

## ATTACHMENT C: APPLICATION REFERRAL RESPONSES

AGENCY	COMMENTS
<b><i>School Authority</i></b>	
Rocky View Schools	No response received.
Calgary Catholic School District	No comments.
Public Francophone Education	No response received.
Catholic Francophone Education	No response received.
<b><i>Province of Alberta</i></b>	
Alberta Ministry of Environment and Protected Areas	No concerns.
Alberta Transportation	<p data-bbox="480 884 724 926"><b>August 16, 2023:</b></p> <p data-bbox="480 936 1489 1136">ATEC has reviewed the updated report and it looks fine with the recommendations provided for upgrades to the Glenmore trail/RR284 before the development (signal + turn lanes) and by the 10 years horizon (adding EB and WB lane to the Glenmore trail (works for 20 years horizon). An updated TIA is to be provided and reviewed at future DP stage to analyze impacts of ongoing development in this area.</p> <p data-bbox="480 1146 732 1188"><b>October 18, 2022:</b></p> <p data-bbox="480 1199 1463 1272">Alberta Transportation offers the following comments and observations with respect to the proposed land use amendment (s):</p> <ol data-bbox="480 1283 1495 1915" style="list-style-type: none"> <li data-bbox="480 1283 1495 1388">1. Pursuant to Section 618.3(1) of the Municipal Government Act (MGA), the department expects that the municipality will comply with any applicable items related to provincial highways in an ALSA plan if applicable</li> <li data-bbox="480 1398 1495 1535">2. Pursuant to 618.4(1) of the Municipal Government Act, the department expects that the Municipality will mitigate the impacts of traffic generated by developments approved on the local road connections to the highway system, in accordance with Policy 7 of the Provincial Land Use Policies.</li> <li data-bbox="480 1545 1495 1650">3. Pursuant to Section 678 of the Municipal Government Act, any appeals of this future subdivision application shall be heard by the Land and Property Rights Tribunal.</li> <li data-bbox="480 1661 1495 1766">4. The study should also review the collision history and analyse traffic safety, particularly at the intersection of Glenmore trail/RR 284, and identify improvements as needed.</li> <li data-bbox="480 1776 1495 1915">5. In the same section 6.1 (page-16, last para) it is assumed that the capacity issues will remain until larger network modifications are made. Although, the development generated traffic is low, however it is still adding up to the issue. Hence, the consultants should clearly list the improvements to be implemented</li> </ol>

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	<p>by 2025 and support it by analyses confirming an acceptable traffic operation. In particular, the EB movement with LOS as F for both AM &amp; PM is not acceptable and this could also compromise driver's safety.</p> <p>6. For trip generation, the study has used FAR=0.1 (10%) based on the average of FAR used by three other industrial developments along Highway 2. Please describe how those developments match with the subject land-use?</p> <p>7. Recommended improvements in this TIA report reference to those identified in the Janet ASP transportation network analysis and the analyses are based on with these improvements in place in 2025. However, it is not clear if the additional modifications described in section 6.1 (page-16, 3rd para) will also be implemented at 2025 to address the capacity issues? Please clarify.</p> <p>8. In Appendix E, development generated trips distribution &amp; assignment (entering trips) needs to be reviewed and corrected or clarified. It is supposed to be the same as exiting trips but the schematic shows it different.</p> <p>9. The revised report should also include an executive summary. Also, the recommended improvements should be described in the report (Recommendations section) instead of referencing to Janet ASP report.</p> <p>There is also some discrepancy in the total area of the proposed development, which needs to be corrected – mentioned as 76.55 acre and 80 acre.</p> <p>The subsequent subdivision application would be subject to the requirements of Sections 18 and 19 of the Matters Related to Subdivision and Development Regulation (The Regulation), due to the proximity of Highway(s) 560. Alberta Transportation offers the following comments with respect to this application:</p> <p>The requirements of Section 18 of the Regulation are not met. Based on the TIA provided, the department determines that improvements to the highway are required to accommodate the proposal Pursuant to Section 20(1) of the Regulation, Alberta Transportation grants approval for the subdivision authority to vary the requirements of Section 18 of the Regulation subject to the following requirements:</p> <p>Upgrades to the highway 560 intersection shall be at no cost to Alberta Transportation.</p> <p>The requirements of Section 19 of the Regulation are not met. There is no direct access to the highway and there is sufficient local road access to the subdivision and adjacent lands. Pursuant to Section 20(1) of the Regulation, Alberta Transportation grants approval for the subdivision authority to vary the requirements of Section 19 of the Regulation.</p>
Alberta Culture and Community Spirit (Historical Resources)	No response received.
Alberta Health Services	No concerns.
Alberta Energy Regulator (AER)	With the information provided at this time, there is no setback associated with the proposed application.

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	Please be advised there are a few sour wells and pipelines in the area that are in the process of abandonment with the Orphan Well Association.
<b><i>Public Utility</i></b>	
ATCO Gas	No objections.
ATCO Pipelines	No objections.
FortisAlberta	No comments received.
TELUS Communications	No objections.
WID Canal	No concerns or objections.
<b><i>Adjacent Municipality</i></b>	
The City of Calgary	No comments.
The City of Chestermere	No concerns or comments.
<b><i>Other External Agencies</i></b>	
Canada Post	No comments at this time.
<b><i>Internal Departments</i></b>	
Recreation, Parks, and Community Support	No comments.
Capital and Engineering Services	<p data-bbox="488 1318 607 1344"><b>General:</b></p> <ul data-bbox="488 1367 1487 1598" style="list-style-type: none"> <li data-bbox="488 1367 1487 1493">• The review of this file is based upon the application submitted. Should the submission material be altered or revised at subsequent development stages these conditions/recommendations may be subject to change to ensure best practices and procedure.</li> <li data-bbox="488 1503 1487 1598">• As a condition of future subdivision or DP, the applicant will be required to submit a construction management in accordance with the County Servicing Standards.</li> </ul> <p data-bbox="488 1621 680 1646"><b>Geotechnical:</b></p> <ul data-bbox="488 1669 1487 1898" style="list-style-type: none"> <li data-bbox="488 1669 1487 1898">• The applicant provided a Shallow Subsoil and Groundwater Site Investigation, prepared by Almor Testing Services Ltd., dated March 2023. The geotechnical investigation evaluated shallow subsurface soil and groundwater conditions within the project boundaries. As per geotechnical investigation, the subsurface conditions are considered suitable, relative to foundation support for the proposed development. The geotechnical investigation provided recommendations pertaining to site grading, trench</li> </ul>

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	<p>and excavation stability, foundation, pond liner, structural pavement design, quality control and more.</p> <ul style="list-style-type: none"> <li>• As a condition of future subdivision or DP, an updated Geotechnical Investigation Report may be required in accordance with the requirements of the County Servicing Standards, incorporating additional test holes and updated groundwater monitoring results.</li> </ul> <p><b>Transportation:</b></p> <ul style="list-style-type: none"> <li>• The applicant provided a Transportation Impact Assessment (TIA), prepared by JCB Engineering, dated June 27, 2023. As per the TIA, following modifications are required to the intersection of Glenmore Trail a Range Road 284 post-development for 2033 horizon. <ul style="list-style-type: none"> <li>○ Signalization of Glenmore Trail and Range Road 284</li> <li>○ Addition of an eastbound left turn lane and southbound right turn</li> <li>○ Increasing the basic lanes from two to four on Glenmore Trail</li> </ul> <p>No other modifications with regards to the illumination or addition of auxiliary lanes at the site access is required. Also, the projected increase in traffic on Range Road 284 is not expected to require the road to be upgraded to a higher classification.</p> </li> <li>• The TIA was circulated to ATEC. ATEC doesn't have any concerns with the TIA and the recommendations provided for upgrades to the Glenmore trail/Range Road 284 intersection.</li> <li>• At the time of future subdivision/DP, the applicant shall submit an updated TIA taking into consideration background traffic of that time, traffic to be generated from the development and any other traffic from other approved developments within the Janet ASP. If offsite improvements are required to be implemented to support the proposed development, the applicant will be required to enter into a Development Agreement with the County for the implementation of the necessary upgrades. The applicant will be eligible to receive cost recoveries for any oversizing allowed in the infrastructure.</li> <li>• As a condition of future subdivision, the applicant will be required to enter into a Development Agreement with the County for the construction of the internal road network for Cell B including all related infrastructure in accordance with the requirements of the County's Servicing Standards.</li> <li>• As a condition of future subdivision, the applicant is required to provide payment of the Transportation Off-Site Levy, in accordance with the applicable levy at time of future subdivision/DP approval, for the total gross acreage of the lands proposed to be developed.</li> <li>• Range Road 284 is identified in the Long-Range Transportation Plan as a Network A road and 4-Lane Arterial Road requiring a 36 m and 40 m right-of-way west of the proposed development area. As a condition of future subdivision, a land dedication will be required for road widening by a plan of survey and caveat in accordance with the Transportation Off-Site Levy bylaw.</li> <li>• It is to be noted that the applicant shall be responsible for any offsite ROW acquisitions (if required) to support the proposed development.</li> </ul> <p><b>Sanitary/Waste Water:</b></p> <ul style="list-style-type: none"> <li>• As per Policies 22.8 of the Janet ASP, all new developments should provide wastewater treatment by the use of pump out tanks or other</li> </ul>

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	<p>acceptable methods, in accordance with County policy and Provincial regulation.</p> <p><b>Water Supply and Waterworks:</b></p> <ul style="list-style-type: none"> <li>• As per Policies 22.5 of the Janet ASP, all new development should be serviced by water cisterns or alternative systems consistent with County policy. Water wells located on individual subdivision lots should not be supported.</li> <li>• The fire suppression will be provided by a drafting hydrant connecting to storm pond.</li> <li>• The applicant is responsible for ensuring proper potable water servicing is provided for the subject lands.</li> </ul> <p><b>Storm Water Management:</b></p> <ul style="list-style-type: none"> <li>• The applicant provided a Stormwater Management Plan, prepared by Higher Ground Consulting, dated September 28, 2023. As per the stormwater management plan, the stormwater will be managed on site through storm pond and ditch system. The proposed development is in the West Janet Development area. As the downstream CSMI infrastructure is not yet constructed, the developed area and storm water pond will be sized to zero discharge requirement. The storm water will be irrigated annually, over the landscaped portions of the site to maintain stormwater levels and ensure the pond operates as designed.</li> <li>• As a condition of future DP or subdivision, the applicant shall be required to prepare a site-specific stormwater management plan to incorporate the proposed development on the subject lands that meets the requirements of the County Servicing Standard and CSMI drainage plan. The applicant will also be responsible to construct improvements as necessary in accordance with the approved site-specific stormwater management plan.</li> <li>• As a condition of future DP or subdivision, the applicant is required to provide a sediment and erosion control plan, prepared by a qualified professional, addressing ESC measures to be implemented during construction in accordance with the requirements of the County's Servicing Standards.</li> <li>• As a condition of future subdivision or DP, the applicant will be required to pay the stormwater offsite Levy in accordance with the applicable bylaw at time of subdivision or DP.</li> </ul> <p><b>Environmental:</b></p> <ul style="list-style-type: none"> <li>• The applicant provided a Biophysical Impact Assessment and Biophysical Impact Assessment – Field Supplement, prepared by Higher Ground Consulting, dated March 31, 2022, and August 15, 2022.</li> <li>• As per the Biophysical Impact Assessment, <ul style="list-style-type: none"> <li>○ No environmental significant areas are present.</li> <li>○ The agricultural state of the property as well as the homestead areas provide a very low likelihood for the presence of rare plant communities. As well, there were no records of any rare plants observed within 1 km of the project.</li> <li>○ There are 2 wetlands, and 9 ephemeral waterbodies present within the project area.</li> <li>○ Sensitive wildlife potential or documented wildlife observations within a 1 km buffer of the Project area were identified.</li> </ul> </li> </ul>

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	<ul style="list-style-type: none"><li>• The Biophysical Impact Assessment assessed the valuable ecological components pertaining land use, fish, wildlife, vegetation, waterbodies and wetlands, soils and topography and provided mitigation measures to minimize the impacts to the valuable ecological components related to the proposed development.</li><li>• As a condition of future DP or subdivision, applicant is required to provide a Historical Resources Impact Assessment including deep testing, prepared by qualified professionals, in accordance with County's servicing standards. Should findings include any archaeological or paleontological sites, the applicant will be required to obtain clearance under the Historical Resources Act prior to commencing any construction.</li><li>• The applicant shall follow the recommendation of Biophysical Impact Assessment in perpetuity and obtain required permits/approvals for the proposed development related to all applicable municipal, provincial, and federal legislation, regulations, and policies.</li></ul>

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Circulation Period: October 3, 2022, to October 25, 2022.