

**ATTACHMENT C: APPLICATION REFERRAL RESPONSES**

---

<b>AGENCY</b>	<b>COMMENTS</b>
<b><i>School Authority</i></b>	
Calgary Catholic School District	<p>The Calgary Catholic School District does not support the above-noted planning circulations (PL20230127, PL20230128, PL20230158) for the following reasons:</p> <ul style="list-style-type: none"> <li>• School Sites are selected and sighted in accordance with community planning and design principals that seek to minimize or mitigate hazards and disruption to the students and the community. The Edge School would have been sighted and planned in accordance with these principals and with the full understanding that the adjacent parcel was for Institutional &amp; Community uses. Changing the land-use designation from Institutional &amp; Community usage well after a school has been planned and built introduces unnecessary hazards and disruptions to that school or future school.</li> <li>• The parcel in question was designated and planned for Institutional &amp; Community uses, a designation compatible with the adjacent school site. The proposed redesignation development is seeking to introduce uses that are not compatible with an adjacent school site.</li> </ul>
<b><i>Province of Alberta</i></b>	
Alberta Health Services	<p>Pease find attached AHS-EPH's comments for the above noted application regarding the amendment and redesignation of the subject lands as well as the approval of the related MSDP.</p> <p>AHS-SHE does provide the following comments for consideration from a public health perspective:</p> <ol style="list-style-type: none"> <li>1. Consideration should be given to the types and volume of chemicals that will be stored onsite. The proposed method and location of chemical storage must ensure there will be no adverse impacts on local groundwater or surface water.</li> <li>2. A waste management plan for the proposed operation should specify the type and volume of any waste materials. The manner in which waste materials are handled, stored and disposed of must not create a public health nuisance.</li> <li>3. Development permit applications and/or the finalized building permit applications for the construction of any regulated public facilities on the subject lands, in this case the food facilities (convenience store and Quick Service Restaurant), should be forwarded to AHS-EPH for approval BEFORE the building permit is granted and construction takes place. This will help to ensure that the proposed business will meet the requirements of the Public Health Act and its regulations. To arrange for a plan review, applicants should contact AHS-EPH directly at <a href="mailto:calgaryzone.environmentalhealth@ahs.ca">calgaryzone.environmentalhealth@ahs.ca</a> or at 1-833-476-4743 (toll free).</li> </ol> <p>If any evidence of contamination or other issues of public health concern are identified at any phase of development, AHS wishes to be notified.</p>



## ATEC

Alberta Transportation and Economic Corridors primary concern is protecting the safe and effective operation of provincial highway infrastructure, and planning for the future needs of the highway network in proximity to the proposed land use amendment(s).

Alberta Transportation and Economic Corridors offers the following comments and observations with respect to the proposed land use amendment (s):

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
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.
3. The proposed development falls within the permit area of a provincial highway, as outlined in Section 4(1) of the Highways Development and Protection Regulation. A permit must be obtained from Transportation and Economic Corridors, and may be submitted via the department's online permitting portal RPATH, <https://roadsideplanning.alberta.ca>.
4. The existing interchange at Highway 1 and Range Road 33 does not have sufficient capacity for the traffic that would be generated by the proposed development, and will require upgrade to the "Stage 1 Interchange" which includes roundabout construction and a single bridge structure over Highway 1. This improvement shall be implemented (or arranged to be implemented through development agreement with the County) at no cost to Alberta Transportation and Economic Corridors prior to occupancy of the proposed development.
5. Alberta Transportation accepts no responsibility for the noise or other impacts of highway traffic upon any development or occupants thereof. Noise impacts and the need for attenuation should be thoroughly assessed. The applicant is advised that provisions for noise attenuation and/or visual screening are the sole responsibility of the landowner.
6. Any peripheral lighting (yard lights/area lighting) that may be considered a distraction to the motoring public or deemed to create a traffic hazard will not be permitted.

**Public Utility**

ATCO Gas                      No objections

ATCO Transmission      No objections

**Adjacent  
Municipality**

The City of Calgary

Thank you for the circulation of the above noted application. The City of Calgary has reviewed the application in reference to the Rocky View County/City of Calgary Intermunicipal Development Plan (IDP), and other applicable policies. City of Calgary Administration offers the following comments for your consideration.

**Water Resources:**

- As per section 9.1 of the Master Site Development Plan and the applicant's redesignation application form, sanitary servicing for the proposed development will be provided by connection to the Bingham Crossing Sanitary Trunk. A regional servicing request is required to be made to the City of Calgary for this proposed connection and will be subject to the recently updated and approved Regional Water, Wastewater and Stormwater Servicing Policy (CP2018-01 amended January 31, 2024). Rocky View County will need support from Harmony Advanced Water Systems Corporation (HAWSCo) and the Town of Cochrane, as the wastewater line owner, before The City could contemplate a service request for these lands. The City recommends submitting the regional servicing request as soon as possible as Policy indicates a decision can take up to 6 months from the date of receipt of the request.

**Planning:**

- As a member of the Calgary Metropolitan Region Board (CMRB) we are strong proponents of the policies in the Growth and Servicing Plans and have a shared accountability to adhere to them. Further to the comment above from Water Resources, new regional servicing requests will be evaluated by their alignment to the policies, objectives, and priorities of the CMRB Growth Plan. As the subject lands are located outside of a Preferred Growth Area, The City is requesting Rocky View County outline how this proposal aligns with the Growth Plan and clarification if this is being considered as a Rural Employment Area or included within the Springbank Airport Employment Area.

**Transportation:**

- Regarding the access to Range Road 33, it is recommended that the MSDP drawings (Figure 1 and Appendix A) be augmented to include the upgraded version of Range Road 33 (i.e. four-lane divided roadway as per the TIA and adjacent Bingham TIA); further amend the drawings to include the right-in/out intersection of Bingham Way with Range Road 33 and the Township Road 250 roundabout.
  - The TIA identifies that the access to Range Road 33 will be right-in/out only. This is advisable given the characteristics and future volumes on Range Road 33. A restrictive covenant explicitly stating that the access is restricted to right-in/out only should be registered on title for the energy centre as a condition of the development.
-



### ***Other External Agencies***

Springbank Airport Authority

#### **Noise Exposure**

The proposed development is located within close proximity to the Springbank Airport and associated flight paths for training circuits. The County and prospective landowners must be aware that immediately over these lands, training aircraft are typically maintaining a lower altitude, in higher power settings than in a descent phase of flight. It is strongly recommended that a warning caveat be registered against the title for the land and information package provided to the potential commercial proponent advising that the property is subject to aircraft operations on a continuous basis. The applicant is encouraged to follow acoustical requirements as set out in the Alberta Building Code for areas within Airport Vicinity Protection Areas for any buildings to be constructed.

#### **Building Height and Use of Cranes**

The highest point above sea level of any building, structure or object is to be used when calculating the final height of the development. This includes parapets, rooftop equipment, antennas, and all other objects. The applicant must ensure there is adequate room for all objects to ensure conformity with the Springbank Airport Zoning Regulations. It is also important to note that use of construction equipment such as cranes may also have an impact on Airport Zoning and cannot violate the regulations during the construction of this building.

#### **Springbank Airport Zoning Regulations**

The proposed development is located within the Outer Surface as defined in the Springbank Airport Zoning Regulations and is therefore subject to regulated height restrictions. The maximum height for any object in this area is 1243.58m above sea level. The proposed development is also on the arrival departure path for helicopters.

The applicant must contact Transport Canada directly for a thorough review and determination of any restrictions on their proposal, for both the building and any cranes that may be used during construction.

#### **Transport Canada**

Aerodrome Safety, Air Navigation and Airspace

Prairie and Northern Region

Email: [casprn-sacrpn@tc.gc.ca](mailto:casprn-sacrpn@tc.gc.ca)

Website: <http://www.tc.gc.ca>

#### **Electronic Zoning Regulations**

The proposed development is affected by the Electronic Facilities Protection Area Zoning Plan, and is located within the critical area of the **Receiver and Transmitter** of the Springbank Airport. Structure height limits exist in this area.

---



The applicant must contact Nav Canada directly for a thorough review and determination of any restrictions on their proposal, for both the building and any cranes that may be used during construction.

#### **NAV CANADA**

AIS Data Collection Unit and Land Use Office

1601 Tom Roberts Road

P.O. Box 9824, Station T

Ottawa, Ontario, K1G 6R2

Fax: 613.248.4094

Email: [landuse@navcanada.ca](mailto:landuse@navcanada.ca)

Website: <http://www.navcanada.ca>

#### **Bird Hazard Considerations**

Incompatible land uses that attract bird activity by providing food sources or water must be avoided or mitigated. Calgary Airport Authority strongly discourages any fruit bearing trees and shrubs due to bird strike risk to Aviation Safety and proximity to the airport. For further information on mitigation measures please contact the Calgary Airport Authority Environmental Group at 403.735.1499.

#### **Land Use in the Vicinity of Airports**

As this development is occurring outside of the Springbank Airport property boundary, the proposed development should ensure compatibility to the land use recommendations and guidelines as set out in TP1247 – Land Use in the Vicinity of Airports.

I trust that the above comments will be of use to you in your review of this proposal. If you have any questions or require further information regarding these comments, please do not hesitate to contact [referrals@yyc.com](mailto:referrals@yyc.com).

#### ***Internal Departments***

Recreation, Parks  
and Community  
Support

Parks recommends the following:

1. Allowing for safe pedestrian access on RR 33. All the recommended pathways are currently listed in active transportation plan here: <https://www.rockyview.ca/Portals/0/Files/BuildingPlanning/Planning/ATP/RVC-Active-Transportation-Plan-South-County.pdf>.
2. Contributing to the voluntary recreation contribution <https://www.rockyview.ca/Portals/0/Files/BuildingPlanning/SubRed/Voluntary-Recreation-Contribution-Information.pdf>

Building Services

No concerns



## ROCKY VIEW COUNTY

Fire Services &  
Emergency  
Management

Fire services has no concerns at this time. Hydrant locations would need to be agreed upon by fire services. Accounting for wind direction, fire truck access route, and accounting for potential hazard material storage of highway trucks. Subject to access route design and water supply requirements as per the NBC (AE), NFC (AE) and County Bylaws.

Enforcement  
Services

No Comments

Capital and  
Engineering  
Services

**General**

- As per the application, the applicant is proposing to:
  - PL20230127: To amend the North Springbank Area Structure Plan (ASP) Figure 3: Future Land Use Concept to accommodate the proposed Redesignation (PL20230128).
  - PL20230128: To redesignate the subject lands from Special, Public Service (S-PUB) District to Commercial, Highway (C-HWY) District to facilitate the development of a gas/electric station and auxiliary commercial establishments.
  - PL20230158: To approve the Petro-Canada Springbank Integrated Energy Centre Master Site Development Plan (MSDP) to provide a policy framework to guide future redesignation and development of the gas/electric station within the NE-33-24-03-W05M.
- As a condition of future development permit, the applicant will be required to provide a detailed landscaping plan for all open space and municipal reserve areas associated with the proposed phase of development to the satisfaction of the County's Municipal Lands department.
- As a condition of future development permit, the applicant is required to 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.
- As a condition of future development permit, the applicant will be required to submit a chemical management plan providing detail on the storage and handling of chemicals as well as emergency response procedures in case of a spill onsite.
- As a condition of future development permit, the applicant shall be responsible to dedicate all necessary easements and ROWs for utility line assignments and provide for the installation of all underground shallow utilities with all necessary utility providers to the satisfaction of the County.

**Geotechnical** - Section 300.0 requirements:

- As part of the application, the applicant submitted a Geotechnical Evaluation conducted by SLR Consulting Ltd. dated August 29, 2023. The report concludes that the subsurface conditions of the site are suitable for the proposed development and provides recommendations on foundation construction and pavement design.
  - As per the Geotechnical Evaluation, as a condition of future development permit, the applicant shall submit an updated



geotechnical report that provides detailed geotechnical recommendations for the design of the stormwater pond.

**Transportation** - Section 400.0 requirements:

- There are two existing field approaches off of Range Road 33 and Township Road 250 currently providing access to the subject parcel. There is an additional access off of Township Road 250 through an existing shared driveway entrance with the property to the west. As per the MSDP, the applicant is proposing to utilize two accesses for the site: 1) the existing access on the neighbouring property to provide access and egress to the car traveling public and is focused on the retail component of the proposed use; and 2) a new access off of Range Road 33 intended to provide access and egress to truck traffic.
    - As per the MSDP, an existing Mutual Access Easement Agreement is in place permitting the use of the existing access on the adjacent parcel for the proposed use.
    - As a condition of future development permit, the applicant shall upgrade the existing approach in accordance with the County Servicing Standards.
    - As a condition of future development permit, the applicant shall remove and reclaim the existing field approaches that currently provide access to the site.
  - The proposed development is in close proximity to the Highway 1/Range Road 33 interchange. Improvement to the interchange is currently underway to accommodate development in the surrounding area.
    - Stage 1 improvements, which include new Highway 1 off-ramps and roundabouts at both new ramp locations and Township Road 250, are currently being completed by Bingham Crossing. This improvement is required to accommodate a portion of Bingham Crossing (Costco + 95,000 ft<sup>2</sup> commercial + 100 senior units) and Harmony (interim development).
    - Stage 2 improvements, which include twinning the bridge and upgrades to the three roundabouts, are currently in the design phase. Stage 2 improvements are required for any development beyond what is accommodated by Stage 1, including the proposed development.
  - As part of the application, the applicant provided a Traffic Impact Assessment (TIA) for the proposed development prepared by Bunt & Associates Engineering Ltd. dated September 21, 2023. The TIA considered offsite impacts to the road network and key intersections and concluded that all intersections will operate acceptably in all assessed time horizons, with the assumption that Stage 2 improvements to the Highway 1/Range Road 33 interchange and the Township Road 250/Range Road 33 intersection would be completed prior to opening of the proposed development.
  - At this time, the applicant/owner shall provide a turning maneuvers drawing, prepared by a qualified Professional Transportation Engineer, indicating that there is sufficient land to construct a two-lane roundabout with sufficient size to accommodate a WB-36 (Turnpike Double) Design Vehicle.
    - As a condition of future development permit, the applicant shall enter into a development agreement with the County for the
-



completion of any off-site upgrades required to accommodate the proposed development.

- At this time, the applicant/owner shall include policy indicating that Stage 2 improvements to the Highway 1/Range Road 33 interchange and the Township Road 250/Range Road 33 intersection will be completed prior to issuance of the future development permit.
- As a condition of future development permit,
  - The applicant may be required to pay cost recoveries to other developers who implemented offsite upgrades which provide benefit to the proposed development.
  - The applicant shall obtain an Alberta Transportation Waiver and a Roadside DP as this property is within 1.6 km of Highway 1.
- The applicant will not be required to pay the transportation offsite levy, as per the applicable TOL bylaw, as the TOL has been previously collected from the subject lands.

**Sanitary/Waste Water** - Section 500.0 requirements:

- As per the MSDP, the applicant is proposing to utilize a connection to Harmony Advanced Water Systems Corporation for sanitary servicing.
- As per Policy 9.1 of the proposed MSDP, the applicant will provide a Wastewater Servicing Study as part of the future development permit application.
- At time of future development permit, the applicant will be required to confirm the availability of wastewater capacity to adequately service the proposed development. At that time, if sufficient capacity in the system is not available, the development permit shall not be issued until the required improvements are in place and capacity is available.

**Water Supply & Waterworks** - Section 600.0 & 800.0 requirements:

- As per the MSDP, the applicant is proposing to utilize a connection to Calalta Water Works for potable water servicing.
- As per Policy 9.2 of the proposed MSDP, the applicant will provide a Water Demand Analysis as part of the future development permit application.
- At time of future development permit, the applicant will be required to confirm the availability of water capacity to adequately service the proposed development. At that time, if sufficient capacity in the system is not available, the development permit shall not be issued until the required improvements are in place and capacity is available.

**Storm Water Management** – Section 700.0 requirements:

- As part of the application, the applicant provided a Stormwater Memo for the proposed development prepared by Urban Systems Ltd. dated October 12, 2023. The Stormwater Memo provided background and historical information, and a conceptual design of the on-site stormwater infrastructure required to service the development.
  - As per Policy 9.3 of the proposed MSDP, at the time of future development permit, the applicant is required to provide a stormwater management report indicating the stormwater management infrastructure necessary to support the development in accordance with the requirements of the Springbank Master Drainage Plan, the County's Servicing Standards, Alberta Environment regulations and best practices.
-





- At the time of future development permit, the applicant will be required to implement the recommendations of the stormwater management report, including the construction of the proposed stormwater system and all related infrastructure.
- As a condition of future development permit, the applicant will be required to provide verification of AEP approvals and registration (EPEA) for the stormwater system.

**Environmental** – Section 900.0 requirements:

- As part of the application, the applicant provided a Phase II Environmental Site Assessment for the proposed development prepared by SLR Consulting (Canada) Ltd. dated August 29, 2023. The assessment found that all soil and groundwater samples met Alberta Tier 1 Soil and Groundwater Remediation Guidelines and concluded that no further environmental investigation is warranted at this time.
- Based on a desktop review, there does not appear to be any environmentally sensitive features near the development.
- As per the proposed MSDP, a Historical Resource Overview (HRO) was completed in support of the MSDP and the proposed development, which concluded that a Historical Resources Impact Assessment (HHRIA) is not warranted for the proposed development.
  - As per Policy 6.1 of the proposed MSDP, an application for clearance under the Historical Resources Act was submitted. The Historical Resources Act Approval was issued to the applicant by Alberta Arts, Culture and Status of Women on March 14, 2024.

Agriculture &  
Environment  
Services

No comments received.

---

Circulation Period: January 12, 2024, to February 12, 2024.