational area or cemetery, title to which is vested in the name of the City. This includes lands acquired by the City through subdivision as Municipal Reserve.

Pedestrian-Oriented or Pedestrian-Friendly: An environment designed to make travel on foot safe, convenient, attractive and comfortable for various ages and abilities. Considerations include landscaping, safety considerations, adequate sidewalks, protection from wind and snow, buildings oriented to frame the street, adequate street furniture, barrier-free access consideration.

Permeable Pavement: These types of pavements include pavers, pavement materials and other devices that provide rainwater infiltration while serving as a structural surface.

Placemaking: Designing a building or space to make it more attractive to the people who use it and compatible with its surrounding geographic and cultural context.

Policy: Means a statement identifying a specific course of action for achieving objectives.

Public Realm: Refers to spaces within communities to which the public has access. The public realm includes streets, parks, public facilities and a significant amount of “quasi-public” space, which is private property to which the public has access through legal agreements or permission of the owner. Elements include, but are not limited to streets, sidewalks and pathways, bridges, plazas and public squares, parks, view corridors, landmarks and boulevards.

Redevelopment: The creation of new units, uses or lots on previously developed land in existing neighbourhoods.

Right-of-way: (1) The right to pass over property owned by another, usually based upon an easement. (2) A path or thoroughfare over which passage is made. (3) a strip of land over which facilities such as highways, railways and/or power lines are built.

Riparian Area: Areas around streams/creeks that function as transition areas between land and water, and host a wide array of plant and animal life. Riparian areas usually include a stream channel, its banks, the floodplain, and associated vegetated buffers. Proper protection of these stream/creek bank areas is important to stream health and functioning. They are ecologically diverse and contribute to the health of the stream by filtering out pollutants and preventing erosion.

School Reserve (SR): Refers to land the developer gives, at the time of subdivision, for school purposes, and makes up a portion of the 10% municipal reserve.

Secondary Suite: Secondary suite is a planning term for an additional separate dwelling unit on a property that would normally accommodate only one dwelling unit. A secondary suite is considered “secondary” or “accessory” to the primary residence on the parcel.

Smart Growth: A collection of land use and development principles that minimize sprawl and promote enhanced quality of life, efficient use of land to preserve the natural environment to the extent possible, and that result in healthy, sustainable communities that are fiscally responsible.

Special Needs Households: Special needs households consist of those households with individuals who require supports to obtain and maintain housing, and may include persons with physical and/or mental disabilities.

Sprawl: The unconstrained outward expansion of suburban development created by low-density residential and commercial development that

consumes a much greater percentage of land than the percentage of population growth warrants. Sprawl is usually characterized by non-contiguous and low-density greenfield development.

Statutory Plan: Refers to a plan that has legal status and meets the requirements prescribed by the *Municipal Government Act*. Statutory plans include the City Plan (the municipal development plan), Community Area Structure Plans (CASP), Neighbourhood Structure Plans (NSP) and Area Redevelopment Plans (ARP). All statutory plans are adopted by bylaw by Council following a public hearing. The Subdivision and Development Appeal Board (SDAB) and the Municipal Government Board must comply with statutory plans in a development appeal and must have regard to statutory plans in a subdivision appeal. The City's Development Authority must follow the direction of a statutory plan.

Streetscape: All elements that make up the physical environment of a street and define its character. This includes such elements as paving, trees and vegetation, lighting, building type and style, street furniture, pedestrian and transit amenities.

Stormwater: Surface run-off from rain and snowmelt on streets, sidewalks, parks and open space and individual lots. Stormwater ponds are used for containing and settling storm water to address environmental concerns about discharging stormwater runoff directly into rivers and creeks.

Stormwater Management: Building and landscape strategies to control and limit stormwater pollution and run-off. Management techniques may include stormwater ponds as well as an integrated package of strategies which include pervious paving, drainage swales, absorbent landscaping, green roofs and more.

Stripping and Grading: Refers to the act of removing top soil and altering the grade of the land to accommodate development.

Subdivision and Development Appeal Board (SDAB): A body appointed by Council to hear appeals against decisions of the Municipal Planning Commission, the Development Authority, a municipal enforcement officer, or the subdivision authority.

Sustainability: Means improving the quality of human life while living within the carrying capacity of supporting ecosystems. More generally, sustainability refers to practices that would ensure the continued viability of a product or practice well into the future.

Sustainable Development: Development that meets the needs of today without compromising the ability of future generations to meet their own needs. This means the community needs to sustain its quality of life and accommodate growth and change by harmonizing long-term economic, environmental and social needs.

Traffic Calming: Traffic calming involves changes in street alignments, installation of barriers and other physical measures to reduce traffic speeds and/or cut-through volumes to improve street safety and livability.

Transportation Demand Management (TDM): TDM refers to strategies aimed at reducing the number of vehicle trips, shortening trip lengths and changing the timing of trips so that they occur outside of peak hours. These strategies also include promotion of alternative transportation modes include the use of public transit, car-pooling, cycling and walking as well as telecommuting and home-based work.

Transit Oriented Development (TOD): A nodal form of moderate to high density development built around a high-capacity transit hub.

Transit-Supportive Development: A form of development that includes moderate and higher

density housing concentrated in mixed-use developments located along existing or planned transit routes. The locations, design and mix of uses in a transit-supportive development emphasize pedestrian-oriented environments to encourage the use of public transportation.

Triple Bottom Line: Means a method for assessing a planning and development initiative by identifying relevant criteria to measure the sustainability of relevant economic, environmental and social factors.

Urban Agriculture: The practice of growing plants and, in some cases, the keeping of backyard hens and bees in urban and suburban areas. Examples include community gardens, allotment gardens, backyard gardens, edible landscaping, green roofs, apiculture, but excludes large-scale commercial operations, intensive agriculture, and feedlots.

Urban Forest: Includes all trees and associated vegetative understory in the city, including trees and shrubs whether intentionally planted or naturally occurring.

Urban Forestry: The planning, establishment, protection and management of trees within the city.

Urban Design: Refers to the planning and architecture that give regard to design elements such as building form, massing and style, as well as the public realm elements such as open space, parks and streetscape treatments to provide an urban context that is both functional and aesthetically pleasing.

Wetland: Those areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas.

Xeriscaping: Refers to landscaping and gardening in ways that reduce or eliminate the need for supplemental water for irrigation.

Appendix Three

Common Acronyms

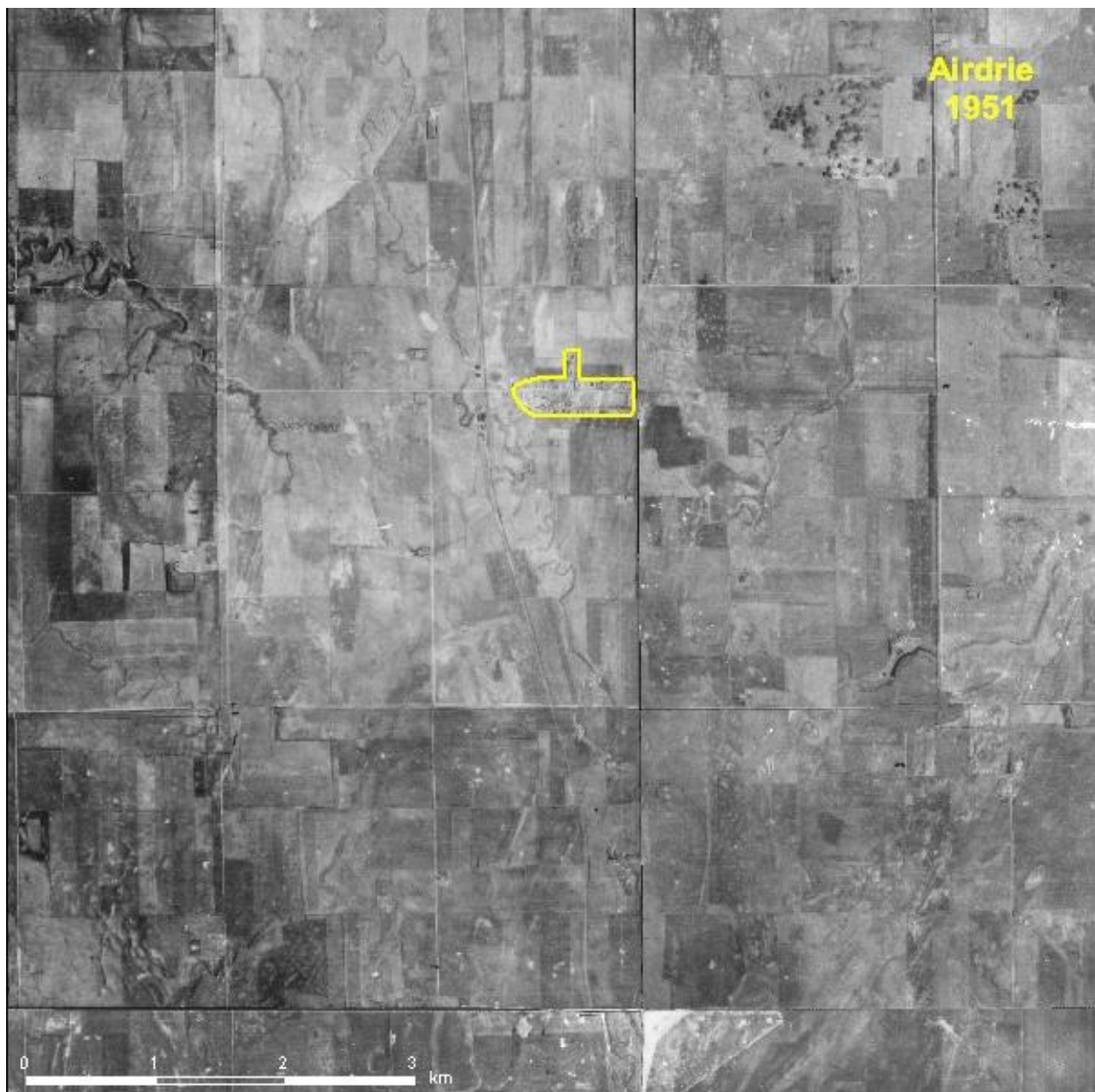
ARP:	Area Redevelopment Plan
CASP:	Community Area Structure Plan
CMP:	Calgary Metropolitan Plan
CPT:	Corporate Planning Team
CRP:	Calgary Regional Partnership
DP:	Development Permit
DRC:	Development Review Committee
IDP:	Intermunicipal Development Plan
LID:	Low Impact Development
LUB:	Land Use Bylaw
MDP:	Municipal Development Plan
NSP:	Neighbourhood Structure Plan
MGA:	Municipal Government Act
MPC:	Municipal Planning Commission
SDAB:	Subdivision and Development Appeal Board
TDM:	Transportation Demand Management

Appendix Four

Historical Evolution of Airdrie

Airdrie's history spans over 100 years and its urban form has evolved considerably over this time.

Airdrie became a rail settlement in the late 1800s with many of the workers on the Calgary-Edmonton rail line living in Airdrie. Steam-run railcars would stop in Airdrie to collect water from Nose Creek. Soon after, a local economy began to develop as workers needed services and housing. From 1891 into the early 1900s, Airdrie began to develop as a permanent settlement largely due to the C&E Railway originating in Calgary. Nose Creek was a significant reason for settling Airdrie due to the rail needing a water source as well as providing potable water for inhabitants.



rain elevators were built in the village (incorporated September 10, 1909) bringing an diversified economy to the area. Airdrie became one of the premier cereal crop farming vince. The construction of Highway 2 alongside the rail line brought even more activity to

airdrie was selected as a preferred “decentralized” location for the Alberta Transportation infrastructure government service offices. Several other industries such as Propak Industries use also located in Airdrie during the 1970’s due to its proximity to the Calgary region.

orporated as a Town on May 1, 1974 as one of a series of sidings along the railway y and Edmonton. At that time, most of the City development was located along the east /ay tracks due to the presence of wetlands and a high water table located on the west side . Main Street was established as the commercial main street along with a grid pattern of ks.

ie was a small compact village and served as an agricultural and railway service centre way and rail access. Urban form and structure highlights included:

- was oriented to Highway 2 (now 2A) to the east.

- entry was from the highway at 1st Avenue.

- onsite was surrounded by numerous wetlands and watercourses

- lway station and grain elevators formed a node of activity on the railway tracks.

ie was a town with a population of approximately 1,000 and construction of Highway #2 and ran along the east side of the townsite. Urban form and structure highlights included:

- residential growth extended the grid north and east in a compact form.

- lway and Nose Creek inhibited development to the west.

- y 2 formed a strong edge to the east.

- n space system was formed by schools, recreation fields and church properties.

ie like most of Alberta had experienced significant growth in response to an economic lopment had occurred on both sides of the highway. Urban form and structure highlights

d pattern of the original townsite had filled in and much new residential and industrial oment occurred in east Airdrie.

way commercial strip developed along the west side of the highway accessed internally by y 2A.

ntial growth to the south leapfrogged due to availability of easily developable land, g a discontinuous and dispersed town form.

tant amounts of mobile home developments locate in east Airdrie.

ke Park has been developed as a water-oriented complex of recreation and amenity

ial development has taken place in the northeast part of Airdrie.

lway station has been lost.

- Nose Creek has been channelized in several sections, resulting in restriction and formalization of the water course.

By 1998, Airdrie has established neighbourhoods in the west and east, and is growing to the northwest. Urban form and structure highlights included:

- Residential growth in the west and east has developed with a suburban curvilinear street pattern.
- Nose Creek Park has been developed and forms a major open space complex within the city.
- The golf course has been constructed in the west part of town, and is integrated in new residential developments.
- A big box commercial mall has been developed in the downtown along Main Street as a vehicular-oriented area and contributes to the decline of Main Street.
- Highway commercial development has taken place on both sides of Highway 2 where it is accessed by service roads.
- Country residential developments have taken place outside the city limits.

By 2006, Airdrie has become a rapidly growing city with a population of over 27,000. While it historically has served as a bedroom community of Calgary, it has diversified its economy and commercial opportunities. Urban form and structure highlights include:

- Extensive growth has occurred in all four directions.
- New commercial development occurred in the south and north edges in the form of vehicle-oriented large-format retail development.
- City Hall is established in a renovated retail building.
- The downtown Main Street commercial is in physical and economic decline.
- More highway-commercial has developed on both sides of the highway.
- The railway no longer forms a strong edge in the west, although there are few level crossings.
- New residential areas are developed in a variety of unrelated forms and are poorly connected to each other.

Airdrie Today

By 2014, Airdrie is home to almost 55,000 people and the land base has expanded to over 20,000 acres. Urban form and structure highlights include:

- Extensive suburban residential development on both sides of Highway #2, particularly in the southwest.
- The predominant road pattern in new communities includes looped collector roads and cul-de-sacs making walkability and transit challenging.
- Commercial growth continues to fill-out in the north and south retail nodes. A major mall has located in Rocky View County to the south of the city.
- The downtown has attracted minimal new development, although there are some renovations and infill developments.
- The main highway access routes are Veterans Boulevard and Yankee Valley Boulevard.