

ATTACHMENT C: APPLICATION REFERRAL RESPONSES

| AGENCY | COMMENTS |
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| <i>School Authority</i> | |
| Rocky View Schools | No response received |
| Calgary Catholic School District | No response received |
| Public Francophone Education | No response received |
| Catholic Francophone Education | No response received |
| <i>Province of Alberta</i> | |
| Alberta Ministry of Environment and Protected Areas | No response received |
| Alberta Transportation and Economic Corridors | <p>This will acknowledge receipt of your circulation regarding the above noted proposal. 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).</p> <p>Transportation and Economic Corridors offers the following comments with respect to this application:</p> <p>The requirements of Section 18 are met, therefore no variance is required. While no variance is required, the department expects the municipality will mitigate the impacts from this proposal to the highway system, pursuant to Policy 7 of the Provincial Land Use Policies and Section 648(2)(c.2) of the Municipal Government Act.</p> <p>The requirements of Section 19 are met, therefore no variance is required.</p> <p>Transportation and Economic Corridors has the following additional comments and/or requirements with respect to this proposal:</p> <ol style="list-style-type: none"> 1. 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, pursuant to Policy 7 of the Provincial Land Use Policies and Section 618.4 of the Municipal Government Act 2. The land subject of this application is greater than 1600 metres from the centre line of a provincial highway. 3. Alberta Transportation and Economic Corridors expects that the municipality will mitigate the cumulative impacts of traffic generated by developments approved on the local road connection to the highway system, pursuant to the South Saskatchewan Regional Plan and Section 648(2)(c.2) of the Municipal Government Act. |
| Alberta Health Services | Local community planning and design directly affect health and well-being. Communities can support the prevention and management of chronic health conditions by creating healthier places for people to live, work and play. |

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| | <p>Healthy community design creates stronger social connections; prevents injuries, chronic diseases and cancer; and makes your community safer and more resilient by promoting healthy lifestyle choices. Healthy community design can also have social and economic benefits.</p> <p>Alberta Health Services- Safe Healthy Environments (AHS-SHE) reviewed the above noted proposal application from a public health perspective. Healthy communities by design (HCBD) concepts and conventional areas of public health concern were considered.</p> <p>At this time, we have no concerns with the proposal, based on the information provided. Please note that Alberta Health Services-Environmental Public Health (AHS-EPH) would like an opportunity to review and comment on building permit applications for the construction of any public facilities on the subject lands (e.g., food establishments, swimming facilities, daycares, child or adult care facilities, personal service establishments, etc.). Forwarding plans for these facilities to AHS-EPH for approval BEFORE the building permit is granted helps to ensure that the proposed facility will meet the requirements of the Public Health Act and its regulations. For more information on requirements, to arrange for a plan review or to speak directly with a public health inspector, applicants for future building developments should contact AHS-EPH at calgaryzone.environmentalhealth@ahs.ca , or call our toll-free telephone line at 1-833-476-4743.</p> <p>AHS-SHE also endorses the use of an evidence-based public health approach to designing healthy communities. Prioritizing neighbourhood design, transportation networks, natural environments, food systems and housing in your planning process will help make your communities and residents healthier. We encourage you to consider these five principles in your strategic conversations. Additionally, more information can be found on the AHS Healthier Together, Building Healthy Communities website. This can be considered a virtual gathering place to access AHS-based resources and tools.</p> <p>This proposal included examples of healthy communities by design principles, particularly around Neighbourhood Design.</p> <p>AHS-SHE supports designing complete, compact and connected communities.</p> <ul style="list-style-type: none"> • The proposal is supporting a mixed residential-commercial design that is supporting multigenerational living, as well as encouraging active lifestyles through the development of tree lined sidewalks and pedestrian pathways between the two districts. • Mixed land use areas help increase safety and security, strengthen social connections, increase physical activity and have environmental and economic co-benefits within a neighbourhood. Neighbourhoods that incorporate a mix of uses and densities offer opportunities to live, learn, work and play within the community. Mixed land uses allow residents to access daily needs, such as employment, shopping and recreational opportunities in their community by multiple modes of transportation. • Offering housing options or encouraging the development of a mix of housing types can also mean that as residents age, they will be able to remain in their community and close to family for a longer period. <p>AHS-SHE recommends that the other healthy community by design pillars mentioned above, also be explored throughout the development phases to</p> |

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| Alberta Forestry and Parks | <p>promote aspects of healthy lifestyles, including physical activity, healthy eating and supportive environments.</p> <p>From reviewing satellite imagery, it appears there are several wetlands on the property that may be impacted by the proposed future development. Under section 3 of the <i>Public Lands Act</i>, the Crown holds right to permanent and naturally occurring bodies of water, rivers, streams, watercourses and lakes. The wetlands should be avoided if the parcel is developed and a minimum 6.0m Environmental Reserve is required to protect the wetland from development.</p> <p>If the wetland cannot be avoided during development, it is recommended that a permanence assessment be completed for the wetland and submitted to the Water Boundaries Unit in Edmonton to determine ownership of the wetland. If the wetland is determined to be Crown claimable under section 3, it should be surveyed out from the parcel of land. An authorization is required under the <i>Public Lands Act</i> to alter, infill or otherwise impact a Crown claimable wetland. An approval may also be required under the <i>Water Act</i>. Please see the Alberta Wetland Policy and the Guide for Assessing Permanence of Wetland Basins for further information.</p> <p style="text-align: center;">The following links are provided for information:</p> <p>Information on Water Boundaries in Alberta https://www.alberta.ca/water-boundaries.aspx</p> <p>General Information on Wetlands in Alberta https://www.alberta.ca/wetlands-overview</p> <p>Alberta Wetland Policy https://open.alberta.ca/dataset/5250f98b-2e1e-43e7-947f-62c14747e3b3/resource/43677a60-3503-4509-acfd-6918e8b8ec0a/download/6249018-2013-alberta-wetland-policy-2013-09.pdf</p> <p>Alberta Wetland Policy Implementation https://www.alberta.ca/alberta-wetland-policy-implementation.aspx</p> <p>Guide for Assessing Permanence of Wetland Basins https://open.alberta.ca/dataset/02b938d2-a26b-41e8-b343-602b4b6c0c57/resource/98b50b87-6ffe-4c32-ae34-c49e2a3c706c/download/2016-assessingpermanencewetlandbasins-feb2016a.pdf</p> <p>Alberta Queen's Printer (<i>Public Lands Act, Water Act</i>) http://www.qp.alberta.ca/Laws_Online.cfm</p> |
| Public Utility | |
| ATCO Gas | No response received |
| ATCO Pipelines | No objections. |

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| AltaLink Management | No response received |
| FortisAlberta | No concerns. |
| TELUS Communications | <p>TELUS Communications Inc. will require a utility right of way for future facilities that will be placed to service this subdivision.</p> <p>TELUS will need to be named within the General Utility Right of Way that is registered; if a General Utility Right of Way will not be registered, please have the applicant contact rightofwayab@telus.com to initiate a TELUS Utility Right of Way Agreement.</p> |
| TransAlta Utilities Ltd. | No response received |
| Adjacent Municipality | |
| The City of Calgary | <p>Planning:</p> <p>Note: City of Calgary Administration requests the following to be included as a condition of the subdivision application. Typically, this comment is provided at the Conceptual Scheme stage as a prior to subdivision condition, but we are providing it as prior to endorsement now that the proposed development has proceeded to the subdivision stage.</p> <ul style="list-style-type: none"> • <i>Prior to subdivision endorsement, Rocky View County, in collaboration with the City of Calgary, shall review the impacts to The City of Calgary's recreation and community services to the satisfaction of both parties. If demonstrable impacts are found, the applicant shall enter into a cost contribution agreement with Rocky View County in coordination with the City of Calgary, providing a financial contribution to offset the development's impacts. This contribution shall be in addition to any recreation and/or community services levy imposed by Rocky View County.</i> <p>Transportation:</p> <ul style="list-style-type: none"> • Was consideration given to undertaking an interim/custom design for the intersection of TWP 250 / RR 284 to address the lane encroachment issue identified in the phase 1 TIA (i.e. Figure 4-4 and associated discussion)? A relatively minor improvement could potentially address the stated issue and thereby facilitate the ability to construct the realigned TWP 250 (identified as Option 2 in the TIA) through the subject lands alongside this or subsequent phases of Conrich Crossing. Note: it seems likely that the stated lane encroachment issue is a pre-existing one given the classifications of TWP 250 and RR 284, and so it seems like an odd rationale for not considering Option 2 (as described in the TIA) further. • With respect to the realigned TWP 250: <ul style="list-style-type: none"> ○ What width of ROW (not including the parallel pathway MR parcel) is being reserved through the subject lands? ○ Will this ROW be dedicated with this phase or remain as part of SE 05-25-28-W4M, and if the latter approach is taken, when will the ROW be dedicated? • Is a greater ROW widening required on the west side of RR 284? 10m widening (if established on both sides of the road) would typically yield a ~40m ROW, however the County's plans and policies appear to indicate a 50m ROW as being identified on RR 284 in this location. |

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| | <ul style="list-style-type: none"> • What is the timing/staging rationale being applied for this subdivision that results in the ROW widening (and parallel MR) on the west side of RR 284 being applied only to the remnant portion of SE 05-25-28-W4M south of Conrich Crossing Drive and not to the remnant portion of SE 05-25-28-W4M north of Conrich Crossing Drive? • In conjunction with the subsequent subdivision(s) or any land-use amendments for the remnant +/-100 acres, Rocky View County and The City of Calgary shall mutually determine the development's impacts on City of Calgary transportation infrastructure through further collaboration and traffic impact assessments, and the developer shall be required to construct identified improvements and/or contribute to such upgrades, as required by the City of Calgary. |
| City of Chestermere | No response received |
| Other External Agencies | |
| EnCana Corporation | No response received |
| Internal Departments | |
| Recreation, Parks, and Community Support | <p>Recreation is in support of MR that is accessible and functional for the proposed community. With the MR proposed on the north side of the future highway, Recreation has concerns about the safety and access the community will have to this linear piece of MR.</p> <p>With a current school established to the South East side of the development. Linear MR would be beneficial on the South end of the conceptual scheme to connect families with this school.</p> <p>Additionally, with the dense population proposed in this development. MR would also be served best in the form of a large gathering space. As mentioned, the irrigation space on the west side of the conceptual scheme could have the MR adjacent so the open spaces complement each other and create a purposeful space for residents.</p> |
| GIS Services | The roads within the proposed subdivision have not been named. An application was submitted back in 2022 but payment for the applications was not received. No response to emails by applicant. |
| Building Services | No comment or concerns for the creation of the new lots |
| Fire Services & Emergency Management | Fire services has no concerns at this time. Subject to access route design and water supply requirements as per the NBC (AE), NFC (AE) and County Bylaws. Recommend they consider changing Conrich Close into a street that goes straight thru to a join Conrich Crescent and this would create a two egress street. |
| Capital and Engineering Services | <p>General:</p> <ul style="list-style-type: none"> • The review of this file is based upon the application submitted. These conditions/recommendations may be subject to change to ensure best practices and procedures. |

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| | <ul style="list-style-type: none"> • As a condition of subdivision, the Owner is required to enter into a development agreement pursuant to Section 655 of the Municipal Government Act respecting provision of the following: <ul style="list-style-type: none"> ○ Construction of a public internal road system in accordance with the County Servicing Standards complete with cul-de-sacs and any necessary easement agreements, including complete approaches to each lot, as shown on the Tentative Plan. ○ Construction of the necessary off-site improvements as identified in the final approved TIA to the satisfaction of the County. ○ Extending the County's sanitary and potable water services to the proposed development. ○ Construction of the pressurized central fire suppression system to the satisfaction of the County. ○ Construction of stormwater management facilities in accordance with the recommendations of the approved stormwater management plan and the registration of any overland drainage easements and/or restrictive covenants as determined by the stormwater management plan. ○ Mailbox locations are to be located in consultation with Canada Post to the satisfaction of the County. ○ Installation of Street Lighting (Dark Sky). ○ Installation of power, natural gas, and communication utilities. ○ Obtain all necessary approvals from AEP for the loss of wetlands. ○ Obtain all necessary approvals from AEP for the use of stormwater for irrigation purposes. ○ Implementation of the recommendations of the approved construction management plan. ○ Implementation of the recommendations of the approved ESC plan. <p>Submit a construction management plan addressing noise mitigation measures, traffic accommodation, sedimentation and dust control, management of stormwater during construction, erosion and weed control, construction practices, waste management, firefighting procedures, evacuation plan, hazardous material containment, and all other relevant construction management details.</p> <p>Geotechnical:</p> <ul style="list-style-type: none"> • The applicant provided a Geotechnical Report prepared by McIntosh Lalani Engineering Ltd. dated June 19, 2020. The investigation assessed the onsite subsurface (soil and groundwater) conditions and determined that the soil and groundwater conditions at the site are suitable for the proposed development. • As a condition of subdivision, the applicant will be required to conduct an onsite geotechnical evaluation, conducted by a qualified geotechnical professional, to assess the onsite subsurface (soil and groundwater) conditions to develop appropriate geotechnical recommendations for the design and construction of the proposed development including the internal road structure and recommendations for the pond liner thickness. • As a condition of subdivision, the applicant shall submit finished grade plans, and cut and fill plans. |

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| | <p data-bbox="485 180 699 210">Transportation:</p> <ul data-bbox="537 233 1503 1608" style="list-style-type: none"><li data-bbox="537 233 1503 758">• The applicant submitted a Transportation Impact Assessment prepared by Bunt and Associates Engineering Ltd. dated September 14, 2020. The TIA provides the impact of the proposed development on the adjacent road network and Recommends the following improvements:<ul data-bbox="631 365 1479 758" style="list-style-type: none"><li data-bbox="631 365 1479 457">○ Adhere to County plans to realign Township Road 250 Street and construction of the new Township Road 250 and Range Road 284 intersection.<li data-bbox="631 464 1479 527">○ Construction of two access points along Range Road 284 and one access on Township Road 250.<li data-bbox="631 533 1479 596">○ Construction of three access points along the newly created service road after Township Road 250 is realigned.<li data-bbox="631 602 1479 665">○ Installation of traffic signals at the intersection of Township Road 250 and Range Road 284.<li data-bbox="631 672 1479 758">○ By 2030, the ultimate configuration of the Stoney Trail and McKnight Trail interchange will need to be constructed due to background traffic.<li data-bbox="537 764 1503 968">• As part of the application the applicant submitted a Traffic Impact Assessment Report prepared by Bunt & Associates dated February 2022.<ul data-bbox="631 869 1479 968" style="list-style-type: none"><li data-bbox="631 869 1479 968">○ Engineering has reviewed the study and has determined it is outdated thus as a prior to Council, the applicant will submit an updated TIA that focuses on phase 1 of the development.<li data-bbox="537 974 1503 1167">• As a condition of subdivision, 15 m along the east boundary of the quarter section where the existing road allowance is 20 m shall be dedicated for road widening by plan of survey as per the applicable TOL bylaw since this portion of Range Road 284 is part of the long-range transportation plan for a six lane cross section requiring 50m of ROW.<li data-bbox="537 1173 1503 1335">• As a condition of subdivision, the applicant will be required to provide a cost recovery payment for the upgrade of Township Road 250m from a two lane to four lane divided road in accordance with the active Cost Recovery Agreement with Canadian National Railway Company.<li data-bbox="537 1341 1503 1608">• As a condition of subdivision, the applicant will be required to provide payment of the Transportation Offsite Levy in accordance with the applicable Bylaw<ul data-bbox="631 1446 1503 1608" style="list-style-type: none"><li data-bbox="631 1446 1503 1539">○ As a condition of subdivision, the applicant is to enter into a road acquisition agreement with the County for the realignment of Township Road 250. The agreement shall include:<ul data-bbox="725 1545 1427 1608" style="list-style-type: none"><li data-bbox="725 1545 1427 1577">▪ The dedication of required land by plan of survey<li data-bbox="725 1583 1427 1608">▪ Land is to be purchased for \$1.00 from the County |
| | <p data-bbox="485 1646 797 1675">Sanitary/Waste Water:</p> <ul data-bbox="537 1698 1487 1929" style="list-style-type: none"><li data-bbox="537 1698 1487 1761">• As per Policy 23.15 of the Conrich ASP, all new development shall connect to the County's wastewater system.<li data-bbox="537 1768 1487 1929">• The applicant submitted a Preliminary Engineering Support Servicing Strategy prepared by Sedulous Engineering Inc. dated August 2020, which indicated that the site will be serviced by gravity mains that lead to a local lift station which directs a 250mm force main to the existing 600mm force main which eventually discharges at the Langdon |

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| | <p>Wastewater Treatment Plant. The servicing strategy determined that sanitary infrastructure upgrades may be required as part of the current first phase of the Conrich Crossing Development..An updated Engineering Support Servicing Strategy will be required.</p> <ul style="list-style-type: none"> • As a condition of subdivision, the applicant will be required to enter into a capacity allocation agreement with the County and provide payment of the Wastewater Offsite Levy in accordance with the applicable bylaw at time of approval. • As a condition of subdivision, the applicant will be required to enter into an offsite development agreement for the extension of wastewater services to the subject lands. • As part of this application the applicant submitted a Water and Wastewater Analysis prepared by Sedulous Engineering dated April 2023. <ul style="list-style-type: none"> ○ Engineering has reviewed the report and determined that a new report should be submitted which only focuses on phase 1 and investigates the current capacity of the County Sanitary system. <p>Water Supply and Waterworks:</p> <ul style="list-style-type: none"> • As per Policy 23.9 of the Conrich ASP, all new development shall connect to the County's potable water system. • The applicant submitted a Preliminary Engineering Support Servicing Strategy prepared by Sedulous Engineering Inc. dated August 2020, which indicated that the site will be serviced by the existing regional East Rocky View Water System via a transmission main from the Conrich Reservoir and Pump Station. The servicing strategy determined that potable water infrastructure upgrades may be required as part of the first phase of the Conrich Station Development. The servicing strategy recommends monitoring the capacity of the system to determine if any upgrades are required at subdivision stage. • As part of this application the applicant submitted a Water and Wastewater Analysis prepared by Sedulous Engineering dated April 2023. <ul style="list-style-type: none"> ○ Engineering has reviewed the report and determined that a new report should be submitted which only focuses on phase 1 and investigates the current capacity of the County Potable Water system. • As a condition of subdivision, the applicant will be required to enter into a development agreement for the extension of water services to the subject lands. • As a condition of subdivision, the applicant will be required to enter into a capacity allocation agreement with the county and provide payment of the Water Offsite Levy in accordance with the applicable by-law at time of approval. <p>Storm Water Management:</p> <ul style="list-style-type: none"> • The applicant provided a Conceptual Level Stormwater Management Report Plan prepared by Sedulous Engineering Inc. dated July 2020. The concept consists of the use of overland and underground stormwater conveyance to a large central storm pond, which will eventually be tied to the CSMI. |

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| | <ul style="list-style-type: none"> • As a condition of subdivision, the applicant will be required to submit a detailed stormwater management plan for this phase, prepared by a qualified professional, providing the detailed designs of the stormwater management infrastructure necessary to support the proposed development. • As a condition of subdivision, the applicant will be required to enter into a Development Agreement for the construction of the stormwater infrastructure required as a result of the development and outlined in the final stormwater management plan in accordance with the County Servicing Standards. The applicant will be responsible for the registration of any required easements, utility right of ways and/or public utility lots is required as a condition of subdivision. • Prior to entering into the development agreement with the County, the applicant will be required to obtaining all AEP approvals and licensing for the stormwater management infrastructure. • As a condition of subdivision, the applicant will be required to provide an Erosion & Sedimentation (ESC) Plan, prepared by a qualified professional, providing the ESC measures to be implemented during the development of the subject lands. • As a condition of subdivision, the applicant will be required to provide payment of the Stormwater Offsite Levy in accordance with the applicable bylaw. |

Environmental

- The applicant provided a Conrich Gill Biophysical Impact Assessment Report prepared by Westhoff Engineering Inc. dated April 19, 2022. The assessment took into consideration the significance of the existing onsite soils, vegetation, wildlife, historical resources and wetlands and provided several mitigations measures to prevent environmental impacts.
- As part of the subdivision application the applicant submitted Phase 2 Environmental Site Assessment prepared by Trace Associates dated April 2021.
 - The ESA determined that all toxic elements within the soil and groundwater were within acceptable levels and that no further assessment is required. Engineering has no concerns.
- As no historical resources have been identified and impacts to historical resources are not anticipated the development has been granted clearance under the Historical Resources Act.
- The Wetland Assessment indicates that there is fourteen naturally occurring wetlands as well as six ephemeral waterbodies within the development area and that all the wetlands will be lost as the result of the development. The applicant will be required to make a payment to the in-lieu program for the loss of the wetlands.