

EXECUTIVE SUMMARY

CastleGlenn Consultants Inc. was retained in December 2008 to undertake a functional planning study that would determine the "ultimate" configuration of the Highway 1/Range Road 33 interchange and confirm the access management strategy for Range Road 33 (between Township Road 250 and Township Road 245). The planning study was initiated in response to a request made by the Rocky View County for Alberta Transportation to specify the property requirements (necessary to permit development to proceed within the vicinity of the Springbank community) by advancing the Functional Planning study for the Highway 1/Range Road 33 interchange.

This study included the development of a three phase interchange staging strategy that accommodates future Highway 1 and Range Road 33 lane requirements by implementing components of the "ultimate" interchange on an "as-required" basis. The staging plans depict specific interchange configurations that accommodate a 2-lane, 4-lane and 6-lane Range Road 33 cross-section as well as a 4-lane to "ultimate" 10-core lane Highway 1 configuration (At the time of detailed design the requirements for accommodating a 10 lane Highway 1 cross-section should be confirmed).

Objectives

The primary objectives of the *Highway 1/Range Road 33 (Springbank) Interchange Functional Planning Study* were to:

- identify access management requirements along Range Road 33 within the vicinity of the interchange;
- develop a recommended plan outlining the interchange infrastructure required to accommodate a 2-lane, 4-lane and 6-lane Range Road 33 cross-section as well as a 4-lane to "ultimate" 10-lane Highway 1;
- provide rationale for selecting the recommended Highway 1/Range Road 33 interchange configuration;
- develop functional plan and profile drawings for each proposed interchange improvement stage; and
- define basic right-of-way requirements for the recommended improvements.

Existing Highway 1/Range Road 33 Interchange

The existing *Highway 1/Range Road 33 interchange* (constructed in 1966) is located approximately 6km west of the Calgary City limits and features a diamond configuration on the south side of Highway 1 and a Parclo "B" configuration on the north side. The four span structure accommodates two Range Road 33 lanes over a 4-lane Highway 1 cross-section. Generally the structure is in fairly good condition for a 43 year old bridge, and with proper maintenance and rehabilitation could have a remaining lifespan of 30 to 35 years. Intersection capacity analysis

(using 2008 traffic volumes) indicates that from a traffic operations perspective the interchange is performing at satisfactory levels-of-service (LOS “C”) and demonstrate efficient traffic operational characteristics; however, when compared to current interchange design standards the geometrical features of the interchange (loop/ramp radii, exit/entrance terminal lengths and lane tapers) are considered to be substandard including:

- short separation distances between existing Range Road 33 accesses/intersections and the north/south interchange ramp terminals;
- inconsistent lane geometry at the Range Road 33 northbound bridge requires northbound motorists to make a lane change to maintain their direction of travel over the structure; and
- unconventional yield control at Highway 1 entrance ramps that is required as a result of short acceleration lane terminals.

Traffic Volumes

Existing (2008) traffic information obtained from AT traffic counts would indicate that peak hour traffic volumes at the approach to the Highway 1/Range Road 33 are as follows:

- *Highway 1*: 2,335 vehicles-per-hour [vph] (1,140 eastbound and 1,195 westbound) east of Range Road 33 and 2,075 vph (1,020 eastbound and 1,055 westbound) west of Range Road 33; and
- *Range Road 33*: 480 vehicles-per-hour [vph] (180 northbound and 300 southbound) north of Highway 1 and 750 vph (300 northbound and 450 southbound) south of Highway 1.

Traffic Forecasts (20-year and "Ultimate" build-out year horizon periods) were prepared using information obtained from AT, several traffic/transportation studies completed for future Springbank developments (Bingham Crossing, Pradera Springs, Harmony Development, Springbank Airport Master Plan) and the Rocky View County “2008 Emme/2 Transportation Model Update”. The presence of a potential *Regional Ring Road* was also addressed in the analysis and assumed a future freeway corridor would be located west of the Highway 1/Range Road 33 interchange serving Calgary and the outlying communities. The results of the traffic forecasts indicated that at the "ultimate" build-out year horizon (50 years plus and assuming implementation of the proposed Regional Ring Road) traffic volumes at the approach to the Highway 1/Range Road 33 could be as follows:

- *Highway 1*: 8,160 vehicles-per-hour [vph] (4,390 eastbound and 3,770 westbound) east of Range Road 33 and 6,480 vph (3,030 eastbound and 3,450 westbound) west of Range Road 33; and
- *Range Road 33*: 8,730 vehicles-per-hour [vph] (4,250 northbound and 4,480 southbound) north of Highway 1 and 5,890 vph (3,350 northbound and 2,540 southbound) south of Highway 1.

The preferred "ultimate" configuration for the Highway 1/Range Road 33 was based on a comparative analysis of five primary interchange alternatives (taking into consideration forecast traffic volumes, intersection capacity, weaving operations and bridge requirements).

The analysis indicated that the “Modified” Parclo “A” (see Exhibit ES-3) was found to be the best overall interchange configuration given the following:

- satisfactory levels-of-service are achieved at each of the ramp terminals;
- reduced number of lanes to be supported by bridge structures [no left turn lanes required along Range Road 33];
- reduced separation between ramp terminals; and
- decreased weaving conflicts.

Staging Strategy

A staging strategy consisting of three phased interchange configurations was developed for the Highway 1/Range Road 33 interchange with the objective of:

- maximizing the use of the remaining life span of the existing Range Road 33 structure;
- staging the widening of the existing 2-lane Range Road 33 cross-section from an “interim” 4-lane configuration to an “ultimate” 6-lane cross-section;
- providing a plan that will accommodate future traffic demands for Highway 1 and Range Road 33 as they are anticipated to occur;
- limiting property impacts in the vicinity of the interchange by using components of the existing interchange (including Range Road 33 alignment, interchange ramps and pavement area) where possible; and
- limiting “throw-away costs” by assuring that to the greatest extent possible infrastructure built in previous stages, could be used in subsequent stages.

Stage I – 2 lane Range Road 33 Spread Diamond Configuration

Implementation of the "Stage I" Highway 1/Range Road 33 interchange (See Exhibit ES-1) was envisioned to occur in the 5-10 year horizon and make use of the existing Range Road 33 alignment/structure by reconfiguring the existing interchange to a spread diamond configuration.

The "Stage I" interchange design:

- addresses the safety and operational concerns associated with the existing interchange by replacing all of the existing ramps and the westbound Highway 1 exit loop;
- could be implemented prior to the twinning of Range Road 33 and 6-laning of Highway 1;
- proposes signalization of the interchange ramp terminals along Range Road 33 with dedicated left turn-lanes;
- includes widening of Range Road 33 in the vicinity of the north and south ramp terminals to accommodate a raised median; and
- proposes closure of all existing accesses/roads along Range Road 33 between Township Road 245 and Township Road 250.

Stage II – 4 lane RR 33 Spread Diamond Configuration

The necessity for the "Stage II" Highway 1/Range Road 33 interchange was envisioned to occur in the 20 year horizon once the capacity of the existing 2-lane Range Road 33 is exceeded and/or continuous 6-laning of Highway 1 is required. The "Stage II" interchange design:

- assumes a 4-lane Range Road 33 cross-section with two through lanes in each direction on two separate Highway 1 overpass structures. Depending on the timeframe for "Stage II" construction it may be beneficial to temporarily use the existing structure for the southbound Range Road 33 lanes and construct a new overpass for the northbound lanes only;
- maintains the "Stage I" spread diamond configuration with generally minor reconstruction of the interchange ramps constructed in "Stage I" (some vertical ramp profiles adjustments are required in the vicinity of the ramp terminals);
- maintains signalized ramp terminals (from "Stage I") with proposed double S-E left-turn lanes at the south ramp terminal;
- includes provisions for all new Highway 1 overpass structures to accommodate a 10-core lane Highway 1 cross-section; and
- assumes signalized Township Road 245 and Township Road 250 intersections;

Stage III – 6 lane Range Road 33 Parclo "A" Configuration

The "Stage III" Highway 1/Range Road 33 interchange was envisioned to occur in the 50 year plus time horizon and culminate in a modified Parclo "A" configuration. The "Stage III" interchange design:

- augments the "Stage II" interchange configuration with the addition of two loops (in the NE and SW interchange quadrants);
- proposes a 6 lane divided Range Road 33 cross-section with lane widening occurring on the outside of the "Stage II" 4-lane configuration;
- accommodates an "ultimate" 10-core lane Highway 1 cross-section;
- includes a double S-E loop located on a separate approach and structure that bypasses the north ramp terminal;
- includes 2-lane collector-distributor (CD) road that begins just south of the Township Road 250 intersection providing access to the double S-E loop and single lane S-W ramp; and
- requires a single N-W loop in the northeast quadrant of the interchange given that the northbound left-turn movement at the north ramp terminal is restricted by the median separated CD road.

Cost Estimates

- The cost of constructing each Highway 1/Range Road 33 interchange stage independently (with no sequential progression from one construction stage to the other) has been estimated at:
 - "Stage I" - \$6.9M (existing structure in place)
 - "Stage II" - \$33.7M (new NB and SB Range Road 33 structures)
 - "Stage III" - \$63.5M (new NB and SB Range Road 33 structures and S-E Loop Structure)
- Incremental costs incurred when constructing the interchange sequentially from "Stage I" to "Stage II" and ultimately to "Stage III" were estimated as follows:
 - "Stage I" to "Stage II" - \$28M; and
 - "Stage II" to "Stage III" - \$37M

It was determined that using the existing structure in the "Stage II" configuration for the southbound Range Road 33 lanes followed by future replacement results in an estimated \$0.9M premium as compared to constructing a new southbound structure at the onset of "Stage II" (the premium is incurred as a result of additional traffic control and throw-way costs).

Access Management

Application of Alberta Transportation access management guidelines to the proposed interchange configurations (all three interchange stages) requires closure of all existing access located along Range Road 33 between Township Road 250 and Township Road 245. A proposed right-in/right-out intersection providing access to the future *Bingham Development* (NE quadrant of the Highway 1/Range Road 33 Interchange) could potentially be located along Range Road 33 (approximately 160m south of Township Road 250); however, the access location should be reviewed to ensure that Rocky View County access management, operations and safety standards are met;

Public Consultation Process

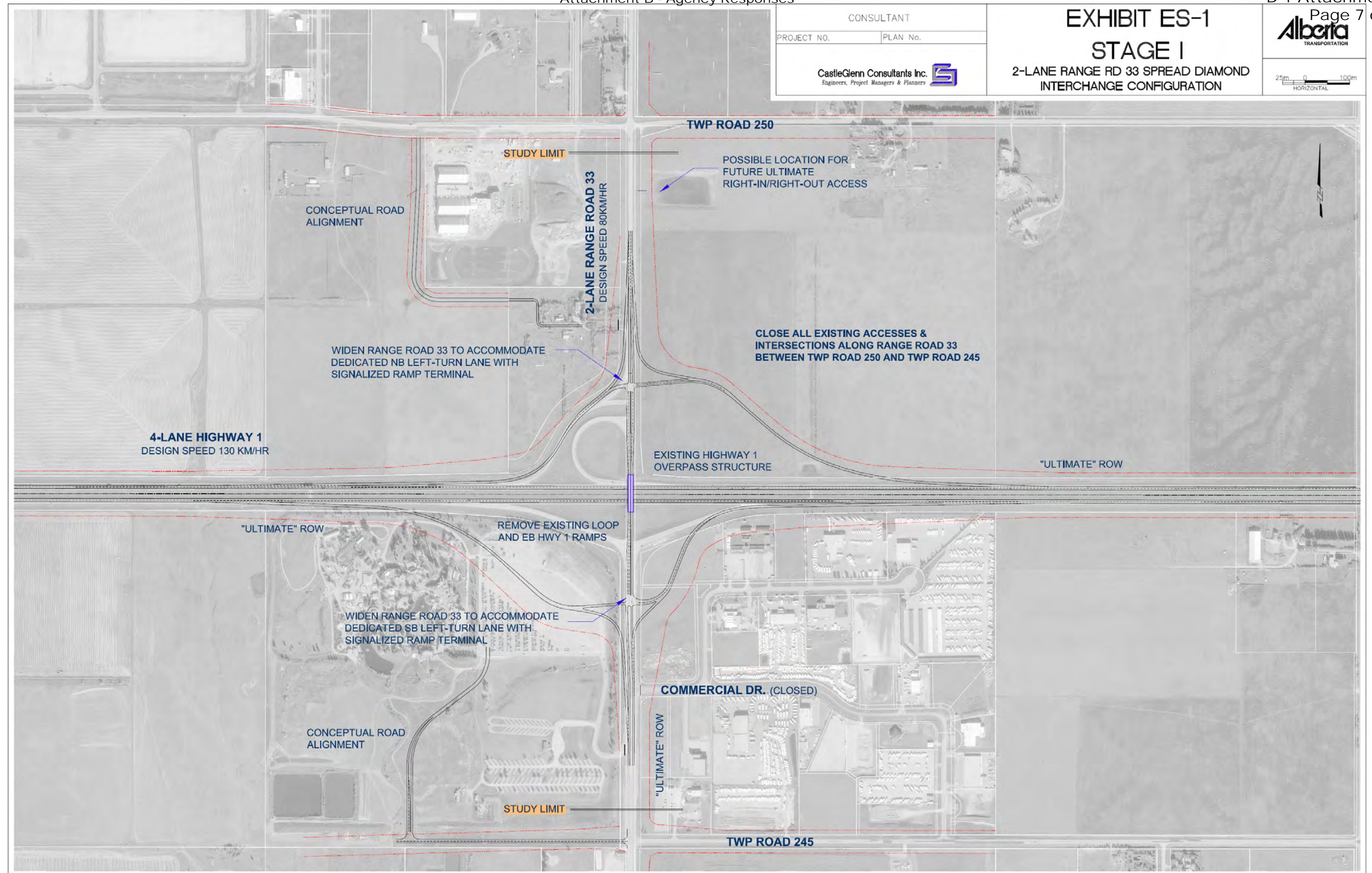
The public involvement strategy for the study included:

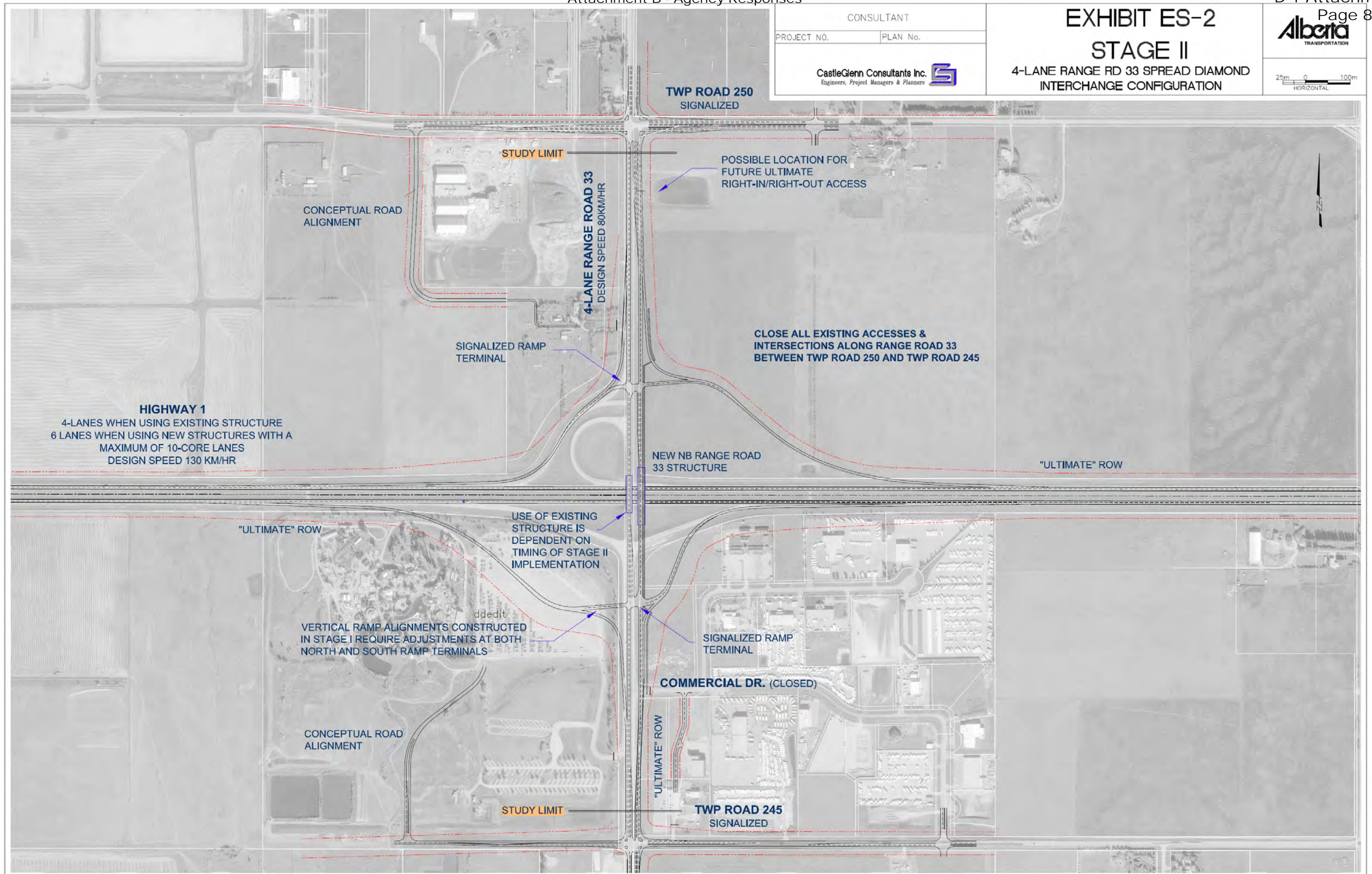
- *a total of 5 meetings* with landowners and developers located within the study area. The meetings included discussions pertaining to study objectives, existing conditions, proposed development initiatives, traffic operations and staged designs for the Highway 1/Range Road 33 interchange (attendance at the meeting varied from 5 to 14 people); and
- *two Public Open Houses* with presentations given to the general public located within the greater study area. *Public Open House No. 1* was held at the onset of the study with the purpose of presenting the study objectives,, existing conditions and conceptual Highway 1/Range Road 33 interchange options. *Public Open House No. 2* focused on outlining the proposed staged interchange functional designs and study findings (attendance at the open houses varied from 20 to 34 people).

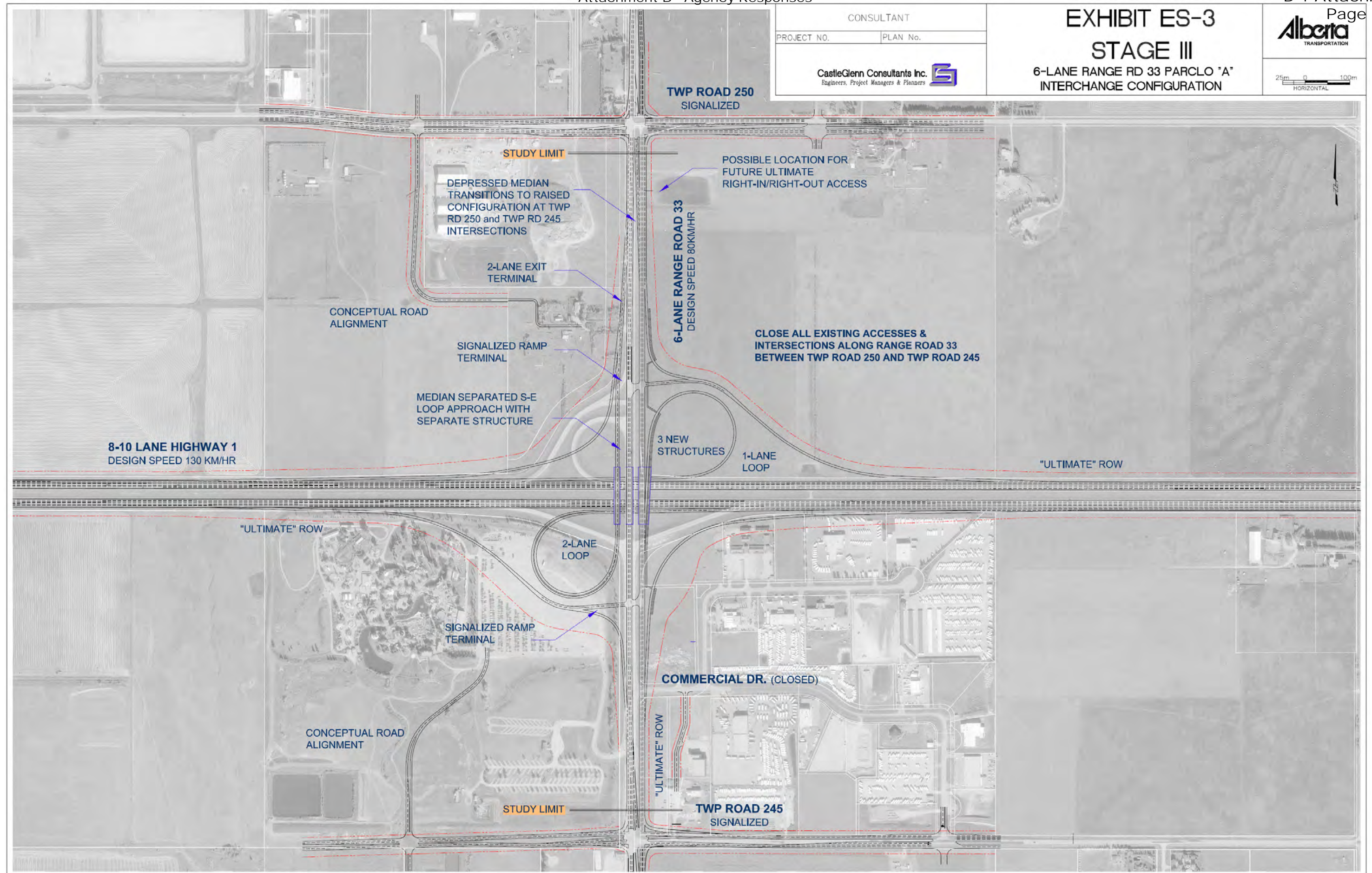
Recommendations

It is recommended that.....

1. The infrastructure improvements consistent with the *Highway 1 & Range Road 33 (Springbank) Interchange Functional Planning Study* be received by Alberta Transportation;
2. Rocky View County be informed that the *Highway 1 & Range Road 33 (Springbank) Interchange Functional Planning Study* represents a planning document and as such interchange improvements are currently not scheduled;
3. Rocky View County Councils be requested to incorporate the *Highway 1 & Range Road 33 (Springbank) Interchange Functional Planning Study* within their area structure plan and municipal development plans (see Appendix G for Rocky View County Council Resolution);
4. Subsequent to Alberta Transportations endorsement of the staged Highway 1/Range Road 33 functional designs as recommended in the *Highway 1 & Range Road 33 (Springbank) Interchange Functional Planning Study*; Alberta Transportation is encouraged to pursue those initiatives necessary to confirm the detailed engineering feasibility of the proposed interchange configurations. These activities would likely include, but are not limited to:
 - a) Presenting to Rocky View County with the goal of seeking endorsement of those components of the functional plan that would proceed to detailed design;
 - b) Responding to development driven initiatives [i.e. northeast quadrant of the Highway 1/Range Road 33 interchange] to assure that access provisions accordance with the access management strategy;
 - c) Monitoring vehicular traffic at critical intersections along the Range Road 33 corridor to enable AT to assess warrants for signalization and/or infrastructure improvements; and
 - d) Developing individual detailed interchange construction staging plans that would offer the flexibility to modify the Highway 1/Range Road 33 interchange configuration at the appropriate time frames.

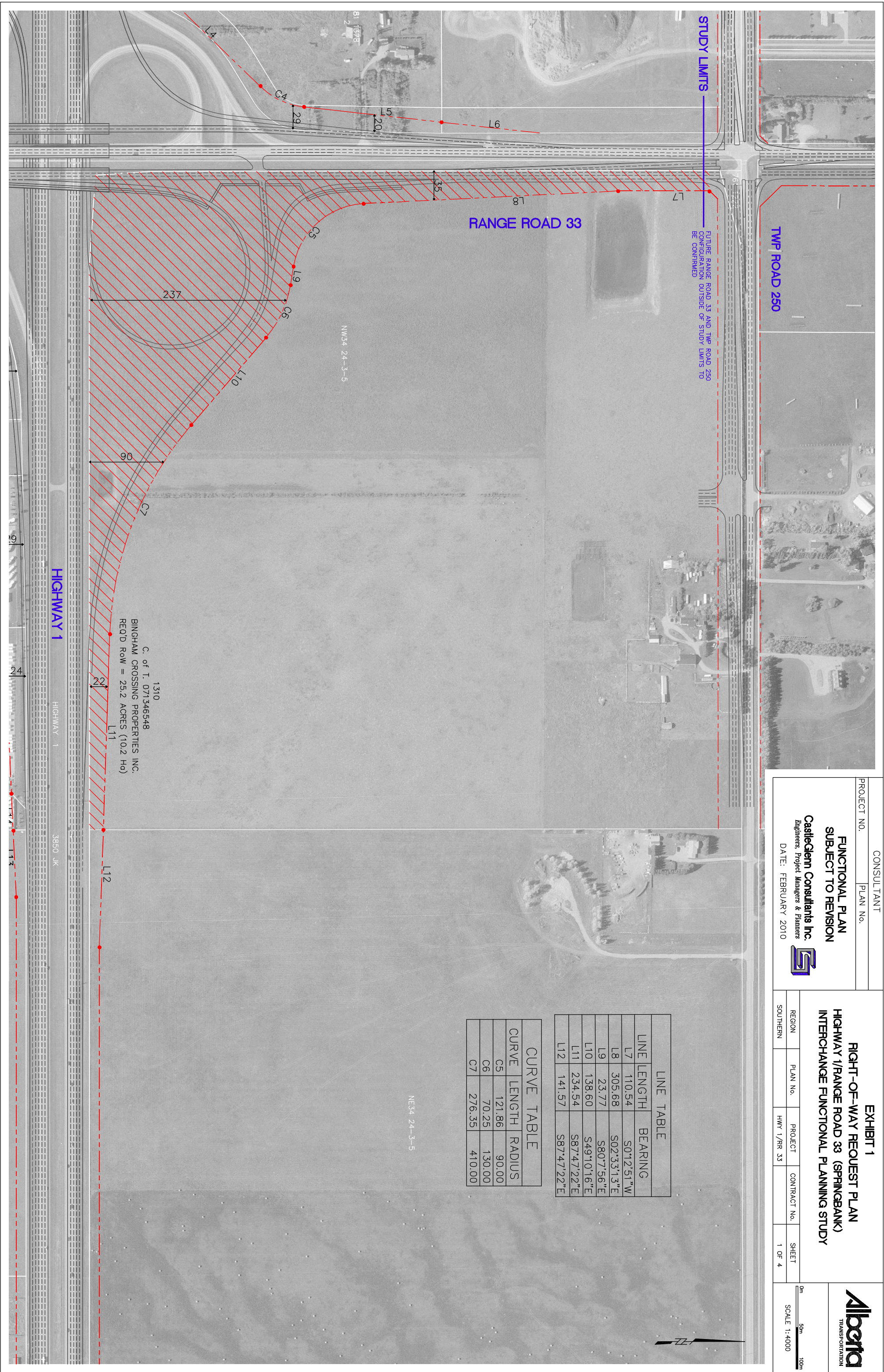




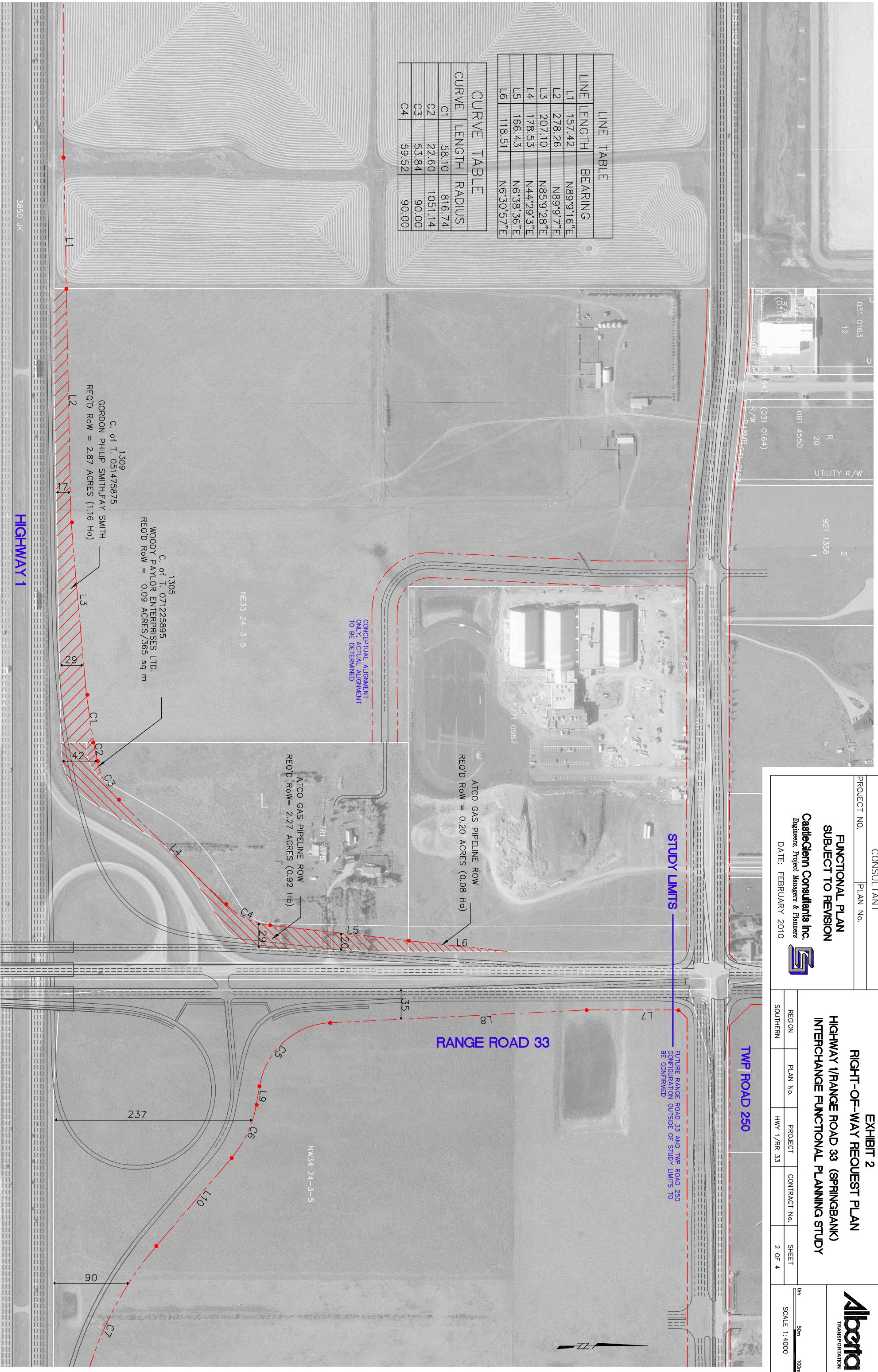


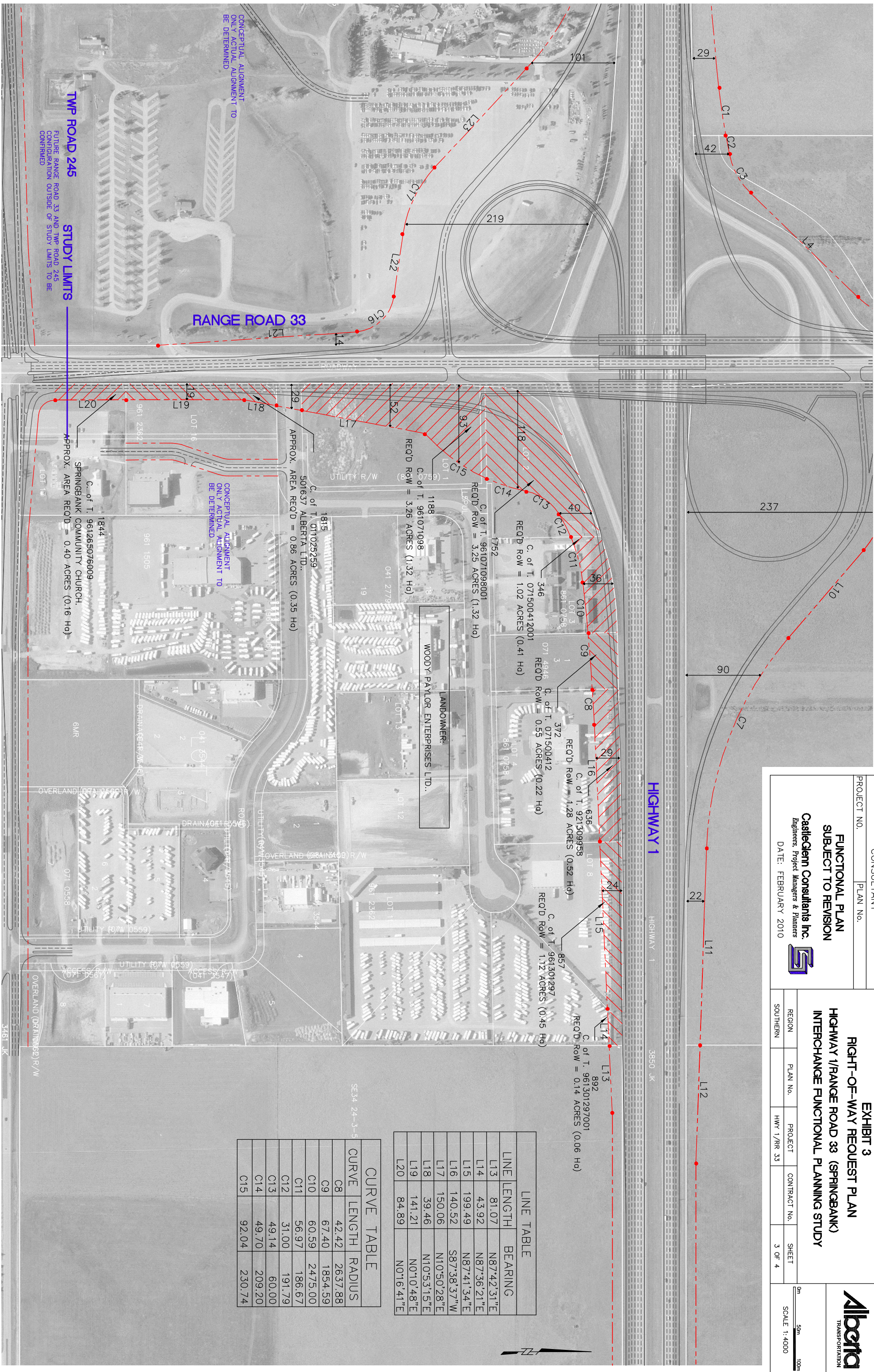
ANNEX “B”

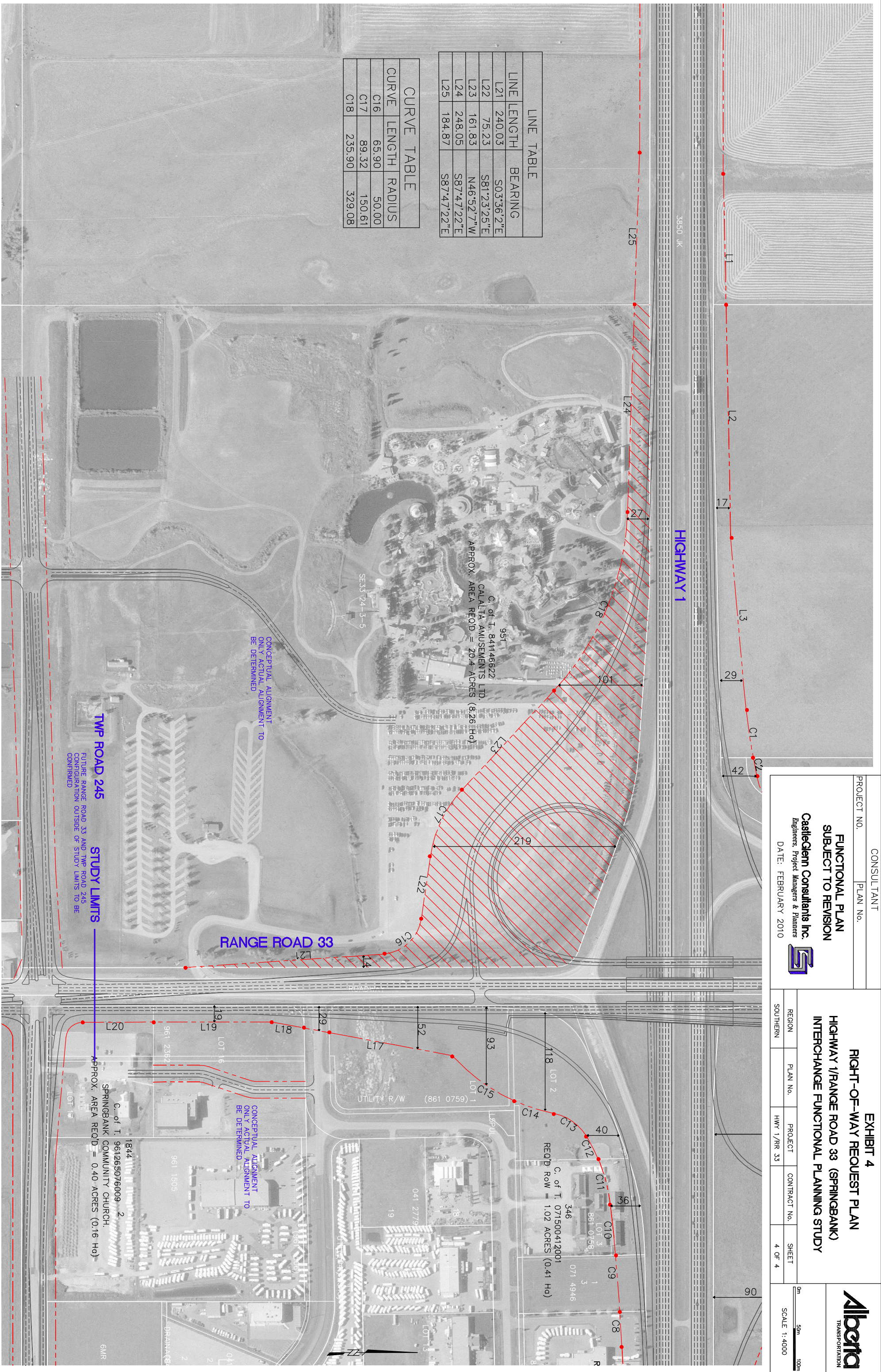
RIGHT OF WAY REQUEST PLANS



CONSULTANT		PROJECT NO.		PLAN No.	
EXHIBIT 1					
RIGHT-OF-WAY REQUEST PLAN					
HIGHWAY 1/RANGE ROAD 33 (SPRINGBANK)					
INTERCHANGE FUNCTIONAL PLANNING STUDY					
Castle Glenn Consultants Inc.					
<i>Engineers, Project Managers & Planners</i>					
DATE: FEBRUARY 2010					
REGION	PLAN No.	PROJECT	CONTRACT No.	SHEET	
SOUTHERN		HWY 1/RR 33		1 OF 4	
					0m 50m 100m
					SCALE 1:4000







LINE TABLE		
LINE	LENGTH	BEARING
L21	240.03	S03°36'2"E
L22	75.23	S81°23'25"E
L23	161.83	N46°52'7"W
L24	248.05	S87°47'22"E
L25	184.87	S87°47'22"E

CURVE TABLE		
CURVE	LENGTH	RADIUS
C16	65.90	50.00
C17	89.32	150.61
C18	235.90	329.08

CONSULTANT

PROJECT NO. | PLAN No.

EXHIBIT 4

RIGHT-OF-WAY REQUEST PLAN

HIGHWAY 1/RANGE ROAD 33 (SPRINGBANK)

INTERCHANGE FUNCTIONAL PLANNING STUDY

Castleglen Consultants Inc.

Engineers, Project Managers & Planners

DATE: FEBRUARY 2010

REGION	PLAN No.	PROJECT	CONTRACT No.	SHEET
SOUTHERN		HWY 1/RR 33		4 OF 4

0m 50m 100m

SCALE 1:4000

FINAL REPORT

Highway 1 Interchange
[Between Range Road 33 and Stoney Trail]
Functional Planning Study

Alberta Transportation

Presented to:

Government of Alberta

Southern Region

Willowglen Business Park

803 Manning Road NE, 2nd floor

Calgary, Alberta

T2E 7M8

CastleGlenn Consultants Inc.

Engineers, Project Managers & Planners



EXECUTIVE SUMMARY

The *Highway 1 Interchange (Between Range Road 33 and Stoney Trail) Functional Planning Study* was initiated in February, 2012 to determine the “ultimate” configuration of the Highway 1 corridor within the vicinity of Old Banff Coach Road (OBCR). The study was intended to address the preferred location/configuration of a new interchange that would replace the existing Hwy 1/Hwy 563 (OBCR) interchange and define the “ultimate” requirements of the Highway 1 corridor in the vicinity of the interchange. As well, the study was intended to define the future classification requirements of the Highway 563 corridor between RR-31 and Springbank Road.

Study Area

- The study area encompasses the area of influence along Highway 1 (between RR-33 and Valley Ridge Blvd) located within both Rocky View County and the City of Calgary. *Municipalities*
- The Highway 1 corridor lies predominantly within the jurisdiction of Rocky View County; however the eastern limit (from a point 800m east of RR-31) lies within the jurisdiction of the City of Calgary. The entire Highway 563 corridor lies within Rocky View County’s jurisdiction. *Jurisdiction*
- The land uses on the western portion of the study area are best described as a mixture of country residential with some commercial and industrial uses. The eastern portion of the study area is characterized by urban developments (Valley Ridge and Crestmont communities). The lands south of the Hwy 563 corridor comprise the rural Springbank community (Artist View and Horizon View rural country residential acreages). *Land Uses*

Existing Conditions and Envisioned Growth

- The section of Highway 1 within the study area is classified as a “Level 1” highway within the National Highway System (NHS) and is classified as a Long Combination Vehicle (LCV) route posted at 110kph. Highway 563 is a “Level 4” rural highway posted at 60 kph. *Classification*
- Existing (2012) traffic volumes (AADT) along Highway 1 were approximately 23,000-to-24,000 vehicles-per-day (vpd) west of the RR-31 corridor, 28,000-to-29,000 vpd east of the RR-31 corridor, and 39,000-to-40,000 west of the Stony Trail/Hwy 1 interchange. Traffic volumes along Highway 563 were approximately 1,500-to-2,000 vpd. *Traffic Volumes*
- The 10-year average annual growth rate for Hwy 1 in the vicinity of the RR-31 interchange was found to be in the order of 2-to-3 percent. The annual growth rate along Hwy 563 was determined to be just over 5 percent.
- The Highway 1 corridor is classified as a “*Long Combination Vehicle Route*” but is not a “*High Load Corridor*”. Highway 563 is a “*Double Trailer Combination (WB-23) Route*”. Approximately 6% of the Highway 1 vehicle traffic in the vicinity of the RR-31 interchange is heavy vehicle traffic. *Heavy Vehicles*

- The most recent 5-year historical collision statistics over a 6.5km section in the vicinity of the existing Hwy 1/RR-31 interchange indicated a collision rate of 53 collisions per-100-million-vehicle-km, which is only slightly lower than the 2012 Provincial average of 63 collisions per-100-million-vehicle-km. However, along the steep Hwy 1 grade (6.4%) east of the interchange, the collision rate was almost double the Provincial average, with 120 collisions per-100-million-vehicle-km.

Collision History
- The existing Hwy 1/RR-31 interchange overpass bridge (BF 75933) assessment indicated an original construction year of 1965 and a 2012 BIM report indicated that the 48-year old structure is in “fair-to-poor” condition and is “*schedule for a full deck replacement in 2017*”. Extending the life of the existing structure through rehabilitation was found to be superior to the option of bridge replacement. A deck replacement estimated at \$2M was anticipated to add approximately 30 years to the life of the structure.

Bridges
- An access exists on the north side of the Hwy 1 corridor to a country residential acreage. On the south side of the Hwy 1 corridor there is a maintenance access to a water retention pond nearest the Crestmont development. Two accesses exist on the west side of the Rge Rd 31 corridor (north and south of Hwy 1) to a country residential acreage and an industrial access. All accesses are to ultimately be closed at the time of widening of the Highway 1 corridor and an alternative access would be provided for properties that currently have access to Rge Road 31.

Access Management
- The forecast growth potential for the lands within the immediate proximity of the interchange is anticipated to result in:

 - an additional 6,000-to-7,500 homes;
 - a business park/office/industrial development potential of an additional 3.0-to-4.6 million square feet;
 - a retail expansion of 1.4-to-2.2 million square feet; and
 - public institutional development (inclusive of schools, community centres, parks, etc.).

Forecast Growth
- These results indicate that the forecast traffic growth of the lands within the study area would generate approximately:

 - 7,500-to-10,600 new vehicle trips in the morning peak hour; and
 - 9,500-to-13,500 new vehicle trips in the afternoon peak hour of travel demand.

Planning with the Public

- The public consultation/involvement activities provided for three public open houses and six focus group meetings.

Public Involvement
- The 1st public open house was attended by 158 individuals and 56 persons attended the 1st set of focus groups. The 2nd public open house was attended by 110 individuals and the 38 individuals attended the second set of focus groups. The third set of focus groups was attended by 13 individuals and the 45 individuals attended the 3rd public open house. A total of 63, 52 and 48 comment sheets were received at each of the three sets of public meetings, respectively.
- Throughout the entire process comments and concerns were recorded and responses provided.

Proposed Hwy 1 / RR-31 Interchange Improvements***The
Interchange
Staging
Strategy***

- The Hwy 1 improvement strategy envisioned the first activities as incorporating the rehabilitation (re-decking) of the existing interchange overpass bridge and the installation of a high tension cable barrier system along the length of the median separating the eastbound and westbound lanes through the rural-urban transition zone.
- At the time when Hwy 1 warrants a continuous 6-lane freeway cross section, the improvement strategy envisions that the Hwy 1/RR-31 (OBCR) interchange would be reconfigured to a diamond configuration to utilize the existing outside lanes (currently used by the loop ramps) under the bridge to achieve the widening beneath the structure. This will involve ramp relocation, ramp terminal relocation/reconfiguration, raising the existing RR-31 profile, closure of adjacent intersections and accesses and intersection improvements.
- At the time when RR-31 warrants widening to support 4 continuous north-south lanes over the Hwy 1 corridor, the improvement strategy envisions the development of a new 2-lane overpass bridge to the east of the existing bridge intended to accommodate NB traffic, the 4-laning of RR-31 north and south of the interchange, the reconfiguration of the ramps terminals, widening of the off-ramps to accommodate two approach lanes and integration with local municipal improvements.
- At the time when Hwy 1 warrants a continuous 8-lane freeway cross section under the Hwy1/RR-31 overpass structures, the improvement strategy envisions a reconfigured “Parclo A” Hwy 1/RR-31 interchange that would comprise:
 - a replacement overpass structure to accommodate SB traffic;
 - further widening of the NB structure to access a loop ramp in the north-east quadrant;
 - a separate overpass structure to accommodate SB traffic destined to a double loop ramp in the south-west quadrant;
 - additional widening of the RR-31 corridor to support a 6-lane cross-section north and south of the ramp terminals; and
 - integration with additional local municipal improvements.

Hwy 563 Improvements***The Planned
Highway 563
Improvements***

- Planned development and roadway improvements will, over time, result in Hwy 563 ceasing to function as a Provincial Highway corridor.
- It is considered prudent for the Province to have discussions with the County to affect the transfer of the Hwy 563 corridor to the local municipal jurisdictions in advance of the initial Hwy 1/RR-31 interchange improvements.
- This study suggests a future function and form for the various segments of the Hwy 563/OBCR corridor as indicated in Exhibit ES-2, however most infrastructure requirements along the majority of the length of the corridor will, for the most part, be driven by adjacent development initiatives.

Hwy 1 Widening Improvements***Highway 1
Corridor
Improvements***

- The plans call for the widening of the Highway 1 corridor to initially accommodate 6-highway thru-lanes.
- The ultimate plans for the widening of the Highway 1 corridor will provide for 8 continuous highway thru-lanes beneath the overpass bridges linking to a 10 lane highway 1 cross section on either side of the interchange.
- The functional plans remain flexible in that the span of the ultimate bridges can be modified to accommodate an outside fifth lane as a “barrier-ed” lane, by cutting into the head-slope or clear-zone. This provides the flexibility to accommodate a 10-lane cross-section under the Highway 1/Old Banff Coach Road/RR-31 interchange structure were it to become warranted in the future.

Hwy 1 Grade Improvements

- The collision rate (2006-2010) along the steep 6.4% segment of Hwy 1 (Station 11+400-to-12+400) was 120 collisions-per-100-million-vehicle-kilometers, which is twice the provincial average (63 collisions-per-100-million-vehicle-kilometers) and over twice the collision rate for the 6.5 km study area between Station 7+500 at RR-33 and Station 14+000 at the City of Calgary boundary (53 collisions-per-100-million-vehicle-kilometers). The steep 6.4% grade is believed to remain as a factor that contributes to the high collision rate along this segment of corridor and improvements to the grade would be anticipated to reduce collision frequency along this segment of highway.
- An analysis determined that, it remains prudent from a long term cost-benefit perspective (in terms of internal rate of return, decision sight distance and level of service) to protect for sufficient property to accommodate a 3% maximum grade along the Highway 1 corridor on either side of the Hwy 1/RR-31 interchange.
- For the purpose of this functional planning study, it was assumed that the 3% grade improvement along the Hwy 1 corridor would precede the 6-lane widening.
- The cost of delaying the Highway 1 grade improvements to the time of 8-lane widening would be significantly higher given future property values, the rate of development and the availability of adjacent lands to develop interim construction bypass routes, and the additional cost of having to develop wider by-passes to accommodate much higher traffic volumes.

Costs***Costs***

The conceptual cost of the entire project was determined to be approximately \$208M, inclusive of property. The components of this overall total were determined as follows:

- \$ 83M allocated to Hwy 1/RR-31 interchange improvements with:
 - \$33.4M – allocated to Stage I;
 - \$19.4M – allocated to Stage II; and
 - \$30.3M – allocated to the Ultimate Stage.
- \$ 21.8M allocated to Hwy 1 corridor improvements with:
 - \$11.8M – allocated to widening to a 6/8 lane freeway standard; and
 - \$10.0M – allocated to widening to a 8/10 lane freeway standard.
- \$ 27.1M allocated to Hwy 1 vertical profile improvements to a 3% desired grade with:

- \$ 6.9M – allocated to a 4-lane by-pass corridor during construction; and
- \$20.2M – allocated for removal of approximately 2km of the existing Hwy 1 corridor and replacement to meet a 6/8 lane freeway standard.
- \$ 33.1M - allocated as a 25% estimate for contingency, engineering and mobilization.
- \$ 42.5M - allocated for the cost of property acquisition involving 134.5 acres.

The net component of the costs related solely to the 3% grade improvement on either side of the interchange was determined to be \$25M in construction costs (assuming the grade improvement precedes the 6-laning of the Hwy 1 corridor) and \$25M for property resulting in a total cost of approximately \$50M.

In addition, approximately \$400K of improvements related to the Highway 563 corridor associated with the adjacent Hwy 1/RR-31 and the Stoney Trail/Springbank interchange improvements.

Recommendations

It is recommended that...

1. The infrastructure improvements consistent with the *Highway 1 Interchange (Between Range Road 33 and Stoney Trail) Functional Planning Study* be received and approved by Alberta Transportation.
2. The City of Calgary and Rocky View County be informed that the *Highway 1 Interchange (Between Range Road 33 and Stoney Trail) Functional Planning Study* represents a planning document and Highway 1 improvements are not currently scheduled.
3. The City of Calgary and Rocky View County be requested to incorporate the *Highway 1 Interchange (Between Range Road 33 and Stoney Trail) Functional Planning Study* within their planning documents (Municipal Development Plans and Area Structure Plans).
4. Subsequent to Alberta Transportation's endorsement of the Highway 1 corridor and Hwy 1/RR-31 interchange functional designs, as recommended in the *Highway 1 Interchange (Between Range Road 33 and Stoney Trail) Functional Planning Study*, Alberta Transportation is encouraged to pursue those initiatives necessary to confirm the detailed engineering feasibility of the proposed "interim" and "long term" improvements. These activities would likely include, but are not limited to:
 - a. Presenting to Rocky View County with the goal of seeking endorsement of those components of the functional plan that would proceed to detailed design.
 - b. Initiating discussion regarding the jurisdictional transfer of Highway 563 corridor to Rocky View County.

- c. Responding to development driven initiatives to assure that access provisions are in accordance with the access management strategy presented within the Functional Plans.
- d. Developing individual detailed construction staging plans that would offer the flexibility to implement improvements along Highway 1 corridor when warranted.

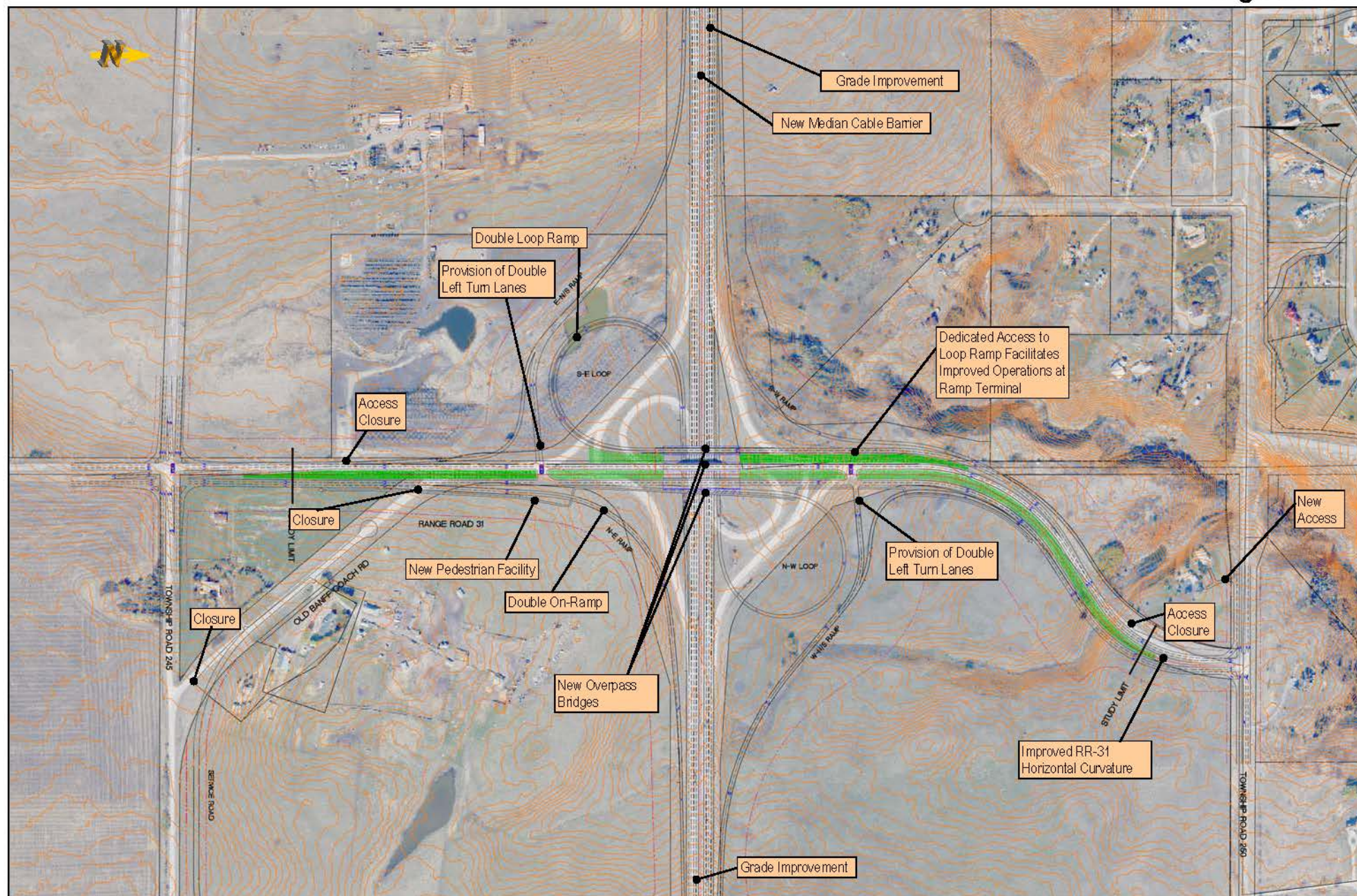
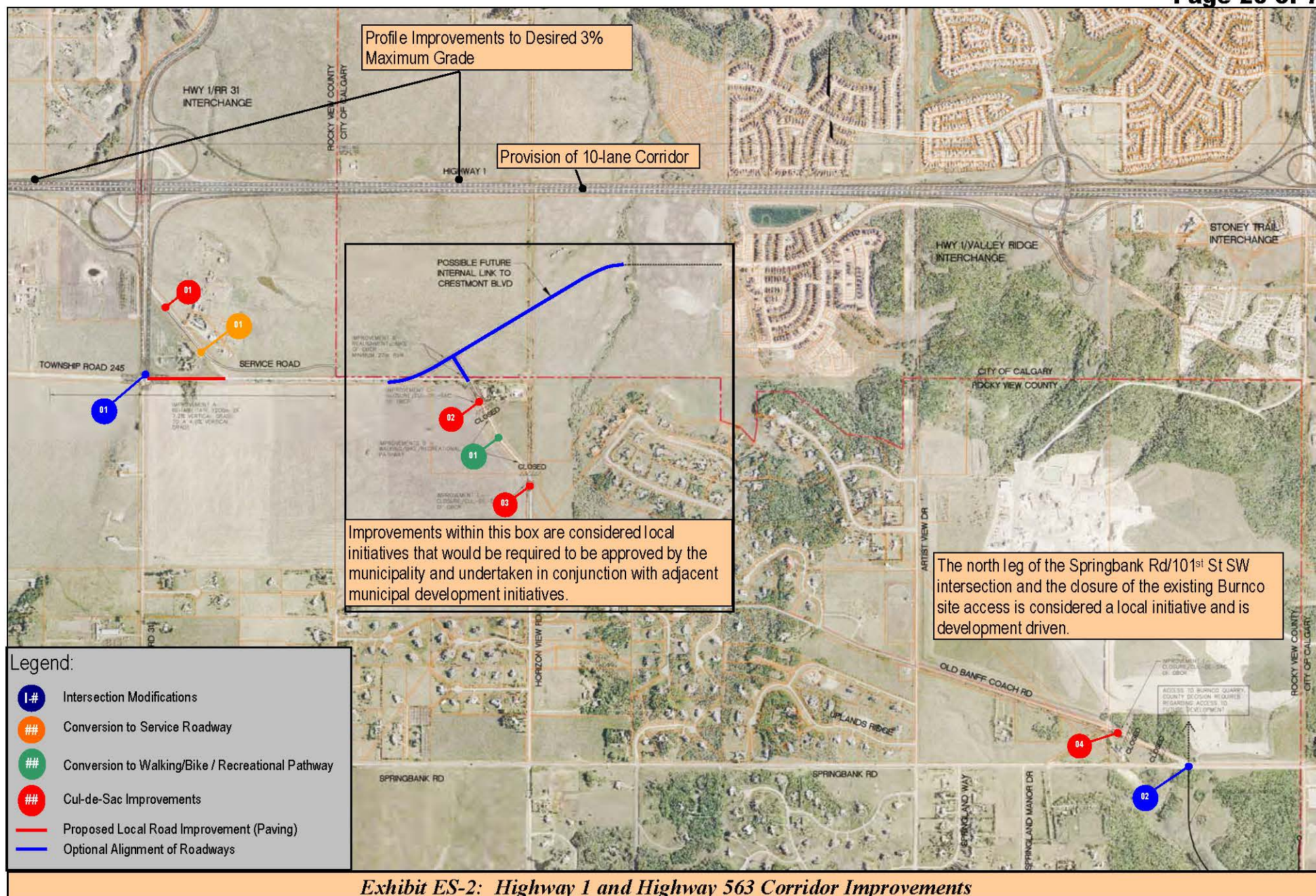


Exhibit ES-1: The Highway 1 / RR-31 Ultimate Interchange Improvements



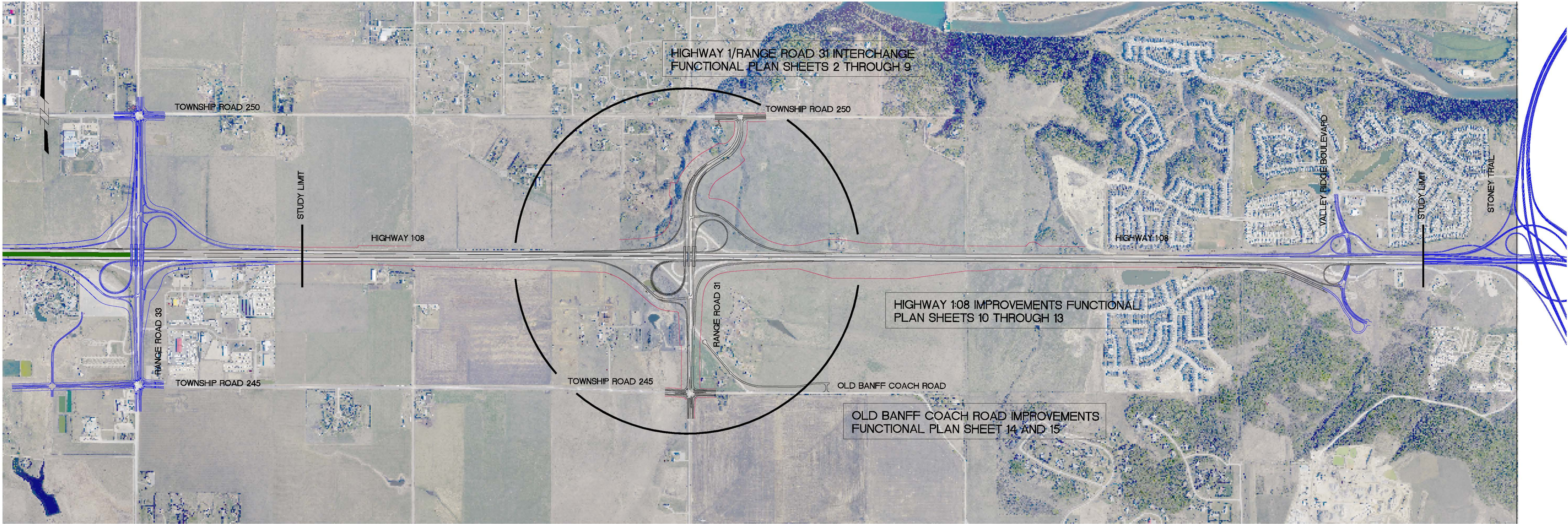
ANNEX “A”: FUNCTIONAL PLANS

FUNCTIONAL PLAN
ONLY

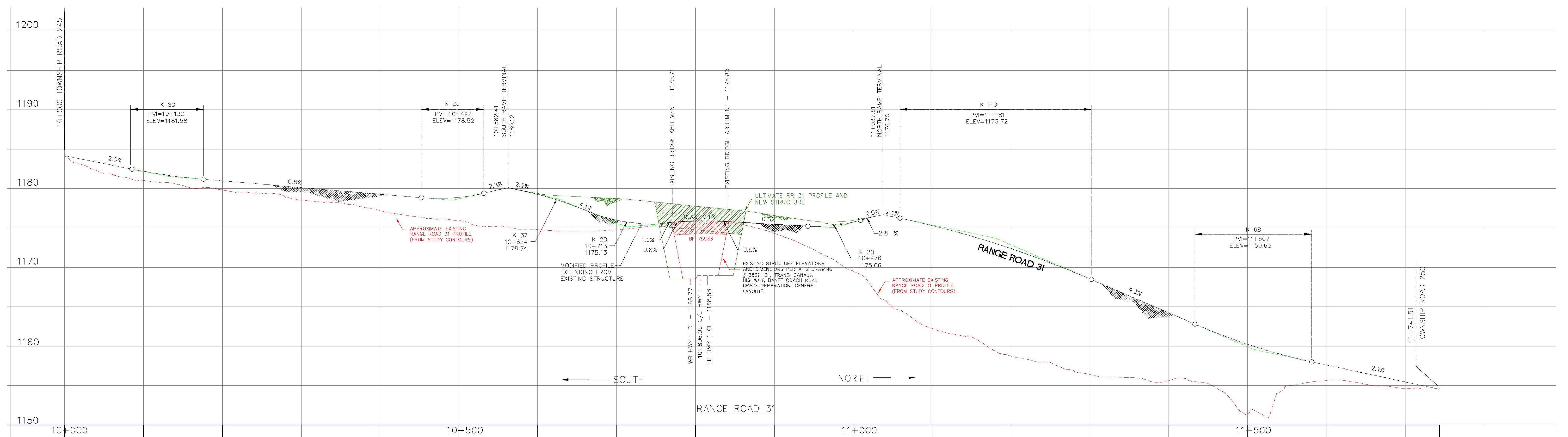
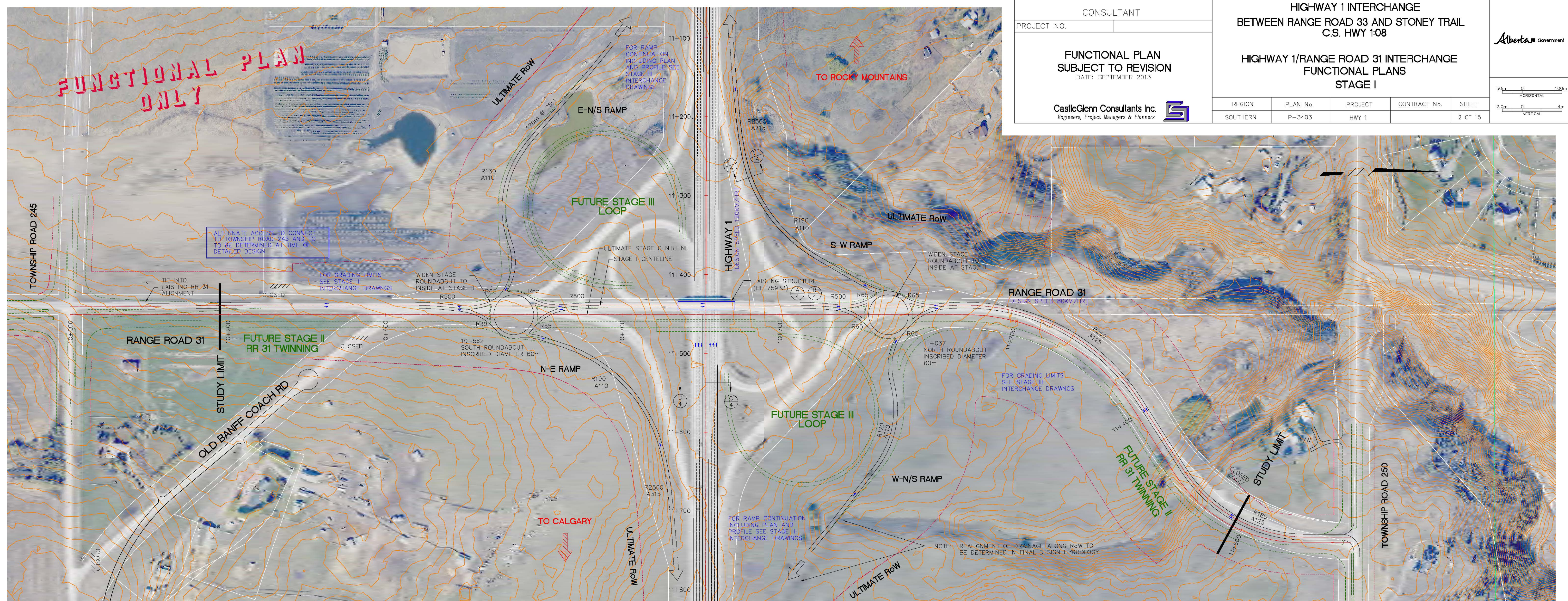
FUNCTIONAL PLAN AND PROFILES
HIGHWAY 1 INTERCHANGE
BETWEEN RANGE ROAD 33 AND STONEY TRAIL
C.S. HWY 1:08

SHEET INDEX

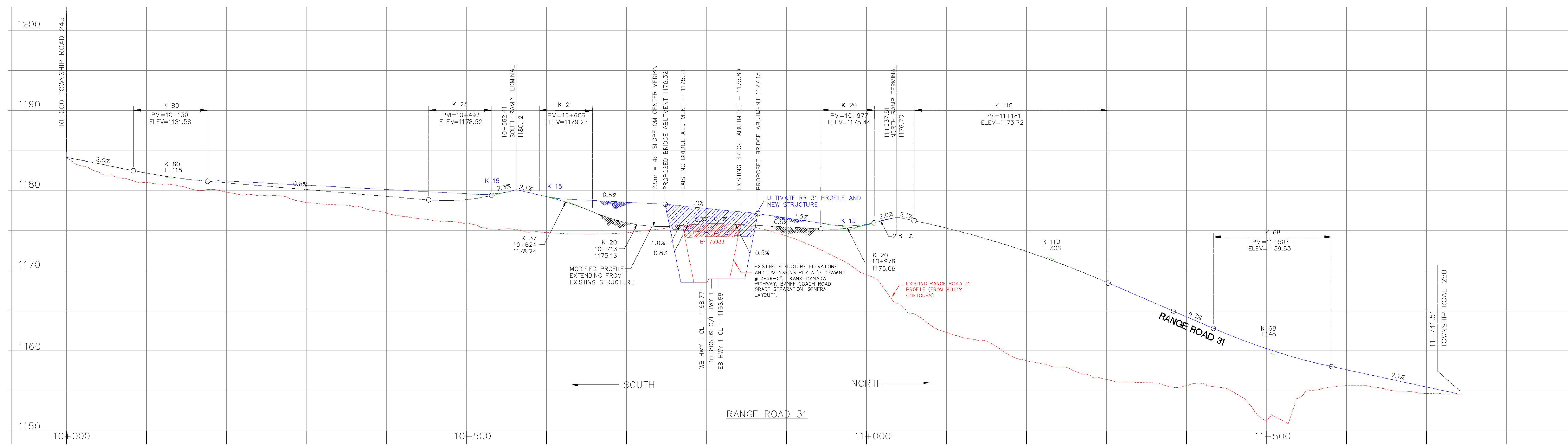
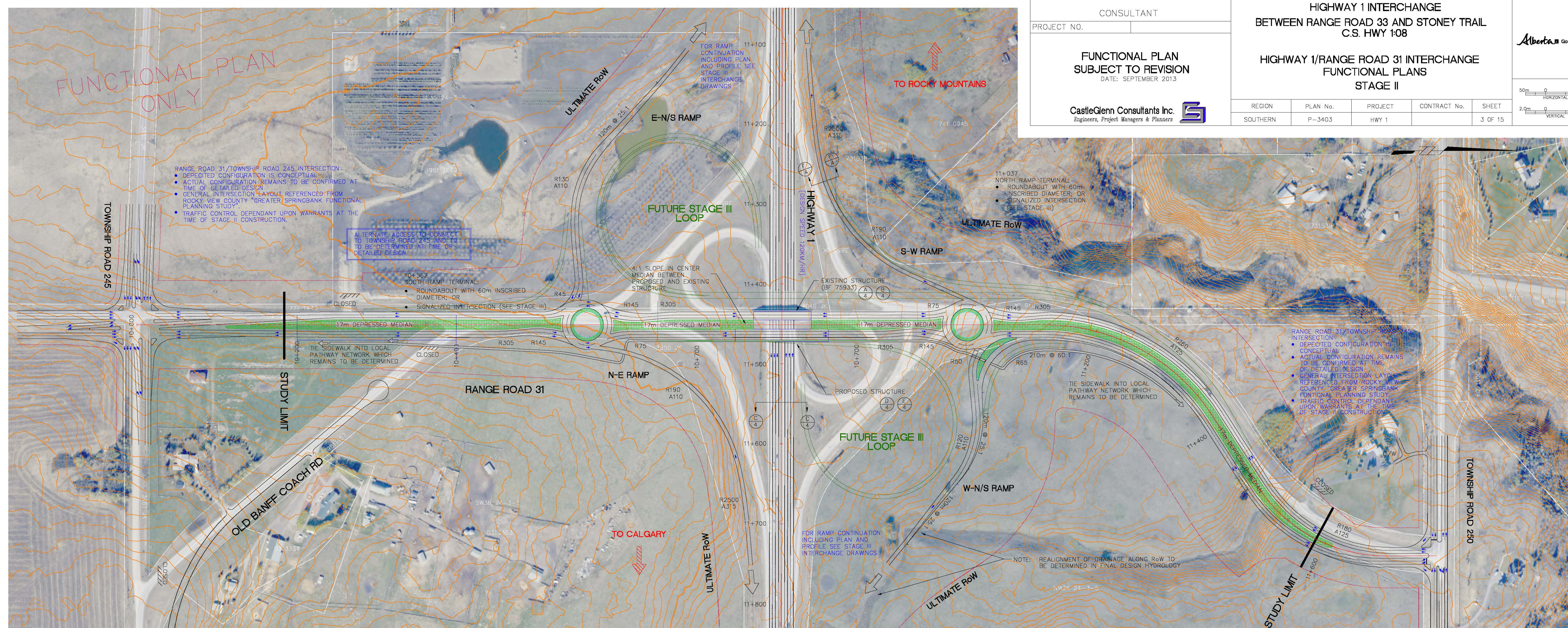
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1	COVER SHEET
2	HIGHWAY 1/RANGE RD 31 INTERCHANGE – STAGE I PLAN & PROFILE
3	HIGHWAY 1/RANGE RD 31 INTERCHANGE – STAGE II PLAN & PROFILE
4	HIGHWAY 1/RANGE RD 31 INTERCHANGE – STAGE I & STAGE II CROSS-SECTIONS AND DETAILS
5	HIGHWAY 1/RANGE RD 31 INTERCHANGE – STAGE III PLAN
6	HIGHWAY 1/RANGE RD 31 INTERCHANGE – STAGE III CROSS-SECTIONS AND DETAILS
7	HIGHWAY 1/RANGE RD 31 INTERCHANGE – STAGE III PROFILES 1
8	HIGHWAY 1/RANGE RD 31 INTERCHANGE – STAGE III PROFILES 2
9	HIGHWAY 1/RANGE RD 31 INTERCHANGE – STAGE III PROFILES 3
10	HIGHWAY 1 WIDENING – STA 7+000 TO 10+500
11	HIGHWAY 1 WIDENING – STA 10+500 TO 14+000
12	HIGHWAY 1 WIDENING – STA 12+500 TO 15+500
13	HIGHWAY 1 WIDENING – CROSS SECTIONS
14	OLD BANFF COACH ROAD – PROPOSED IMPROVEMENTS 1
15	OLD BANFF COACH ROAD – PROPOSED IMPROVEMENTS 2



No.	REVISION	BY	DATE	SURVEYED	BY	DATE	PHOTO No.	PLAN No.	BAR CODE	PLAN DESCRIPTION
				SURVEYED	N/A	N/A				HIGHWAY 1
				DESIGNED	DAK		TITLE SEARCH DATE	CONTRACT No.		BETWEEN RANGE ROAD 33 AND STONEY TRAIL
				CHECKED	MK					FUNCTIONAL PLANS
				DRAWN	DAK		GRAPHICS FILE	INTERSECTION ID		C.S. HWY 1:08

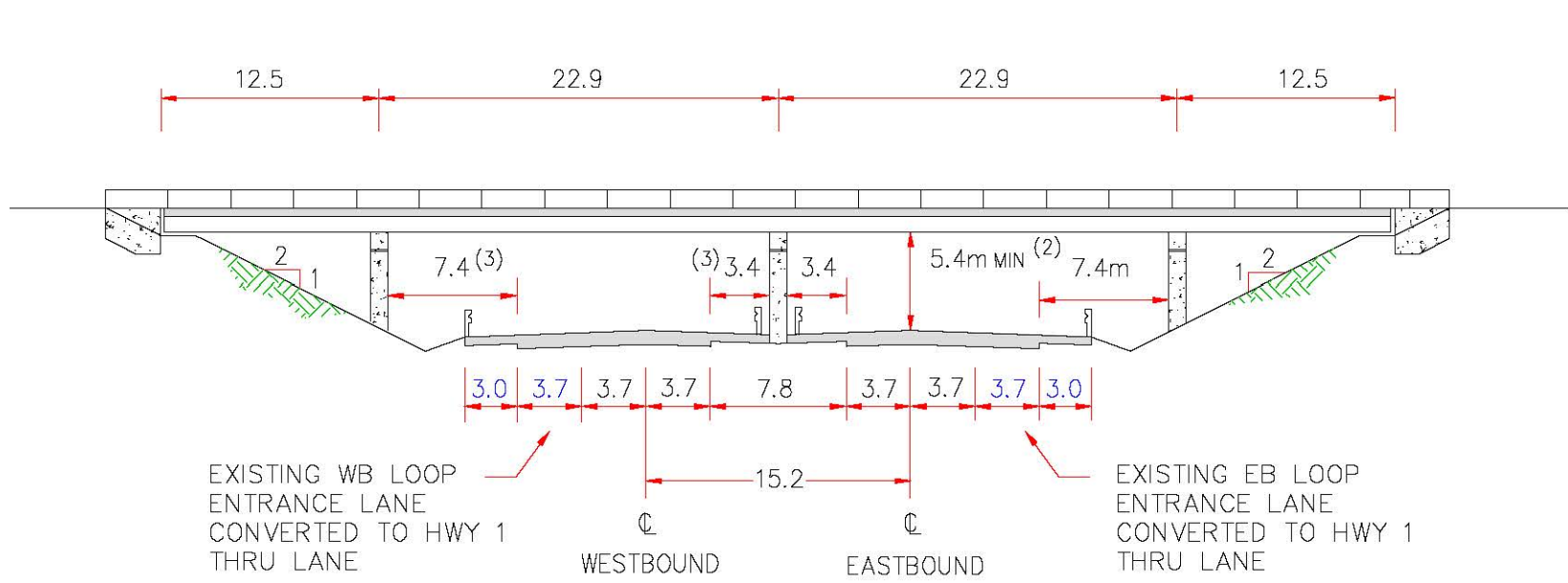


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				CHECKED	MK		GRAPHICS FILE	INTERSECTION ID		
				DRAWN	DAK					



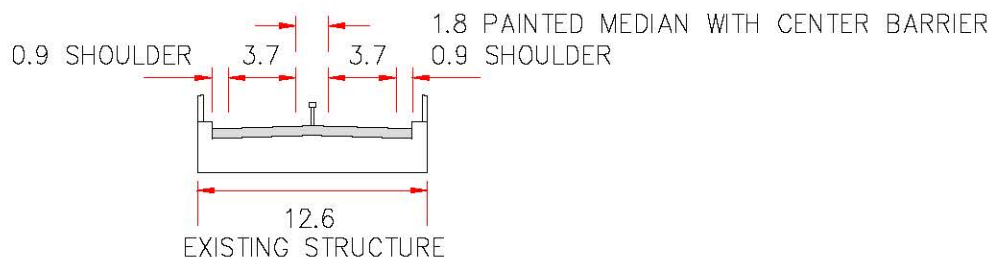
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HIGHWAY 1 BETWEEN RANGE ROAD 33 AND STONEY TRAIL FUNCTIONAL PLANS C.S. HWY 108					
PLAN No.	CONTRACT No.	INTERSECTION ID	PHOTO No.	DATE	BY
				N/A	N/A
DATE	TITLE SEARCH	GRAPHICS FILE	DATE	BY	DATE
REVISION	SURVEYED	DESIGNED	CHECKED	MK	DAK
No.					

EXISTING STRUCTURE TO BE REPLACED WITH STRUCTURE DEPICTED IN DETAIL D-4 WHEN:
A. THE EXISTING STRUCTURE LIFE SPAN IS EXHAUSTED (YEAR 2050 – APPROXIMATELY 30 YEARS)
SUBSEQUENT TO BRIDGE REHABILITATION (ASSUMED IN YEAR 2020), OR
B. 8-LANEING OF HIGHWAY 1 IS REQUIRED, OR
C. LOOPS ARE WARRANTED IN THE NE AND SW QUADRANTS OF THE INTERCHANGE

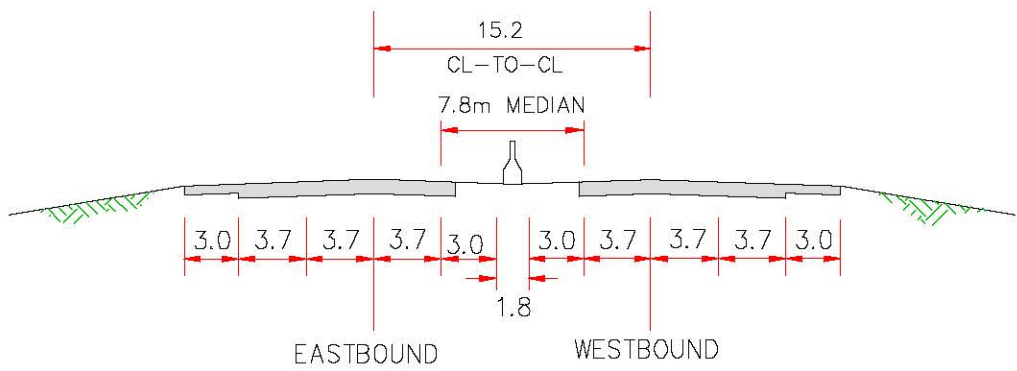


A
4
HIGHWAY 1 6-LANE CROSS-SECTION UNDER EXISTING STRUCTURE (BF 75933)
LOOKING EAST
N.T.S.
ALL EXISTING DIMENSIONS ARE APPROXIMATE AND LISTED IN METERS

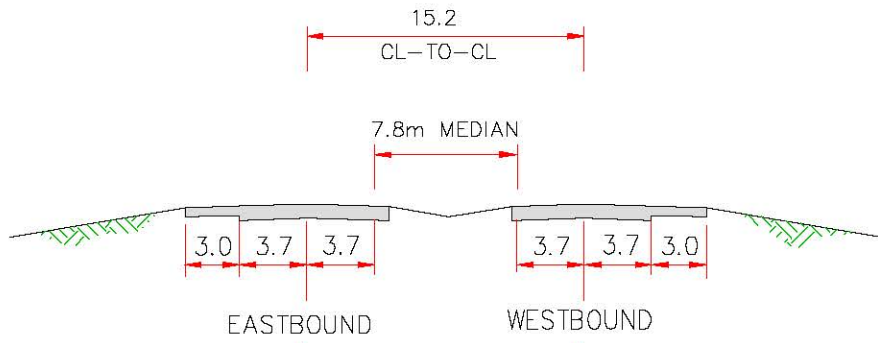
- NOTE:
1. ALL EXISTING DIMENSIONS ARE APPROXIMATE AND OBTAINED FROM BRIDGE FILE INFORMATION
 2. POSTED VERTICAL CLEARANCE ALONG EB AND WB HIGHWAY 1
 3. 7.4m OUTSIDE AND 3.4m INSIDE CLEARZONE REQUIRES BARRIERS



B
4
EXISTING 2-LANE RANGE ROAD 31 CROSS-SECTION AT HIGHWAY 1 STRUCTURE (BF 75933)
LOOKING NORTH
N.T.S.
ALL EXISTING DIMENSIONS ARE APPROXIMATE AND LISTED IN METERS



C
4
PROPOSED 6-LANE HIGHWAY 1 CROSS-SECTION
LOOKING EAST

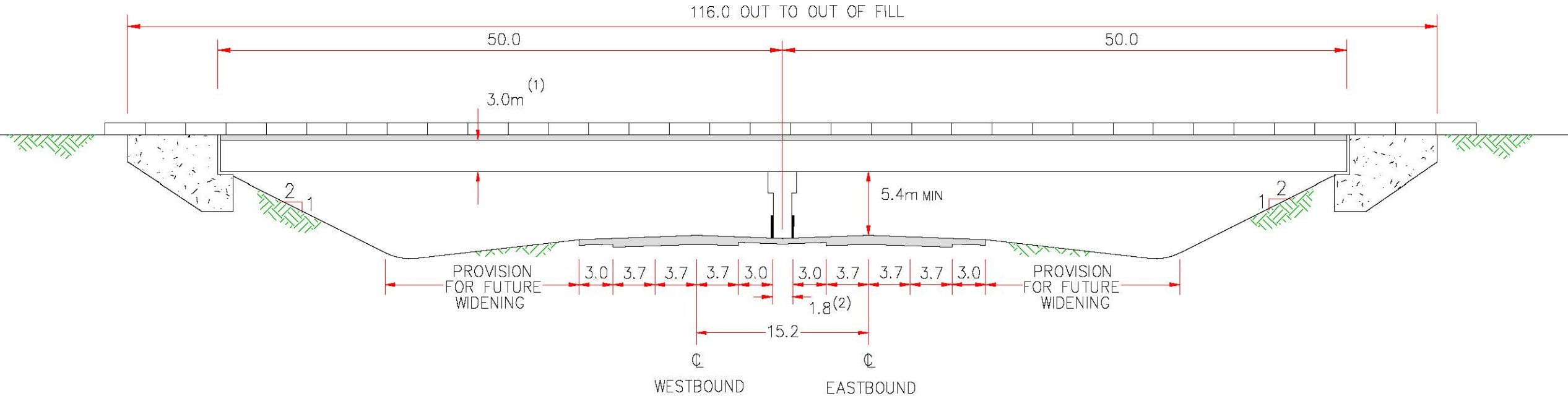


EXISTING 4-LANE HIGHWAY 1 CROSS-SECTION
LOOKING EAST

CONSULTANT		HIGHWAY 1 INTERCHANGE BETWEEN RANGE ROAD 33 AND STONEY TRAIL C.S. HWY 108			
PROJECT NO.		HIGHWAY 1/RANGE ROAD 31 INTERCHANGE STAGE I AND STAGE II DETAILS AND CROSS-SECTIONS			
FUNCTIONAL PLAN SUBJECT TO REVISION DATE: SEPTEMBER 2013		REGION	PLAN No.	PROJECT	CONTRACT No.
CastleGlenn Consultants Inc. Engineers, Project Managers & Planners		SOUTHERN	P-3403	HWY 1	4 OF 15

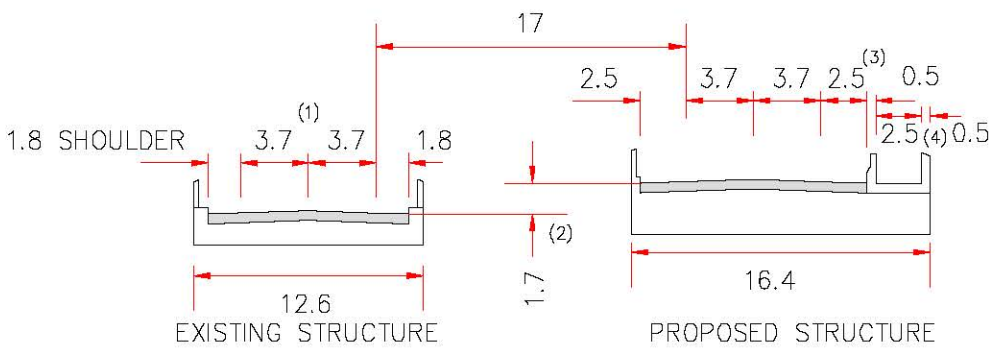


NT'S



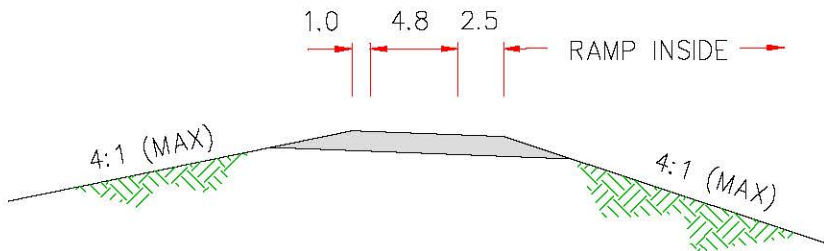
D
4
HIGHWAY 1 6-LANE CROSS-SECTION UNDER NEW STRUCTURE (BF 75933)
LOOKING EAST
N.T.S.
ALL EXISTING DIMENSIONS ARE APPROXIMATE AND LISTED IN METERS

- NOTE:
1. 3.0m STRUCTURAL DEPTH IS BASED ON:
 - 2200mm GIRDER DEPTH
 - 400mm DECK THICKNESS (75mm GIRDER HAUNCH, 225mm DECK SLAB, 100mm WEARING SURFACE)
 - 360mm CROSSFALL (ROUNDED UP TO 400mm)
 2. PIER WIDTH INCLUDING BARRIER IS ASSUMED TO BE 1.8m



E
4
PROPOSED 4-LANE RANGE ROAD 31 CROSS-SECTION AT HIGHWAY 1 STRUCTURE
LOOKING NORTH
N.T.S.
ALL EXISTING DIMENSIONS ARE APPROXIMATE AND LISTED IN METERS

- NOTES
- (1) EXISTING CENTER BARRIER ON STRUCTURE REMOVED DURING STAGE II
 - (2) 1.7m AVERAGE ELEVATION DIFFERENCE BETWEEN EXISTING AND PROPOSED STRUCTURE
 - (3) 2.5m SHOULDER ACCOMMODATES CYCLISTS DURING STAGE II
 - (4) 2.5m WIDE PEDESTRIAN SIDEWALK ON NEW STRUCTURE

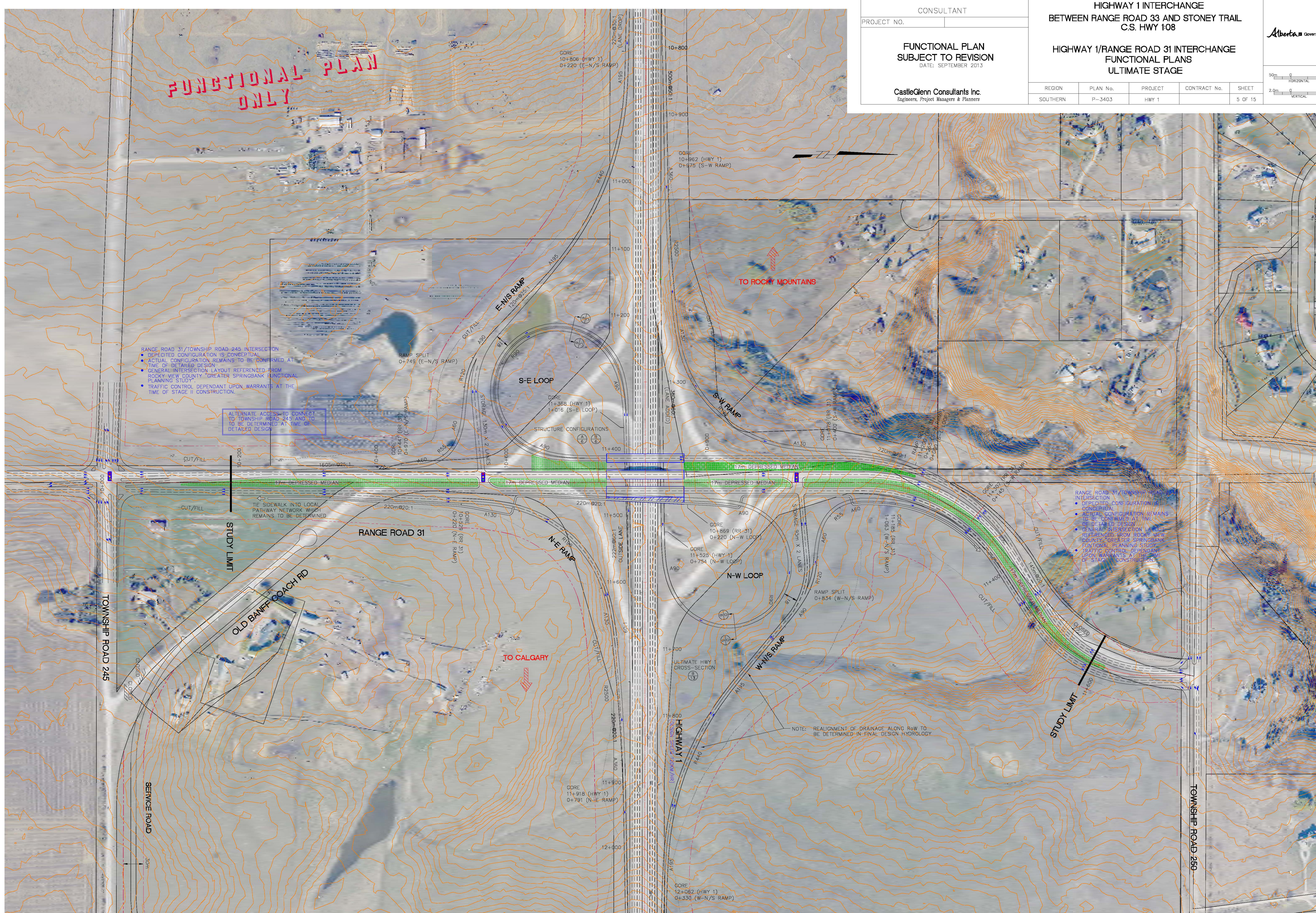


F
4
TYPICAL ONE LANE RAMP
N.T.S.
ALL DIMENSIONS ARE IN METERS

- NOTES
- (1) THE FUNCTIONAL PLANS ACCOMMODATE A BARRIER FREE DESIGN WITH 4:1 SLOPES.

FUNCTIONAL PLAN
ONLY

PLAN DESCRIPTION		BAR CODE		PLAN No.		DATE		BY		REVISION	
HIGHWAY 1 BETWEEN RANGE ROAD 33 AND STONEY TRAIL FUNCTIONAL PLANS C.S. HWY 1:08				CONTRACT No.		N/A		N/A			
				INTERSECTION ID		TITLE SEARCH		DESIGNED		CHECKED	
						DATE		DAK		DAK	
						GRAPHICS FILE		MK		DAK	
						DRAWN					



CONSULTANT

PROJECT NO.

FUNCTIONAL PLAN
SUBJECT TO REVISION
DATE: SEPTEMBER 2013

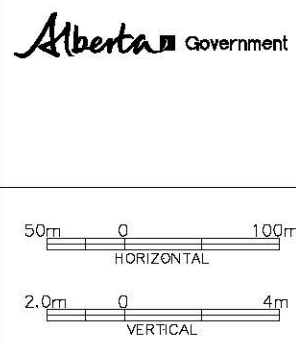
CastleGlenn Consultants Inc.
Engineers, Project Managers & Planners

HIGHWAY 1 INTERCHANGE
BETWEEN RANGE ROAD 33 AND STONEY TRAIL
C.S. HWY 1:08

HIGHWAY 1/RANGE ROAD 31 INTERCHANGE
FUNCTIONAL PLANS
ULTIMATE STAGE

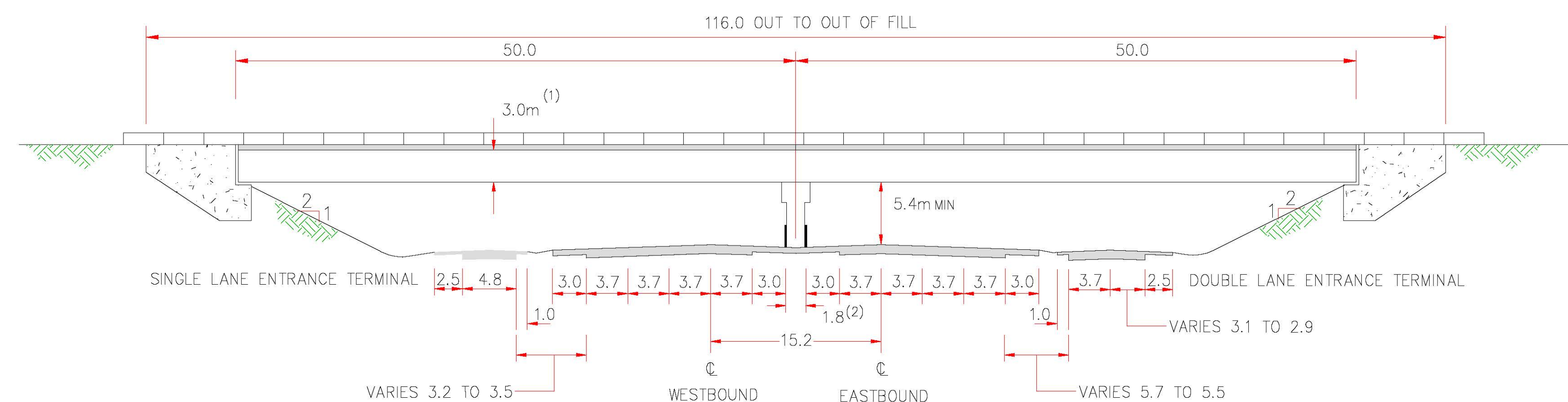
REGION	PLAN No.	PROJECT	CONTRACT No.	SHEET
SOUTHERN	P-3403	HWY 1		5 OF 15

50m 0 100m
HORIZONTAL
2.0m 0 4m
VERTICAL



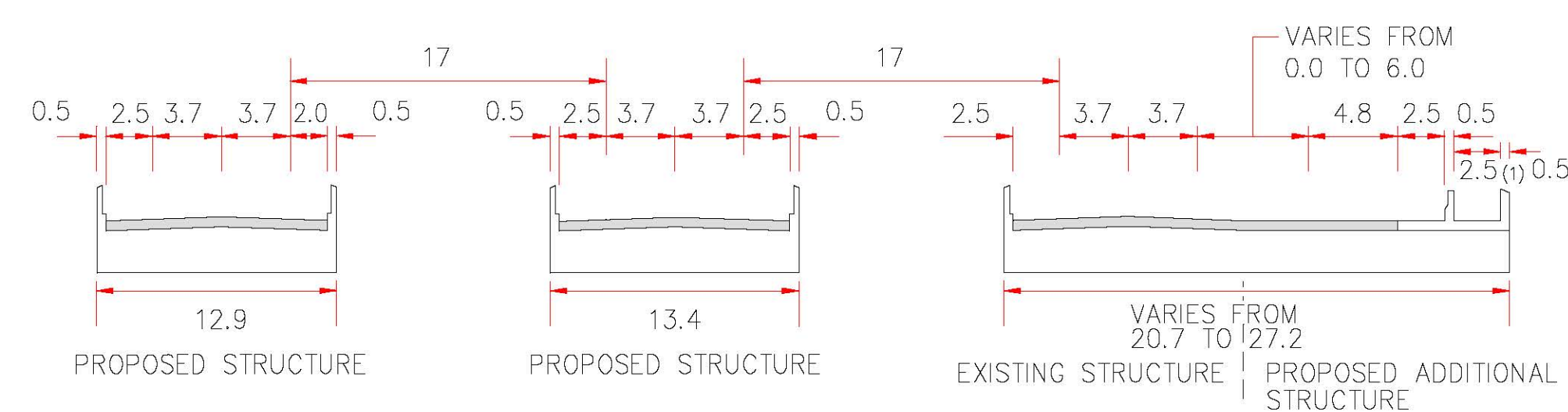
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					DESIGNED	DAK			CONTRACT No.		
					CHECKED	WK		GRAPHICS FILE	INTERSECTION ID		
					DRAWN	DAK					

FUNCTIONAL PLAN




LOOKING EAST
A
6
HIGHWAY 1 8-LANE CROSS-SECTION UNDER NEW STRUCTURE (BF 75933)
N.T.S.
ALL EXISTING DIMENSIONS ARE APPROXIMATE AND LISTED IN METERS

- NOTE: 1. 3.0m STRUCTURAL DEPTH IS BASED ON:
- 2200mm GIRDER DEPTH
 - 400mm DECK THICKNESS (75mm GIRDER HAUNCH, 225mm DECK SLAB, 100mm WEARING SURFACE)
 - 360mm CROSSFALL (ROUNDED UP TO 400mm)
2. PIER WIDTH INCLUDING BARRIER IS ASSUMED TO BE 1.8m
3. LOOP RAMPS ILLUSTRATED ON EITHER SIDE OF 8-LANE FREEWAY



ULTIMATE STAGE
LOOKING NORTH



 **PROPOSED 4-LANE RANGE ROAD 31 CROSS-SECTION WITH LOOPS
AT HIGHWAY 1 STRUCTURE**

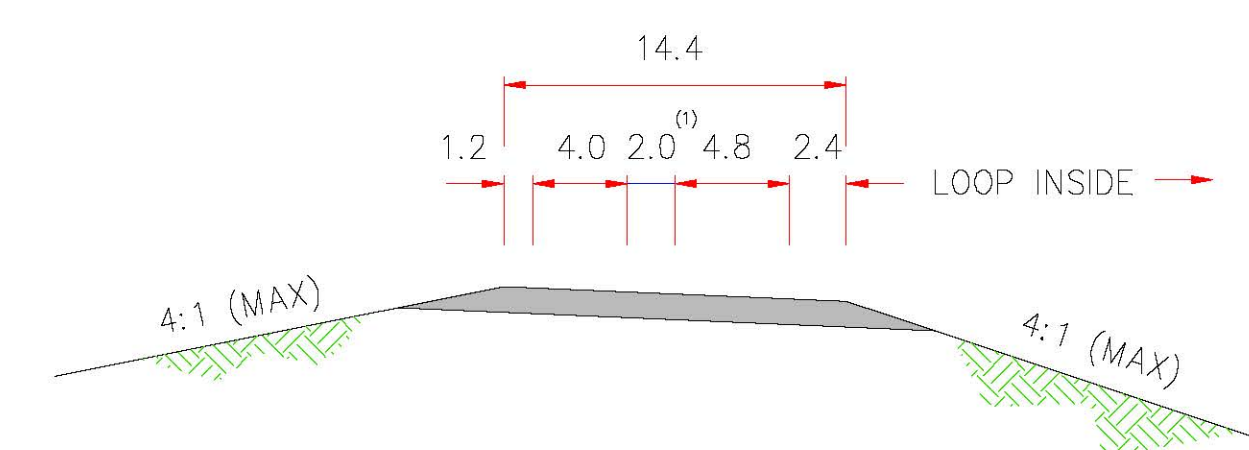
N.T.S.

ALL EXISTING DIMENSIONS ARE APPROXIMATE AND LISTED IN METERS

NOTES

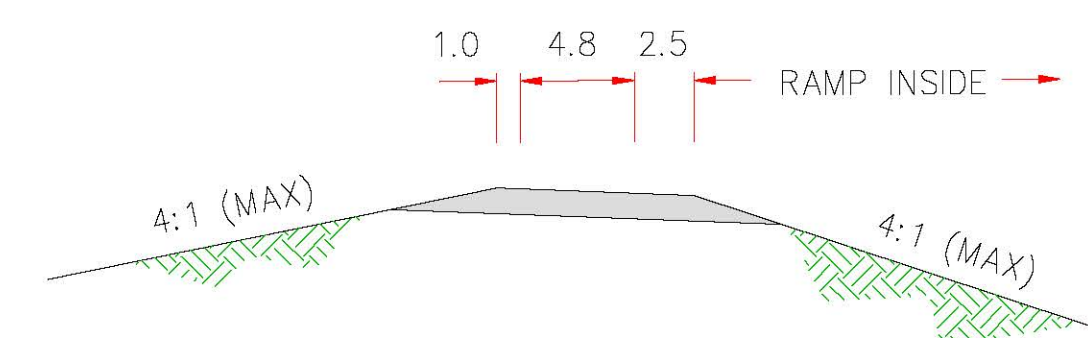
- (1) 2.5M WIDE PEDESTRIAN SIDEWALK ON NEW STRUCTURE

CONSULTANT		HIGHWAY 1 INTERCHANGE BETWEEN RANGE ROAD 33 AND STONEY TRAIL C.S. HWY 108					
PROJECT NO.							
FUNCTIONAL PLAN SUBJECT TO REVISION DATE: SEPTEMBER 2013		HIGHWAY 1/RANGE ROAD 31 INTERCHANGE ULTIMATE STAGE DETAILS AND CROSS-SECTIONS					NTS
CastleGlenn Consultants Inc. Engineers, Project Managers & Planners 		REGION	PLAN No.	PROJECT	CONTRACT No.	SHEET	
		SOUTHERN	P-3403	HWY 1		6 OF 15	



 **TYPICAL TWO LANE RAMP**
N.T.S
ALL DIMENSIONS ARE IN METERS

- NOTE: 1) 2.0m DIMENSION REPRESENTS CENTER PAINTED MEDIAN ON TWO LANE RAMP
2) THE FUNCTIONAL PLANS ACCOMMODATE A BARRIER FREE DESIGN WITH 4:1 SLOPES.

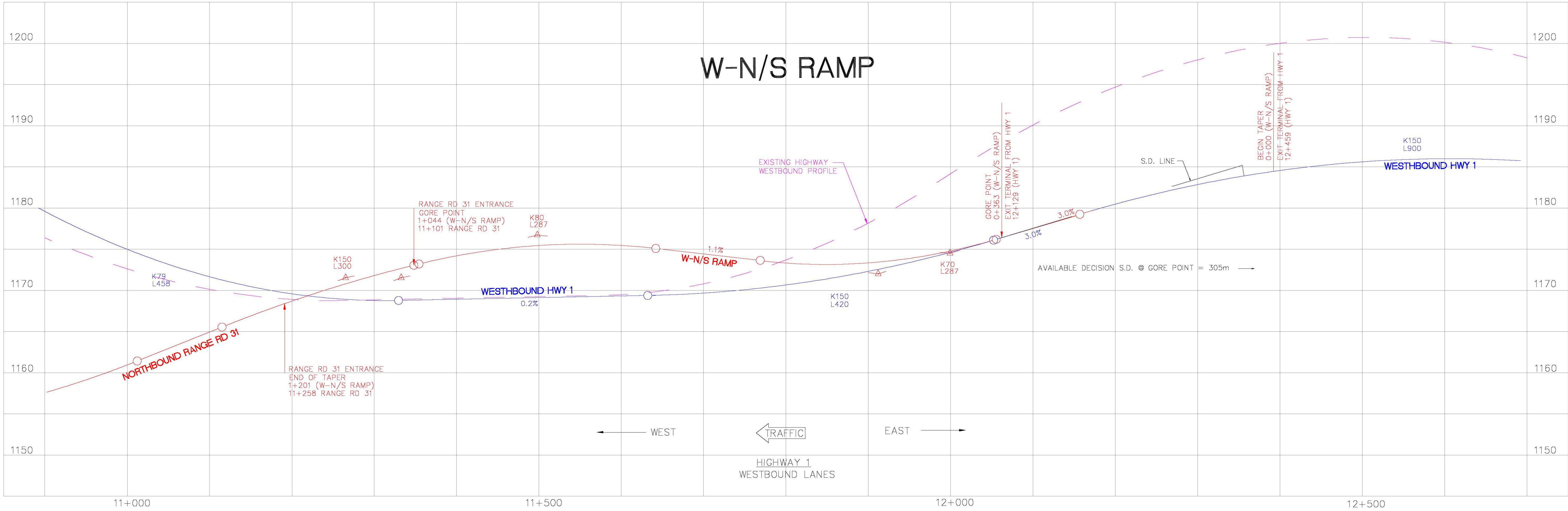
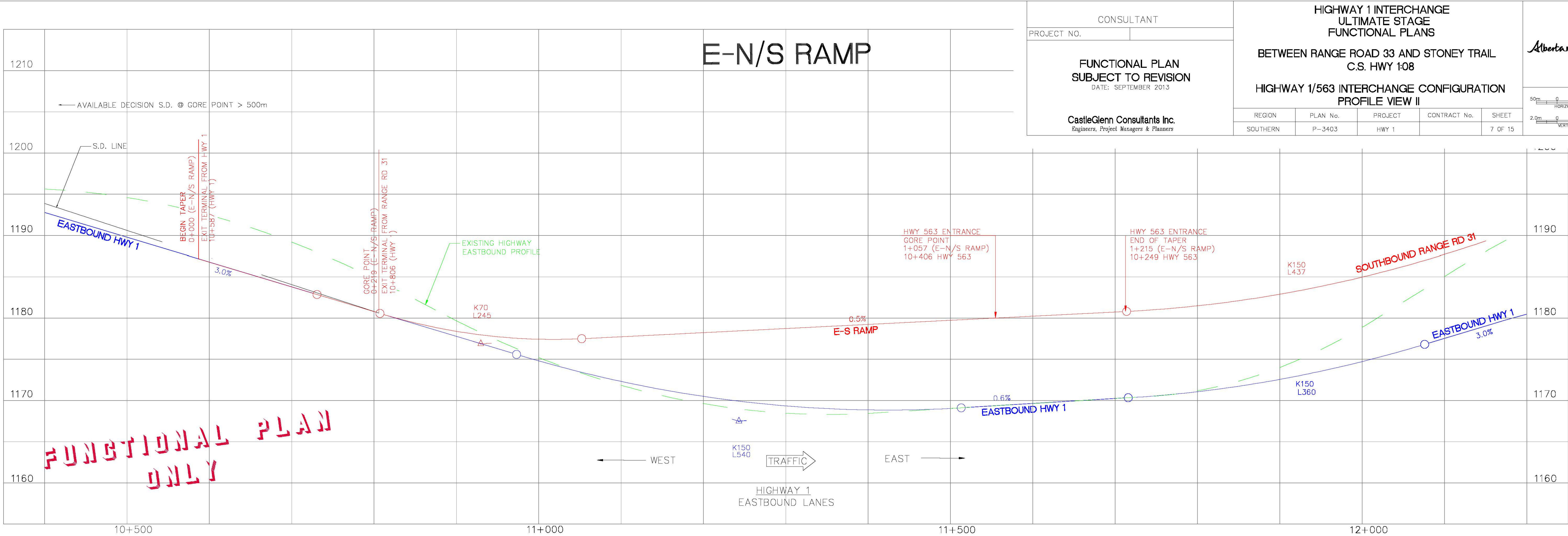



TYPICAL ONE LANE RAMP
 N.T.S
 ALL DIMENSIONS ARE IN METERS

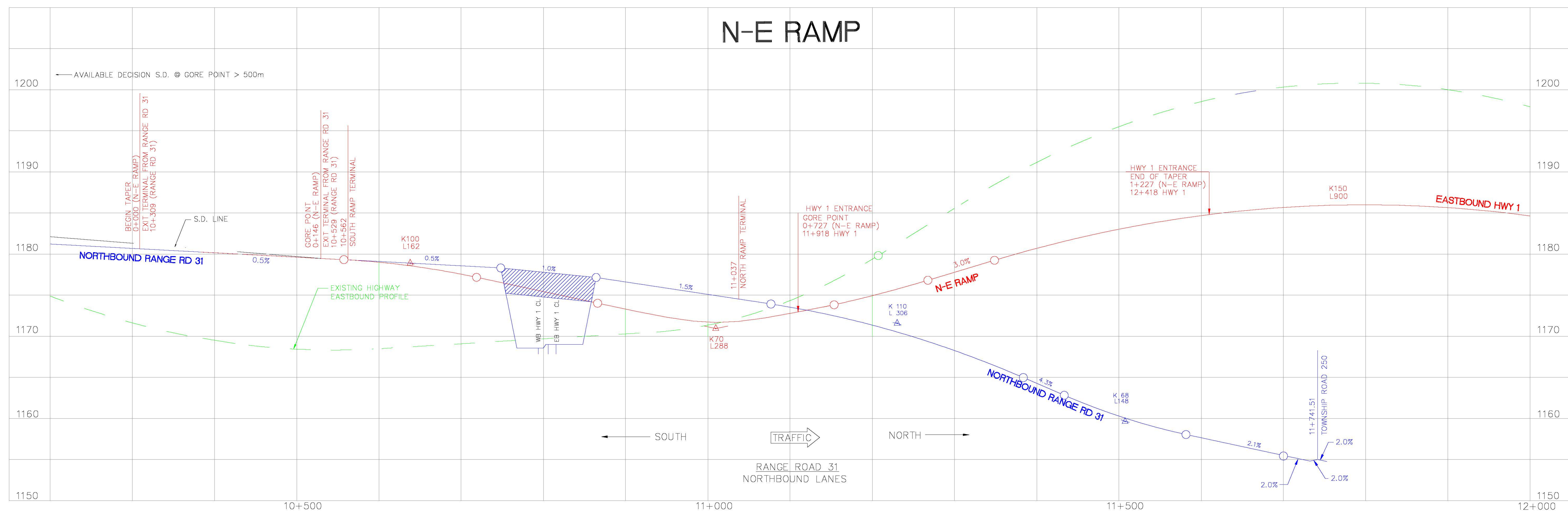
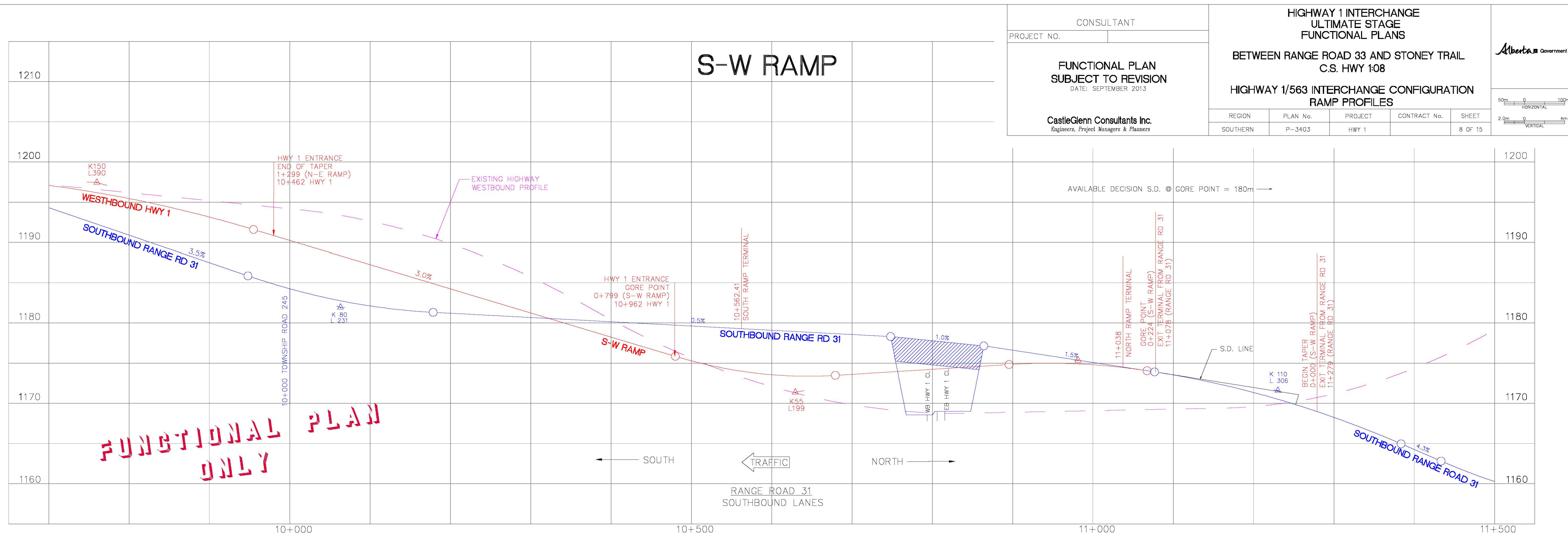
NOTES

- (1) THE FUNCTIONAL PLANS ACCOMMODATE A BARRIER FREE DESIGN WITH 4:1 SLOPES.

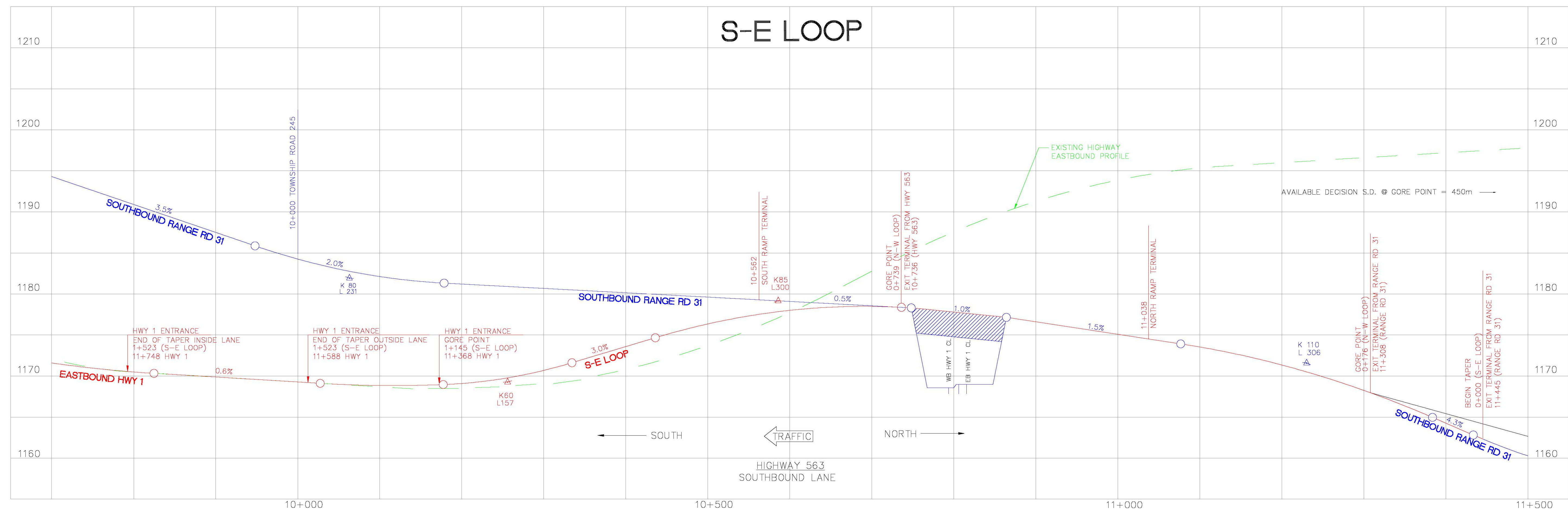
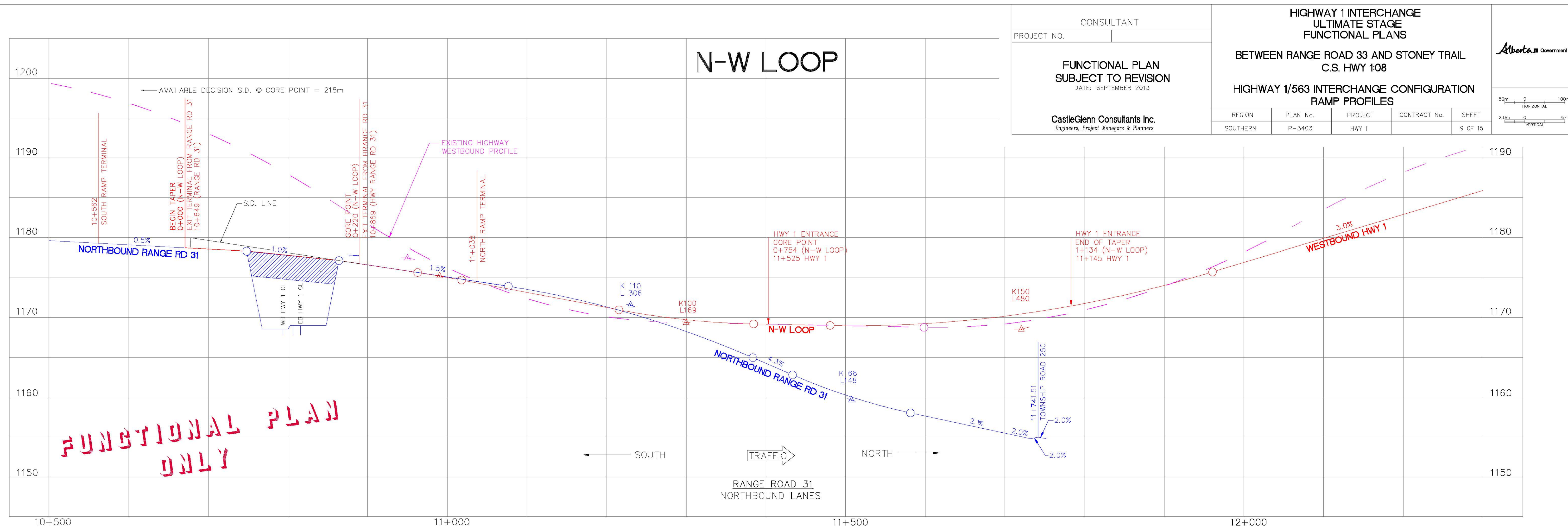
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																			HIGHWAY 1 BETWEEN RANGE ROAD 33 AND STONEY TRAIL FUNCTIONAL PLANS C.S. HWY 1:08



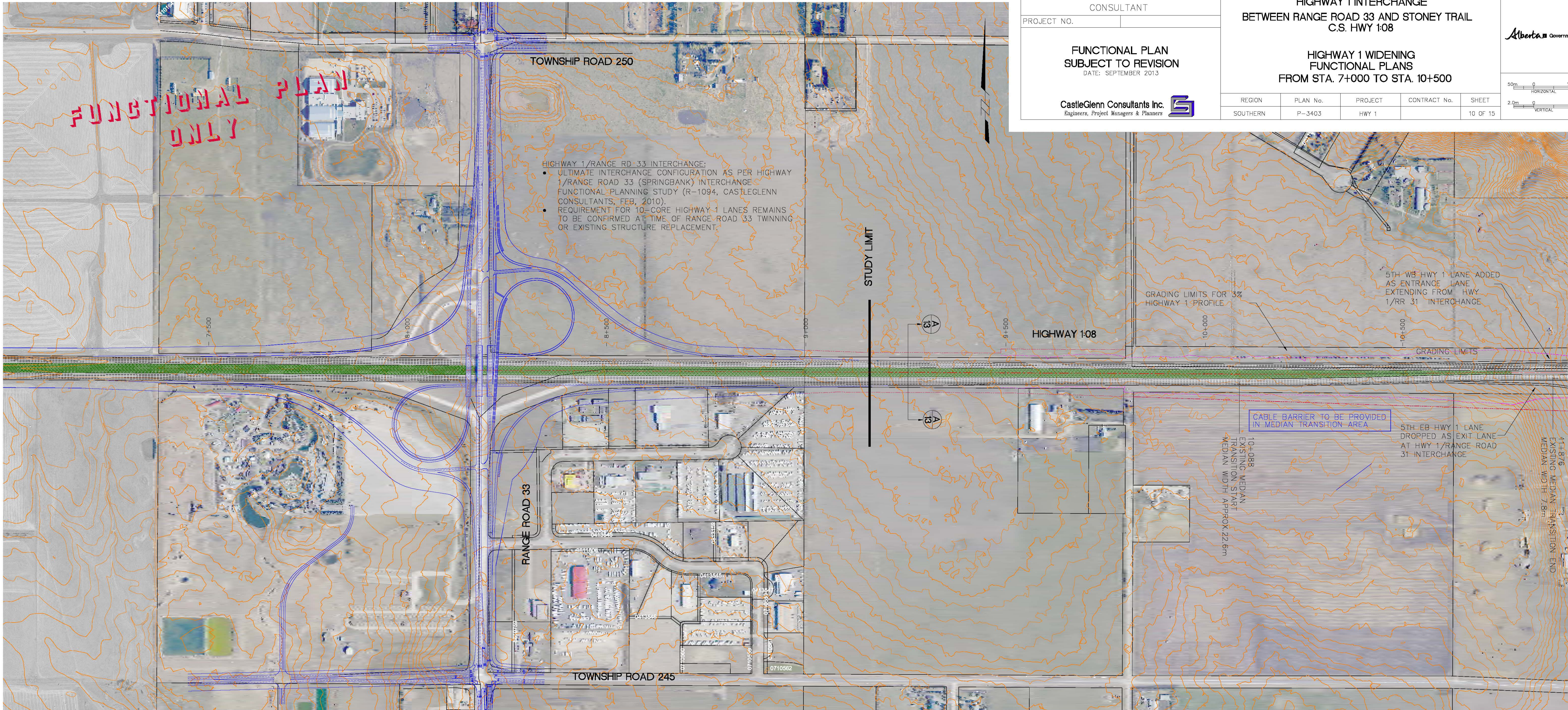
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				DRAWN	DAK					


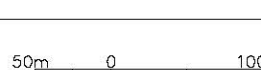



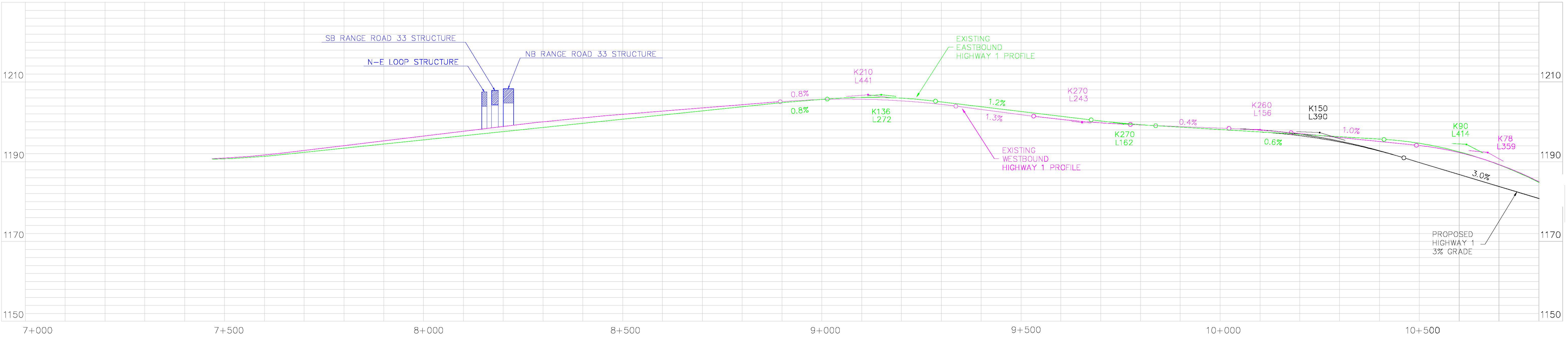
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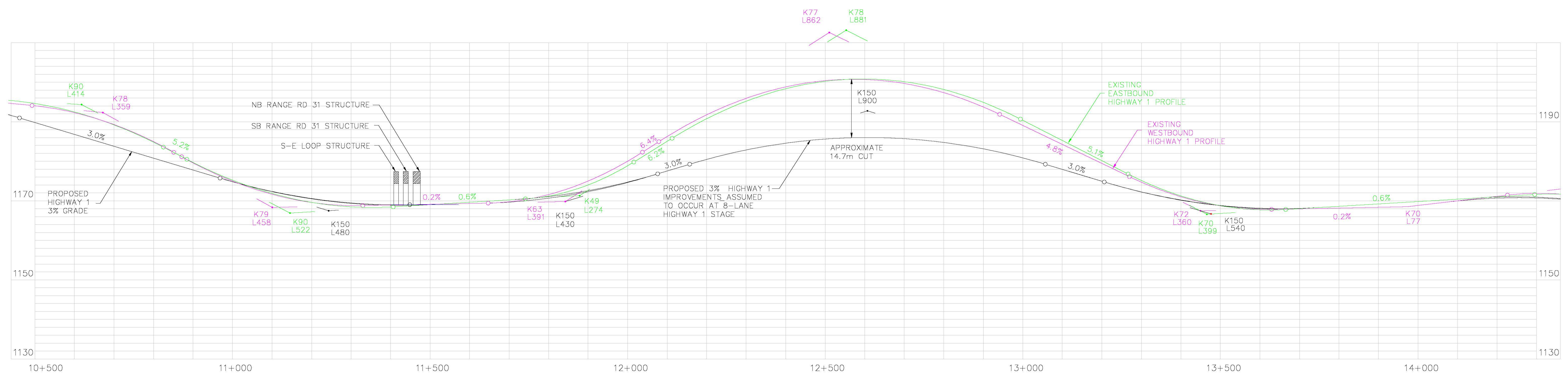
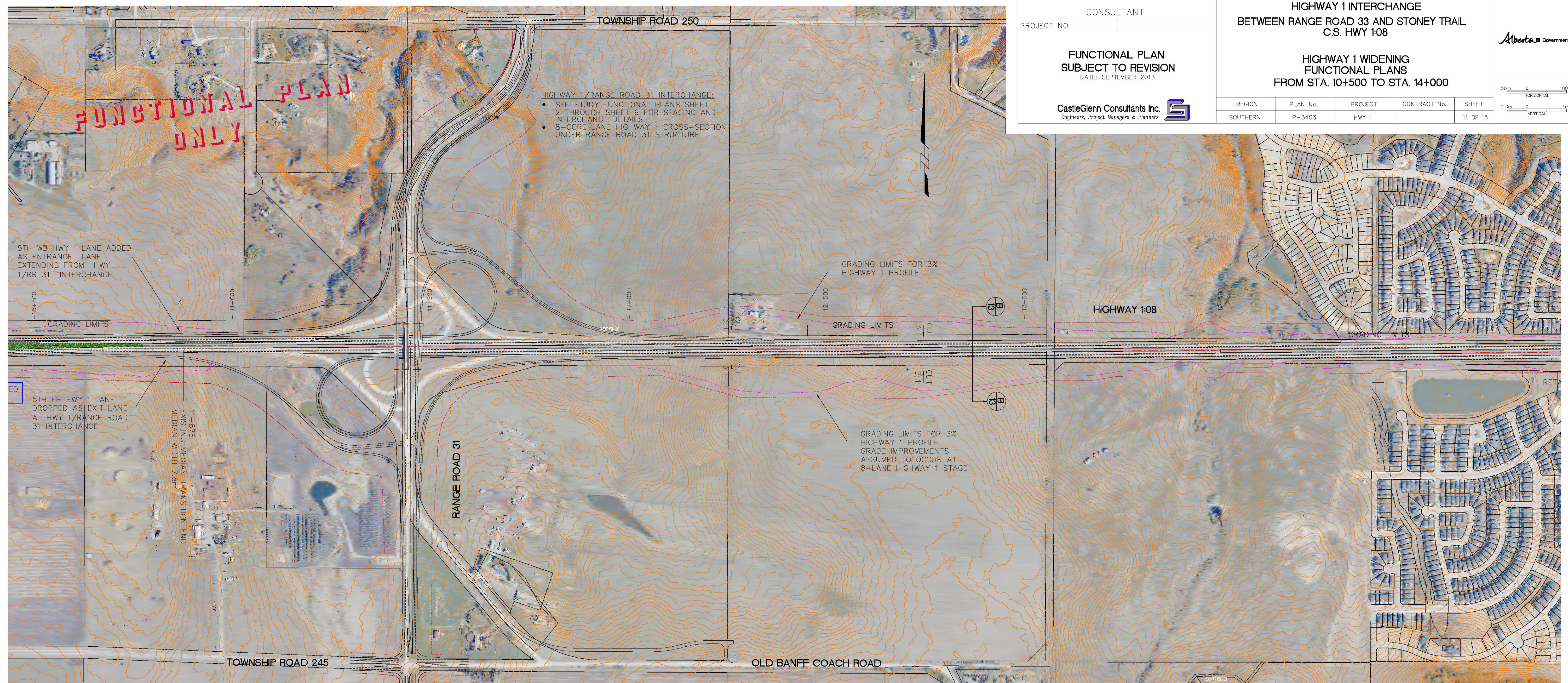
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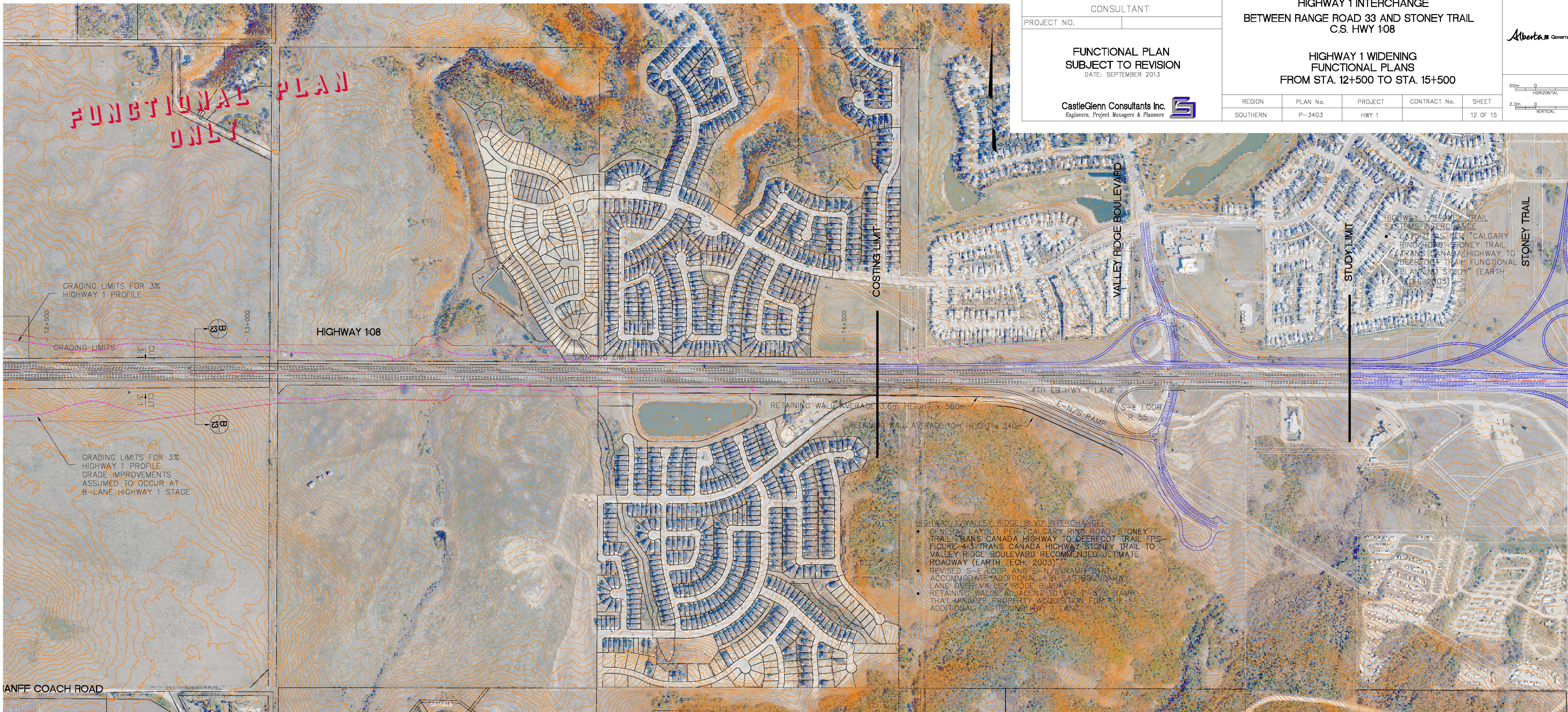
CONSULTANT		HIGHWAY 1 INTERCHANGE BETWEEN RANGE ROAD 33 AND STONEY TRAIL C.S. HWY 1:08					
PROJECT NO.		HIGHWAY 1 WIDENING FUNCTIONAL PLANS FROM STA. 7+000 TO STA. 10+500					
FUNCTIONAL PLAN SUBJECT TO REVISION DATE: SEPTEMBER 2013		REGION	PLAN No.	PROJECT	CONTRACT No.	SHEET	
		SOUTHERN	P-3403	HWY 1		10 OF 15	




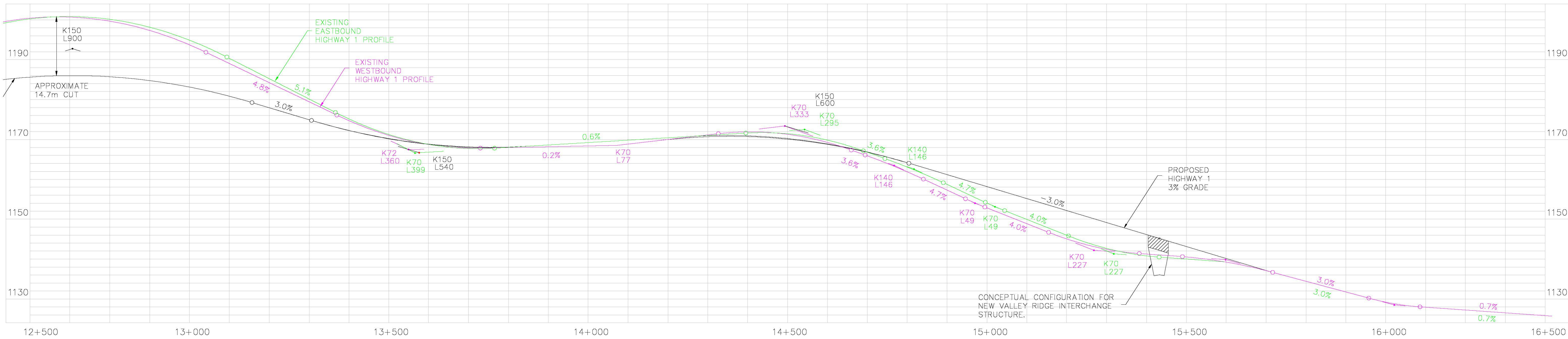
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				CHECKED	MK		GRAPHICS FILE	INTERSECTION ID		
				DRAWN	DAK					



No.	REVISION		BY	DATE	SURVEYED	DESIGNED	CHECKED	DRAWN	BY	DATE	PHOTO No.	TITLE SEARCH	DATE	GRAPHICS FILE	PLAN No.	CONTRACT No.	INTERSECTION ID	BAR CODE	PLAN DESCRIPTION	
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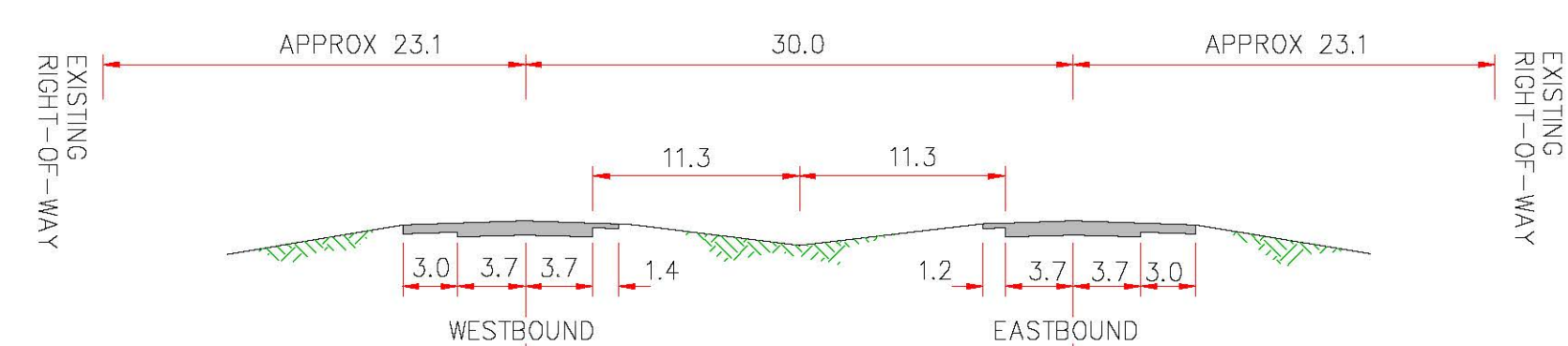


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PROJECT NO.							
FUNCTIONAL PLAN SUBJECT TO REVISION DATE: SEPTEMBER 2013		HIGHWAY 1 WIDENING FUNCTIONAL PLANS FROM STA. 12+500 TO STA. 15+500					
CastleGlenn Consultants Inc. Engineers, Project Managers & Planners		REGION	PLAN No.	PROJECT	CONTRACT No.	SHEET	
		SOUTHERN	P-3403	HWY 1		12 OF 15	

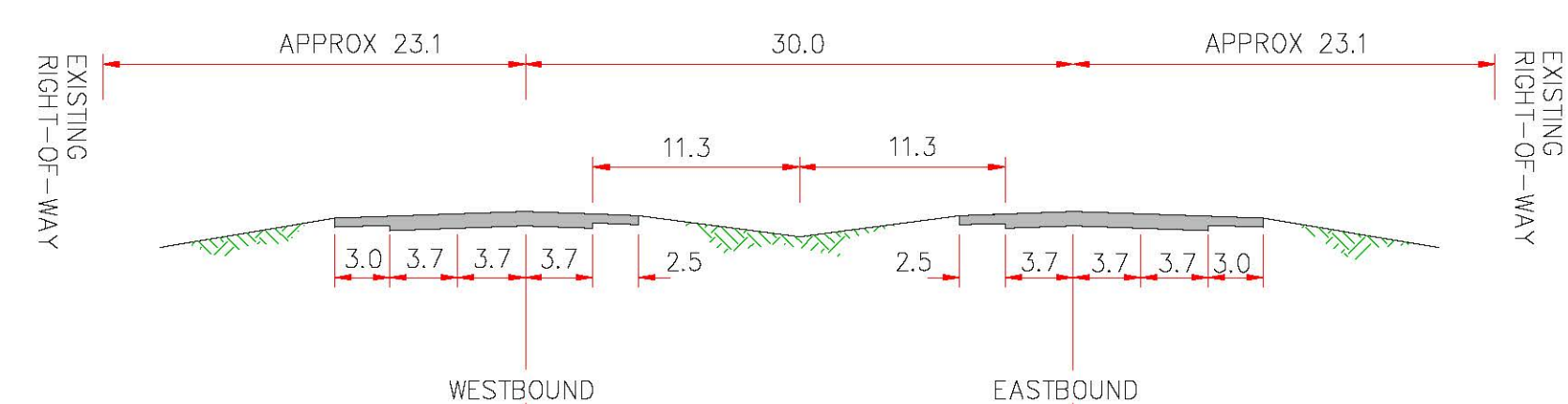


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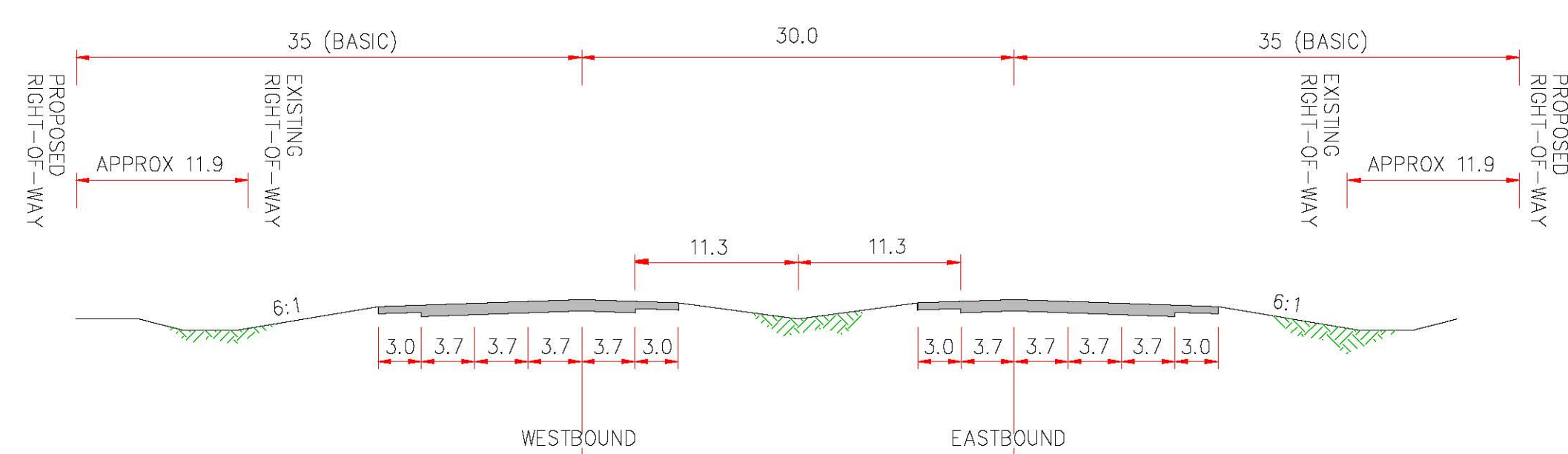
FUNCTIONAL PLAN ONLY



EXISTING 4-LANE HIGHWAY 1 CROSS-SECTION
LOOKING EAST



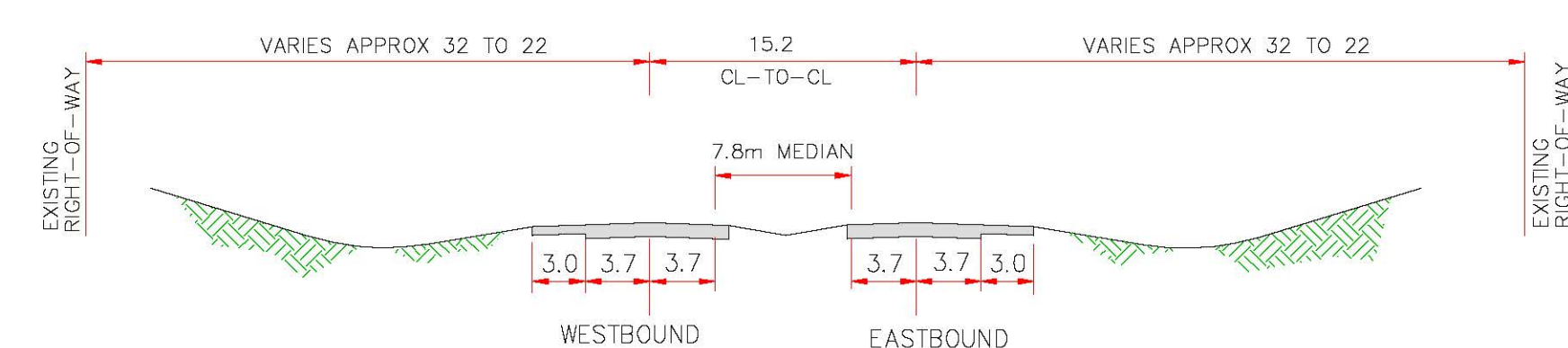
PROPOSED 6-LANE HIGHWAY 1 CROSS-SECTION
LOOKING EAST



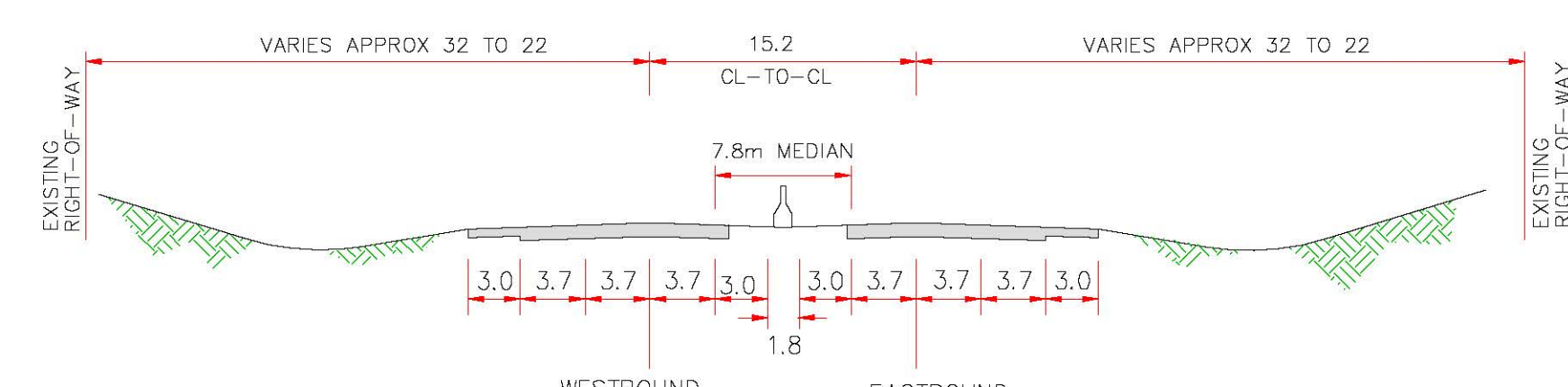
PROPOSED 8-LANE HIGHWAY 1 CROSS-SECTION
LOOKING EAST

**PROPOSED HIGHWAY 1 CROSS-SECTIONS
APPROXIMATE HWY 1 STA 9+000 TO 10+000**

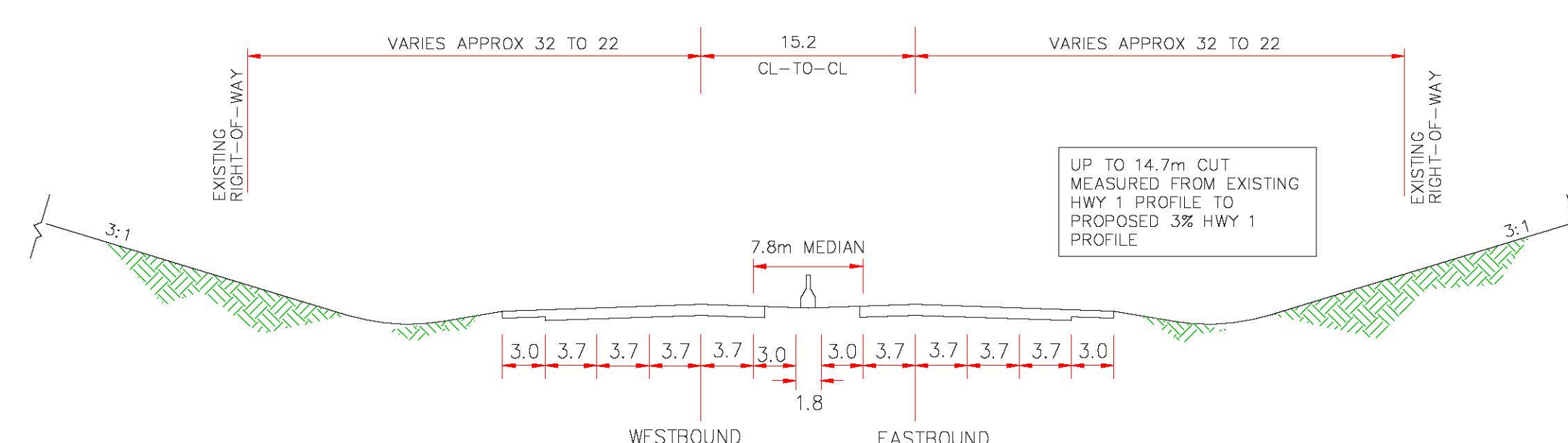
FOR ALTERNATIVE HIGHWAY 1 CROSS-SECTION THAT
INCLUDES 10-CORE LANES AND A 38m CENTERLINE
SPACING SEE "HIGHWAY 1/RANGE ROAD 33
(SPRINGBANK) INTERCHANGE FPS (CASTLEGLENN
CONSULTANTS FEB 2010)" REPORT # R-1094



EXISTING 4-LANE HIGHWAY 1 CROSS-SECTION
LOOKING EAST



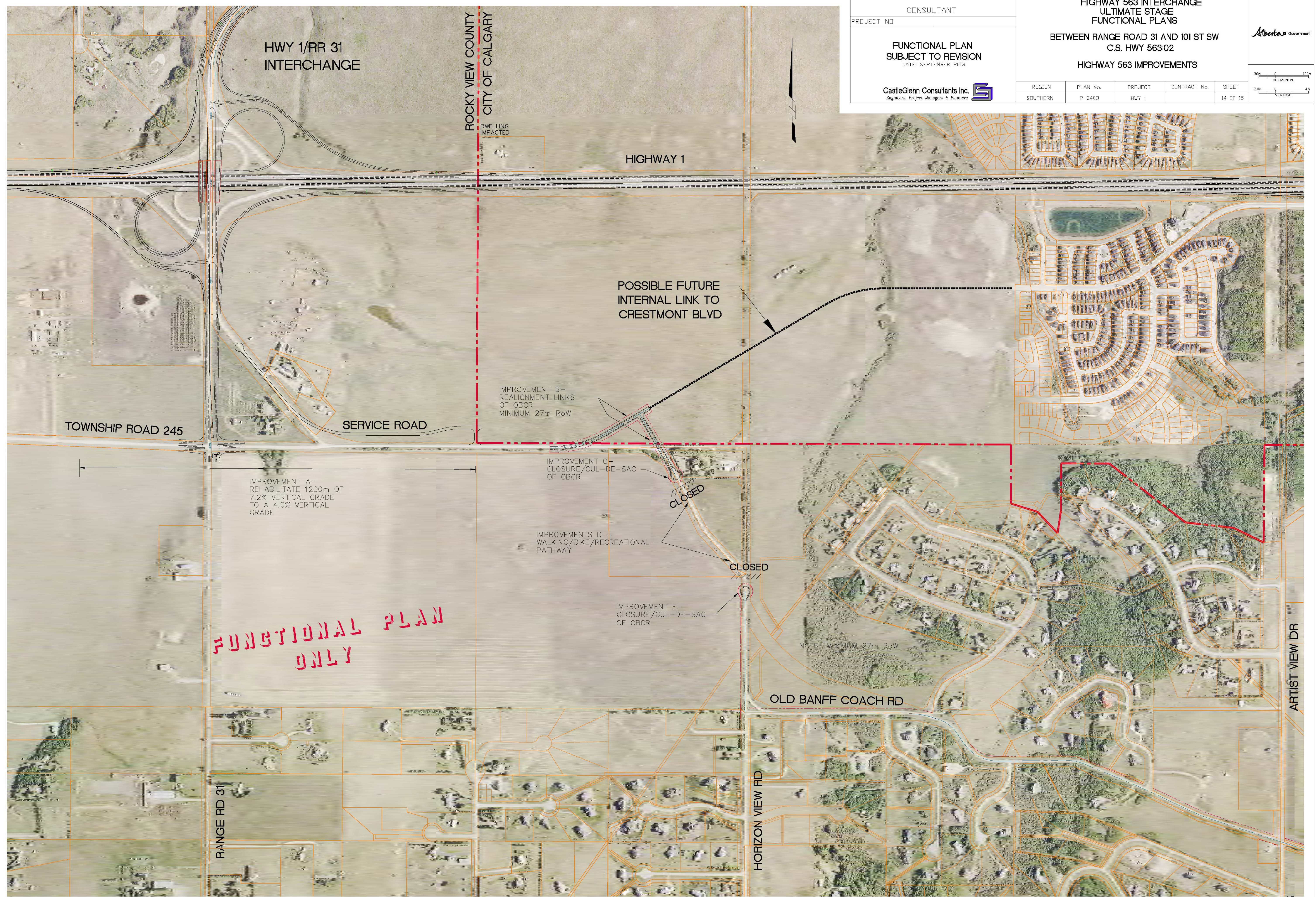
PROPOSED 6-LANE HIGHWAY 1 CROSS-SECTION WITH EXISTING HWY 1 PROFILE
LOOKING EAST



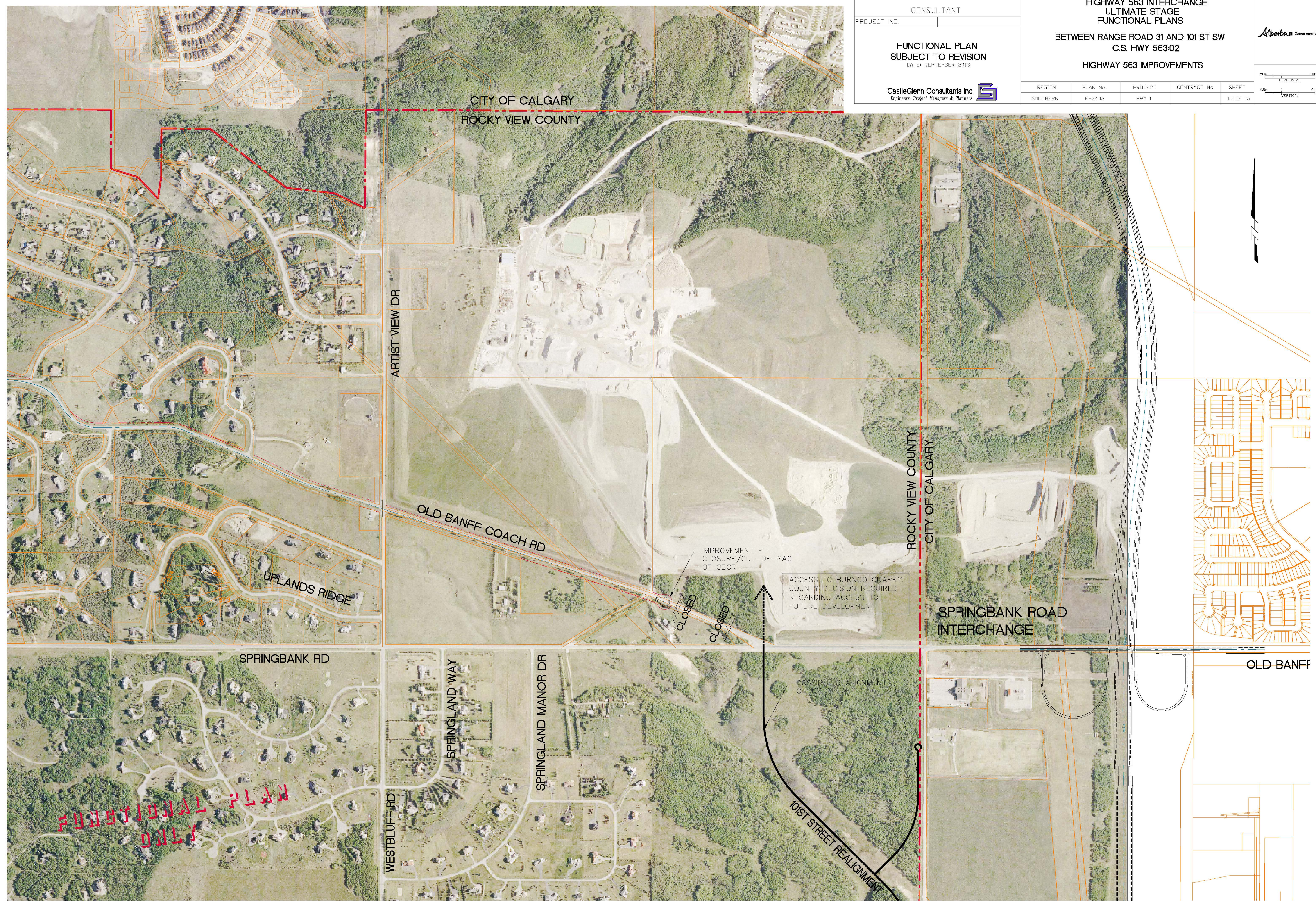
PROPOSED 8-LANE HIGHWAY 1 CROSS-SECTION WITH 3% HWY 1 PROFILE

PROPOSED HIGHWAY 1 CROSS-SECTIONS
APPROXIMATE HWY 1 STA 12+250 TO 13+700

No.	REVISION	BY	DATE	SURVEYED	BY	DATE	PHOTO No.	PLAN No.	BAR CODE	PLAN DESCRIPTION
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				DRAWN	DK		GRAPHICS FILE	INTERSECTION ID		C.S. HWY 56302



No.	REVISION	BY	DATE	SURVEYED	BY	DATE	PHOTO No.	PLAN No.	BAR CODE	PLAN DESCRIPTION
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				CHECKED	MM		GRAPHICS FILE	INTERSECTION ID		FUNCTIONAL PLANS
				DRAWN	DAK					C.S. HWY 56302





August 30, 2024

City File: RV24-34

Department of Planning and Development
Rocky View County
262075 Rocky View Point
Rocky View County, AB, T4A 0X2

SUBJECT: Draft Springbank ASP Circulation – July 2024

Dear Steve Altena & Colt Maddock,

The City would like to thank Rocky View County Administration for circulating the draft Springbank Area Structure Plan (ASP) for our review. City of Calgary Administration has reviewed the draft plan in consideration of the *Rocky View County/City of Calgary Intermunicipal Development Plan (IDP)*, and the *Calgary Metropolitan Region Growth Plan*. The City continues to have concerns with the application, and we look forward to our continued collaboration with Rocky View County to address the outstanding issues. **At this time, City of Calgary Administration cannot support the draft Springbank ASP without completing a detailed review of the document in conjunction with supporting technical studies.** While The City acknowledges that utility servicing and transportation technical studies prepared for the previously proposed 2021 North and South Springbank ASPs are no longer relevant to the current proposal, updated technical studies are imperative to understanding the impacts of the proposed development. Until such time that supporting technical studies are reviewed, The City offers the following high-level general comments for your consideration and more detailed comments are included in the attachment.

Summary

The ASP includes a substantial area and significant population in close proximity to our shared boundary, which may have detriment to The City of Calgary. The City remains concerned with the cumulative effects of population growth and the impacts to Calgary's infrastructure, services and amenities. These impacts need to be sufficiently addressed throughout the plan and supporting technical studies. The City is concerned that many of our previous comments from former iterations of the Springbank ASP that are still relevant to the current proposed ASP have not been addressed. The City is also concerned that there is not sufficient time for our municipalities to collaborate further on this application before the public hearing scheduled for 2024 October 2nd.

Source Water Protection

The City continues to have concerns about the cumulative impacts to the source water quality upstream in the Bow and Elbow Rivers, upstream of Calgary's two Water Treatments Plants and Reservoirs. This is especially important given the large land area covered by the Springbank ASP.



Cumulative Effects Assessment of residual and cumulative effects of all Rocky View County's development and land use at full build-out should be included in the plans and as an implementation action, rather than defer responsibility to developers and Alberta Environment and Parks at a later stage of development. The City is requesting that Rocky View County, through a study, understand the impacts of the total proposed growth on the environment, watershed and source water quality.

The City cannot support the Plan until such a time that the impacts of the development are understood, and the proposed Springbank ASP has been amended to mitigate source water risks.

Alignment to the Calgary Metropolitan Region Growth Plan

The City appreciates Rocky View County Administrations efforts thus far to align the land use within the proposed ASP with the allowable placetypes identified in the Growth Plan. However, protecting water quality and encouraging efficient growth are principles of the Growth Plan. The Growth Plan provides objectives and direction on many aspects including regional collaboration, water stewardship to protect the regions watersheds and regionally significant source waters, efficient land use planning to reduce impacts on the environment, and coordination of land use planning with service provision and planning. The City would like to understand how the proposed Springbank ASP aligns with the principles and objectives of the Growth Plan. In addition, The City is requesting the Springbank Airport Employment Area be clearly delineated on a map to avoid any confusion about the extent of this area. The City is also interested in how the County is planning this employment area in accordance with the applicable policies in the Growth Plan.

Thank you for the opportunity to review and provide comments. We look forward to our continued collaboration on this application.

If you have any further questions, do not hesitate to contact myself.

Yours truly,

A handwritten signature in black ink that reads "K. Cave".

Kristine Cave

Planner 2, Regional Planning
City and Regional Planning | Planning & Development Services
The City of Calgary
C 587.576.4318 | E Kristine.Cave@calgary.ca

cc:

Karen Holz, Manager Regional Planning
Sara Kassa, Leader Regional Planning

Attachments: Detailed comments



Draft Springbank ASP Detailed Comments

Water:

1. Cumulative Effects Assessment of residual and cumulative effects of all Rocky View County's development and land use at full build-out should be included in the plans and as an implementation action; rather than defer responsibility to developers and Alberta Environment and Parks at a later stage of development. The City suggests that it is The County's municipal responsibility to be accountable and monitor source water quality impacts to Calgary and other downstream users, as per the South Saskatchewan Regional Plan, Calgary Metropolitan Region Board Growth Plan, Alberta Environment and Parks and related Council Policies. The underlying goal of the cumulative effects assessment is to maintain baseline water quality upstream of The City, not improve water quality and should include the Springbank Airport in the area of consideration.

In reviewing the 2024 draft Springbank ASP, there is still a gap on cumulative impacts of the proposed plan build out, in particular, when (phasing) and where piped services will be provided for the Plan area. This needs to be done prior to local plan approval. More clarity is needed on what is feasible to service with piped service (waste and storm water), potential reliance on septic systems, and associated impacts to the deterioration of source water supply.

The previous 2023 draft Springbank ASP listed negotiations with municipal neighbours on source water concerns and establishing further tools and strategies to address source water as a non-statutory implementation actions. These action items have been removed from the current version of the ASP. Clear commitments that are aligned with the Calgary Metropolitan Region Board (CMRB) water policies, Calgary's Source Water Protection Policy and Plan, and the Bearspaw Tri-Lateral Task Force Consensus report is requested. A Cumulative Environmental Effects Assessment is requested that assesses the impacts to water quality.

2. A more detailed review of the ASP in conjunction with the technical studies is required. Some current gaps that should be addressed in the technical studies include:
 - o More detailed understanding of the servicing strategy for the area. It is our understanding that the 2020 Springbank ASP Servicing Strategy is no longer in-line with this ASP.
 - o Stormwater water quality impacts remains a concern for The City. The Springbank Master Drainage Plan does not include adequate assessment of potential nutrient and pathogen inputs to the Bow and Elbow Rivers.
 - o More detailed understanding of the Environmentally Sensitive Areas in the plan area.

Source Water:



1. The Bearspaw Task Force Trilateral Consensus Report, which Rocky View County Council and Calgary City Council have approved, identified risks to the drinking water sources for both our municipalities. The Plan should reference the Report and The City is interested in how The County is implementing the recommendations.
2. Cumulative Effects Assessment of residual and cumulative effects of all Rocky View County's development and land use at full build-out should be included in the plans and as an implementation action; rather than defer responsibility to developers and Alberta Environment and Parks at a later stage of development.
3. The 2024 Springbank ASP has removed the non-statutory action list which listed the Calgary Source Water Protection Plan as source water issue with a recommendation for establishing further tools and strategies. Now the current draft ASP does not address source water protection. The Springbank ASP represents the opportunity to explore and commit to the action items aligned with the high order documents, including:
 - o Bearspaw Tri-Lateral Consensus Report, along with implementing County policies the City worked with Rocky View County on
 - o Calgary's Source Water Protection Plan
4. Calgary's Source Water Protection Plan and Policy as well as the Bearspaw Tri-Lateral Consensus Report should be referenced in the document along with implementing County policies, as The City worked directly with Rocky View County in developing these documents, which were considered by both municipal Councils.
5. The ASP should state that access to the Reservoir would need to consider impacts to drinking water and require coordination amongst the parties in the Tri-Lateral Task Force. Recreation on the Reservoir was identified as a risk due to impacts from unmanaged illegal campfires, motorized boating, and swimming or other body contact recreation by people or pets. Due to jurisdictional challenges, these activities remain largely unregulated. The ASP should state that access to the Reservoir would need to consider impacts to drinking water and require coordination amongst parties in the Tri-Lateral Task Force.
6. As upstream growth continues, stormwater runoff from developed lands poses increasing risks to source water quality in the Bow and Elbow Rivers. There are several constituents of concern, including but not limited to unwanted nutrients, herbicides, pesticides, pathogens, hydrocarbons, heavy metals, inorganic salts, and other emerging contaminants. Although Total Suspended Solids (TSS) removal and discharge rates are important considerations for stormwater, the aforementioned constituents are of concern as the water is a source of drinking water. Nutrients, in particular, are of high concern and a priority consideration for stormwater outfalls. Location of stormwater discharges is also critically important for spill events, and adequate risk mitigations should be implemented. Municipalities should be evaluating and implementing enhanced stormwater design requirements in source water areas to reduce the risk of polluting drinking water supplies. The City recommends that new discharges that are expected to impact drinking water quality are avoided where possible.

**Servicing:**

7. It is unclear how Rocky View County intends to provide both water and wastewater servicing to the plan area, and the ASP provides little details or policies to guide a robust servicing strategy that would provide clarity on the sequencing and feasibility of piped servicing. An updated Servicing Strategy for the Springbank ASP is requested.
8. Policies listed in Section 20, Utility Servicing, indicate that there will likely be a very high reliance on stand-alone servicing given the proposed large land area to be serviced and the low density of the residential development.
 - Private sewage treatment systems pose a risk to water quality, in particular where systems are in proximity to a surface waterbody or conveyance route (including via groundwater). This is critically important as the proposed development is directly upstream of The City's two water treatment plants, and the Bearspaw and Glenmore Drinking Water Reservoirs.
 - Cumulative effects from multiple Private Sewage Treatment Systems (PSTS) could negatively impact surface water quality.
 - Given potential proximity of some developments to the surface waters of the Bearspaw and Glenmore Reservoirs, risks of system failure are a concern. How will Rocky View County ensure that the operation and maintenance of private sewage treatment systems is adequate to prevent potential contamination?
9. New septic systems near a drinking water source and intake, or conveyance to a drinking water source and intake, should be avoided. Inclusion of specific policies that address this risk is needed that:
 - Restrict on-site septic systems where failures could introduce contaminants directly to the Bearspaw and Glenmore Reservoirs via overland run-off or groundwater.
 - Address maintenance, monitoring and mitigation plans for PSTS to address the potential cumulative impacts.
10. Approval of any new wastewater outfall within the area of the ASP is expected to degrade source water quality – even after tertiary wastewater treatment – and potentially lead to treatment challenges and potential water treatment plant upgrades. An updated Servicing Strategy for the Springbank ASP is requested that provides more details on the phasing and servicing for the area, as well as mitigation options to avoid water quality deterioration in the Bow and Elbow Rivers.

General:

11. Policies 17.10 & 11: Reference Bearspaw Tri-Lateral Task force here.
12. Policy 21.01: Currently the stormwater policies only focus on protecting groundwater but does not specifically have any policies related to surface water. Stormwater servicing and site drainage associated with land development must be undertaken carefully, as development and associated stormwater impacts pose a level of risk to the quality, safety, and cost of public drinking water systems. Proposed land uses with potential for source water contamination shall not be permitted in any areas with a surface or subsurface



connection to raw water supplies on unless satisfactory mitigation measures can be developed.

13. Appendix B – Table 3: Assessment of impacts to surface water quality needs to be included.
14. Definition for source water is still missing from the document.
15. The ASP boundary is delineated through the middle of the Bearspaw Reservoir (e.g. Map 1: Plan Area Location, page 9). The City of Calgary's border ends at the edge of the Reservoir on the North side of the Reservoir. Please ensure borders are reflective of the borders between RVC and The City.
16. 17 Active Transportation, Parks, and Open Space, Policies, River Access, policy 17.09: Suggest amending to "Focused public access to the Elbow and Bow Rivers is **considered**...". Also, inclusion of water quality in this statement is critical for the Policy to be aligned to the work of the Bearspaw Tri-Lateral Task Force. "The County shall only consider river access if public safety, **water quality**, ownership, and maintenance issues are resolved."
17. 17 Active Transportation, Parks, and Open Space, Policies, River Access, policy 17.14: Include in list of consideration for river access design: supporting uses that are low risk to water quality degradation. This is particularly important for the Bearspaw Reservoir.
18. 20 Utility Services, General Policies, policy 20.01: Policies state that the utility service development should support an orderly, logical, and sequential pattern of development, but there is very little policies or guidance to plan out how that phasing should occur.
19. 20 Utility Services, Wastewater, policy 20.18:
 - Include specific mention of water quality impacts, including impacts to any drinking water source. Such as "... verifying that the site is suitable and will not negatively impact the environmental integrity of a catchment basin overtime, **including an assessment of water quality impacts to drinking water sources.**"
 - Policy mentions that long-term cumulative impacts should be addressed, but it is unclear as to the scope of the assessment. If this assessment is required for a specific site, as the policy implies, is the assessment only considering the cumulative impacts of that one PSTS over time? Cumulative impacts are critically important, however over a large area such as this ASP, cumulative impacts of servicing cannot be done in isolation parcel by parcel.
20. 20 Utility Services, Wastewater, policy 20.24: Amend to include water quality such as "...ensure that the disposal and treatment of wastewater does not create any negative environmental impacts within the sub-basin **including impacts to drinking water sources.**"
21. Private Sewage and Treatment Systems (PSTS) are not defined in the document. Please include a definition so that the scope of what is included is better understood.



22. 21 Stormwater, Watershed Management, policy 21.01: Policies on water protection are only provided for groundwater. This section should also include consideration of surface water protection. Proposed land uses with potential for source water contamination shall not be permitted in any areas with a surface or subsurface connection to raw water supplies on unless satisfactory mitigation measures can be developed.
23. 21 Stormwater, Watershed Management, policies 21.02 & 03: The City acknowledges the policies on collaboration on watershed management, and agrees that intermunicipal collaboration on strategies, and assessment of baseline conditions is important.
 - Include specific mention of priority area for collaboration and assessment, such as water quantity and quality impacts.
 - Watershed management is not only a stormwater consideration. These policies should be moved to recognize the broader consideration of watershed management that would be required.
24. 21 Stormwater, Master Drainage Plan, policy 21.07: This policy states that all development shall conform with the Springbank MDP. Although the 2016 MDP provides details on best management practices and guidelines for the protection of water quality, recommendations with the document do not provide any direction specifically related to mitigating source water protection risks beyond volume control. The City considers this an important gap that should be addressed.
25. 26 Implementation, Subdivision Applications, policy 26.03, b: include consideration water quality impacts from proposed servicing.
26. 27 Intergovernmental Collaboration and Cooperation: It is unclear whether local plans within the Special Planning Areas will be circulated to The City if they fall outside of the IDP. The City requests that Local Plans within Special Planning Area #3 be circulated to The City for review.
27. 27 Intergovernmental Collaboration and Cooperation, Map 16: Request information on how the boundaries of Special Planning Area 3 were created.
28. Appendix B: Local Plan Requirements: The technical requirements and supporting information should include assessments of water quality and water supply.
29. Appendix B: Special Planning Area Requirements: For river access, it is not specific enough. As written, this may imply that river access would be required in all local plans. River access may not be appropriate in all locations once environmental impacts, public safety, emergency services, and water quality impacts have been taken into consideration.

Transportation:

30. With respect to the New Residential and Infill Residential lands at the east edge of the ASP (generally between Township Road 245 and Highway 8), a transportation study is required to evaluate impacts to City of Calgary roadways including but not limited to 101 St SW, Old Banff Coach Road, Bow Trail, 17 Avenue SW. Any improvements to City of



Calgary roadways required to support development of these lands will need to be confirmed prior to development of the lands.

31. Policy 12.4 d) from the June 2023 draft ASP should be retained (modified to suit) and be placed in either section 19 (directly after current policy 19.04) or section 26 of the updated ASP. The following amended version may be appropriate:

Prior to approval of local plan, land use amendment, subdivision, or development permit applications falling within the Policy Area of the Rocky View County / City of Calgary Intermunicipal Development Plan, mechanisms to implement the construction of the transportation and transit network shall be identified.
32. Consideration should be given to adding an Active Transportation Network connection on Map 9 that connects the residential lands in the County to the Bow Trail corridor. A connection could be identified within the municipal reserve lands in the northeast quarter of Section 20 (20-24-02-W5-NE) combined with a link directly adjacent the west edge of 101 St within the southeast quarter (20-24-02-W5-SE). Note that this connection is as identified in the 2014 Rocky View-Calgary Intermunicipal Pathways and Trails Study.
33. Further study and planning for the interchange at Old Banff Coach Road is advised. Prior to the ASP being finalized, it is recommended that the County commission a study to consider whether a two-lane collector is sufficient for Range Road 31 and Township Road 250 to its west. The interchange itself likely has the potential to accommodate a four-lane connection from Range Road 31; committing to a two-lane road without flexibility may limit opportunities in the areas north of Highway 1.
34. Regarding policy 19.15, the County should consider exempting the two Airport Interface zones from the policy that discourages direct access to collector roadways; based on the allowable uses and potential scale of development in these cells, there may be merit to facilitating direct access to Township Road 250.
35. Regarding policies 19.18 to 19.22: the County may want to consider adding policy to recommend that a traffic study be commissioned to ensure no unintended issues will arise as a result of disposition of any undeveloped road allowance(s).
36. Policy 19.06 should be amended to reflect road network hierarchy as opposed to jurisdiction. The following wording is recommended:
Non-local traffic traveling through the Plan area should be directed to higher-order roadways (collector, arterial, highway) to reduce the impact on local roads.
37. The ASP should include consideration for transit planning. At this stage it may be appropriate to indicate that the CMRB Growth Plan and pending Regional Transportation and Transit Master Plan (RTTMP) are anticipated to provide guidance; and that the ASP will be updated following completion of the RTTMP.

Planning:



38. While The City acknowledges that the Springbank Airport Employment Area is identified as an Employment Area outside of a Preferred Growth Area as per Growth Plan policy 3.1.3.5(a), The City requests Rocky View County define or identify on Map 6 (Land Use Strategy) the extent of the Springbank Airport Employment Area.

In addition, Growth Plan policy 3.1.3.6 requires the planning of the Springbank Airport Employment Area to comply with the policies of 3.1.3.4 and include a collaborative planning process. The Springbank ASP should address these requirements.

39. Sequencing of development, prioritization of growth, and logical extensions of existing infrastructure and servicing throughout the plan is unclear, especially in new residential areas where connections to piped servicing for water and wastewater is required.
40. 27.05 Rocky View County shall ensure that local plans and applications for redesignation and subdivision of lands within the Policy and Notification areas of the Rocky View County / City of Calgary IDP address:
- One additional item could be 'servicing upgrades and cost sharing agreements' to the list
41. The City suggests strengthening the wording of the following policies:
- 26.12 Prior to approval of local plan, **land use amendment, subdivision, or development permit** applications falling within the Policy Area of the Rocky View County / City of Calgary Intermunicipal Development Plan, the County **must** consider the use of appropriate mechanisms, such as joint studies and infrastructure cost sharing agreements, to address cross boundary impacts identified by the County **and the City of Calgary.**
 - 27.03 Prior to approval of any land use amendment, **subdivision, development permit** or local plan application, collaboration shall be undertaken with the City to establish appropriate land use compatibility and interface measures for land adjoining the City within the Plan area, in alignment with Section 6.0 of the Rocky View County/City of Calgary IDP. Agreed upon measures shall be included within approved local plans **and subsequent planning processes** and adhered to in subsequent subdivision and development permit approvals within the Plan area.
 - 27.05 Rocky View County shall ensure that local plans and applications for redesignation, subdivision of lands, **and development permits** within the Policy and Notification areas of the Rocky View County / City of Calgary IDP address:
 - *One additional item could be **any negative planning impacts on the City of Calgary.***
42. It is unclear in the ASP how municipal reserve is being dealt with. Policies should be added to the Plan that signals the intent of reserve dedication and whether it will be dedicated, deferred, or paid cash-in-lieu.
43. Map 9 (Environmental Areas): This map lacks detail on existing significant environmental features and environmentally significant areas. For example, the Environmentally Sensitive Area's on figure A1 in the Environmental Constraints Report are not shown on Map 9. The

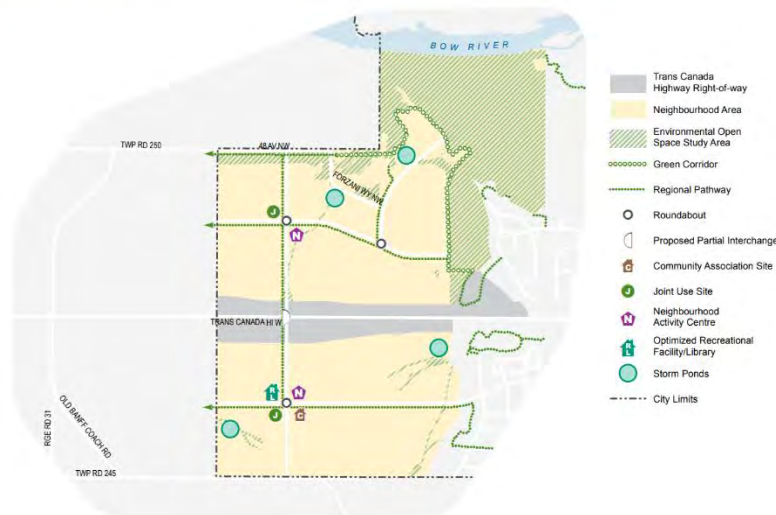


Growth Plan requires Environmentally Sensitive Areas to be identified and mitigation measures to protect these areas to be included within the ASP.

44. Map 9 (Environmental Areas): Map does not illustrate riparian areas along either river. Also, The City is requesting the background report that was utilized for the delineation of the Environmentally Sensitive Areas. The entire Plan should have a high level analysis done for environmentally sensitive areas if growth is being proposed.
45. Map 10 (Wildlife Corridors): The City of Calgary requests the background study or information that informed the map. The Bow and Elbow River valleys are shown as having low connectivity, how was this determined? Also, in terms of implementation and linkage to policies within the Plan, what is the intent? Clarification on whether high connectivity means that the wildlife corridor policies apply (there are several where corridors are mentioned throughout the document). The City suggests that this map actually show where the identified corridors that are high value to the County and then actually apply policies to protect those corridors so they can continue to function.
46. Wildlife corridors: Calgary supports the protection of the wildlife corridors that feed into the City, such as the one adjacent to the Elbow River. We are working on the development of our Ecological Network and understand that this type of network planning must be done on a regional scale. City of Calgary Parks is willing to discuss this further if desired. (contact David Mahalek – david.mahalek@calgary.ca)
47. Wildlife Corridors: Recommend policy that encourages protection of ecological corridors by utilizing Environmental Reserve lands (assuming there are lands that qualify) supplemented by MR dedication and other forms of land protection (privately owned publicly accessible open space), etc.
48. Map 11 (Open Space and Active Transportation Network): The Elbow River shows minimal pathways, this would be an optimal location for allowing managed public access. This would also mean that open space (ie. MR) dedication could be provided adjacent to the river which would enhance the quality of the riparian/ Environmental Reserve areas by offering greater setbacks.
49. Map 11 (Open Space and Active Transportation Network): Recommend aligning proposed pathway network with the proposed alignment in Calgary – particularly in the Westview ASP. See screenshot for future pathway locations in the city.



Map 2 Land Use Concept



West View Area Structure Plan 13

50. Policy 14.09: Fencing increases obstructions to wildlife movement.
51. The City suggests strengthening the wording of the following policies:
 - 14.12 All local plans within wildlife corridors/habitat identified on Map 10 shall be supported by a Biophysical Impact Assessment and incorporate the recommendations of the assessment into the development proposal.
 - 14.13 The design and location of on-site lighting within development proposals shall not form a barrier to wildlife and/or cause unnecessary light pollution.
 - 14.22 The riparian protection area shall remain in its natural state. Development proponents should maintain the natural riparian function through the use of native plant species.
52. Consider adding the following to the Riparian Areas section in 14 Natural and Historic Environment:
 - Floodways, flood fringes and high water levels
 - Discuss how to protect riparian areas along the Elbow River habitat for species recovery. This stretch of the Elbow River is considered critical habitat for Bull trout by Fisheries and Oceans Canada (DFO).
53. Policy 14.23 contradicts 14.22 as allowing infrastructure, parks, and pathways within riparian areas will not protect these areas.
54. Policy 14.24: consider not allowing roads, especially public roads, within the riparian areas. Roads in riparian areas are extremely susceptible to flooding, and the removal of the riparian area to put in roads is ecologically harmful. This policy contradicts 14.22.

**Recreation:**

55. The City and Rocky View County are working towards an overarching shared recreation agreement between both municipalities that will focus on ensuring the provisions of financial compensation and needed recreation facilities and services are addressed. A recreation agreement, once adopted, would set out the parameters to address recreation related development impacts to allow developments to proceed in a timely fashion.

**ROCKY VIEW COUNTY**262075 Rocky View Point
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questions@rockyview.ca
www.rockyview.ca

September 17, 2024

Kristine Cave
Planner 2
City and Regional Planning
The City of Calgary

Via email: Kristine.Cave@calgary.ca

RE: Draft Springbank ASP Circulation – July 2024 (City File: RV24-34)

Dear Ms. Cave,

Thank you for The City of Calgary's (The City) comments on the draft Springbank Area Structure Plan, dated August 30, 2024. Continued collaboration between The City and the County is an important consideration in refining the draft Springbank Area Structure Plan (ASP).

Following previous circulation of the draft, Administration has provided further information and revisions which hopefully address many of The City's previous concerns. The updated ASP draft is available on the County's website:

www.rockyview.ca/SpringbankASP

As noted in our conversation earlier this week, and in the table attached to this letter, the County has made some significant revisions to the document, including:

- the requirement for all 'New Residential' areas to connect to piped servicing;
- updated references to reflect consideration of source water protection and impacts of public river access, in alignment with the work of the Bearspaw Reservoir Trilateral Task Force; and
- accommodation of opportunities for transit and wider transportation improvements through additional policy wording.

As requested in The City's previous response, we have also enclosed a map depicting how the amended ASP aligns with Placetypes set out within the Growth Plan. Employment Areas are identified as lands that already have approvals to undertake business development, or in the case of the Springbank Airport Employment Area, are those that were previously recognised in the North Springbank ASP as Airport Interface lands (approximately 240 ac).

It is important to note that the proposed amendments to the three existing documents seek to ensure that development in Springbank aligns with modern standards and requirements, while maintaining the existing land use strategy of continued country residential development and development within previously defined employment areas. The County considers that the new document is in full alignment with the Growth Plan, IDP, and County plans.

If this new ASP does not receive approval by County Council and CMRB, development will continue to be guided by the existing outdated plans which generally support wastewater servicing through private sewage treatment systems and provide limited direction on environmental impacts, source water protection, and other important matters.

We look forward to continued collaboration with The City and appreciate your time in reviewing the updated draft and response table.

Sincerely,



Dominic Kazmierczak | MRTPI | PMP
Manager | Planning

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Phone: 403-520-6291
DKazmierczak@rockyview.ca | www.rockyview.ca

Attached:

- Responses to The City's August 30, 2024 comments on the draft Springbank ASP
- Springbank ASP Placetype map

Copied: Sara Kassa, The City of Calgary
Colt Maddock, Rocky View County

Water	
City Comment	<p>Cumulative Effects Assessment of residual and cumulative effects of all Rocky View County's development and land use at full build-out should be included in the plans and as an implementation action; rather than defer responsibility to developers and Alberta Environment and Parks at a later stage of development. The City suggests that it is The County's municipal responsibility to be accountable and monitor source water quality impacts to Calgary and other downstream users, as per the South Saskatchewan Regional Plan, Calgary Metropolitan Region Board Growth Plan, Alberta Environment and Parks and related Council Policies. The underlying goal of the cumulative effects assessment is to maintain baseline water quality upstream of The City, not improve water quality and should include the Springbank Airport in the area of consideration.</p> <p>In reviewing the 2024 draft Springbank ASP, there is still a gap on cumulative impacts of the proposed plan build out, in particular, when (phasing) and where piped services will be provided for the Plan area. This needs to be done prior to local plan approval. More clarity is needed on what is feasible to service with piped service (waste and storm water), potential reliance on septic systems, and associated impacts to the deterioration of source water supply.</p> <p>The previous 2023 draft Springbank ASP listed negotiations with municipal neighbours on source water concerns and establishing further tools and strategies to address source water as a non-statutory implementation actions. These action items have been removed from the current version of the ASP. Clear commitments that are aligned with the Calgary Metropolitan Region Board (CMRB) water policies, Calgary's Source Water Protection Policy and Plan, and the Bearspaw Tri-Lateral Task Force Consensus report is requested. A Cumulative Environmental Effects Assessment is requested that assesses the impacts to water quality.</p>
County Comments	<p>The Springbank community builds out at approximately 30 dwellings per year. As there is no change to the existing land use strategy approved under the three existing ASPs (Central and North Springbank ASPs and Moddle ASP), as per Council direction, this trend is expected to continue.</p> <p>As part of the reports prepared to determine if site conditions are satisfactory to support a PSTS, compliance with provincial regulations, the County's Servicing Standards, and Council Policies such as Policy C-449: Requirements for Wastewater Treatment Systems is required. Adherence to these requirements is controlled through subdivision conditions, development agreements and at the subdivision stage and through the Alberta Building Code at Building Permit stage. These regulatory measures, alongside the thresholds stated in Policy C-449 for the number of proposed and existing PSTS that can be provided in an area before regional or other</p>

	<p>piped services are required, ensure that source water and environmental impacts are minimized in accordance with best practice.</p> <p>With respect to the perceived gaps in policy relating to when piped servicing is required, several policies in the draft ASP provide guidance here:</p> <ul style="list-style-type: none"> • Updated policies in the ASP now require all residential subdivisions within the New Residential Areas to connect to piped water and waste water servicing (with the exception of single lot subdivisions). • All lots less than 0.8 hectares are required to connect to piped servicing. <p>With respect to Infill Residential Areas, due to the limited number of lots that can be subdivided in these areas and the feasibility of extending servicing to small-scale subdivisions, the requirement for piped servicing is not considered justified and private sewage treatment on these lots can be managed through the regulatory mechanisms identified above.</p> <p>Furthermore, the Plan requires that deferred servicing agreements are entered into for those lots that do not require immediate servicing.</p> <p>Taking these matters into account, the County does not feel a full cumulative environmental effects assessment is required.</p> <p>References Calgary's Source Water Protection Policy and Plan and Bearspaw Tri-Lateral Task Force Consensus Report has been incorporated into the Plan in specific areas.</p>
City Comments	<p>A more detailed review of the ASP in conjunction with the technical studies is required. Some current gaps that should be addressed in the technical studies include:</p> <ul style="list-style-type: none"> • More detailed understanding of the servicing strategy for the area. It is our understanding that the 2020 Springbank ASP Servicing Strategy is no longer in-line with this ASP. • Stormwater water quality impacts remains a concern for The City. The Springbank Master Drainage Plan does not include adequate assessment of potential nutrient and pathogen inputs to the Bow and Elbow Rivers. • More detailed understanding of the Environmentally Sensitive Areas in the plan area.
County Comments	<p>As Council has directed Administration to prepare a new Springbank Area Structure Plan that retains the existing land use strategy, the previous Servicing Strategy from 2020 is no longer viable. However, the draft Plan identifies the location of regional service providers and strategies to connect into these servicing providers would be required at the statutory local plan stage. As noted above, future subdivision and development</p>

	<p>within identified business areas and New Residential Areas will not be able to proceed without a connection to piped servicing.</p> <p>It is correct that the Springbank Master Drainage Plan does not indicate an assessment of potential nutrient and pathogen input into the Bow and Elbow Rivers. At this time, the County has not scheduled a review of the Springbank Master Drainage Plan and the development form proposed is consistent with that which was considered as part of developing the MDP back in 2016.</p> <p>In 2019, a desktop review of environmental considerations was completed by Tannas Conservation Services Ltd. Data regarding all environmental considerations can be found in this report located on the County's website.</p>
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Source Water	
City Comment	The Bearspaw Task Force Trilateral Consensus Report, which Rocky View County Council and Calgary City Council have approved, identified risks to the drinking water sources for both our municipalities. The Plan should reference the Report and The City is interested in how The County is implementing the recommendations.
County Comment	The County has considered this suggestion and has included new language within the Plan that speaks to the Bearspaw Tri-Lateral Task Force's Consensus Report.
City Comment	Cumulative Effects Assessment of residual and cumulative effects of all Rocky View County's development and land use at full build-out should be included in the plans and as an implementation action; rather than defer responsibility to developers and Alberta Environment and Parks at a later stage of development.
County Comment	Please see comments above.
City Comment	<p>The 2024 Springbank ASP has removed the non-statutory action list which listed the Calgary Source Water Protection Plan as source water issue with a recommendation for establishing further tools and strategies. Now the current draft ASP does not address source water protection. The Springbank ASP represents the opportunity to explore and commit to the action items aligned with the high order documents, including:</p> <ul style="list-style-type: none"> • Bearspaw Tri-Lateral Consensus Report, along with implementing County policies the City worked with Rocky View County on • Calgary's Source Water Protection Plan

County Comment	The County has included references to the Bearspaw Tri-Lateral Consensus Report and referred to the need to limit risk to source water quality in alignment with this report.
City Comment	Calgary's Source Water Protection Plan and Policy as well as the Bearspaw Tri-Lateral Consensus Report should be referenced in the document along with implementing County policies, as The City worked directly with Rocky View County in developing these documents, which were considered by both municipal Councils.
County Comment	The County has included references to the Bearspaw Tri-Lateral Consensus Report and referred to the need to limit risk to source water quality in alignment with this report.
City Comment	The ASP should state that access to the Reservoir would need to consider impacts to drinking water and require coordination amongst the parties in the Tri-Lateral Task Force. Recreation on the Reservoir was identified as a risk due to impacts from unmanaged illegal campfires, motorized boating, and swimming or other body contact recreation by people or pets. Due to jurisdictional challenges, these activities remain largely unregulated. The ASP should state that access to the Reservoir would need to consider impacts to drinking water and require coordination amongst parties in the Tri-Lateral Task Force.
County Comment	The County has included policies within the River Access subsection to better reflect outcomes of the Bearspaw Tri-Lateral Task Force's Consensus Report.
City Comment	As upstream growth continues, stormwater runoff from developed lands poses increasing risks to source water quality in the Bow and Elbow Rivers. There are several constituents of concern, including but not limited to unwanted nutrients, herbicides, pesticides, pathogens, hydrocarbons, heavy metals, inorganic salts, and other emerging contaminants. Although Total Suspended Solids (TSS) removal and discharge rates are important considerations for stormwater, the aforementioned constituents are of concern as the water is a source of drinking water. Nutrients, in particular, are of high concern and a priority consideration for stormwater outfalls. Location of stormwater discharges is also critically important for spill events, and adequate risk mitigations should be implemented. Municipalities should be evaluating and implementing enhanced stormwater design requirements in source water areas to reduce the risk of polluting drinking water supplies. The City recommends that new discharges that are expected to impact drinking water quality are avoided where possible.

County Comments	The County's Servicing Standards provides detailed requirements on Stormwater runoff. In particular, the Standard expects that all stormwater design will follow the Alberta Environment and City of Calgary Stormwater Guidelines, in addition to other County standards and requirements.
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Servicing	
City Comment	It is unclear how Rocky View County intends to provide both water and wastewater servicing to the plan area, and the ASP provides little details or policies to guide a robust servicing strategy that would provide clarity on the sequencing and feasibility of piped servicing. An updated Servicing Strategy for the Springbank ASP is requested.
County Comments	See responses on source water protection and servicing above.
City Comment	<p>Policies listed in Section 20, Utility Servicing, indicate that there will likely be a very high reliance on stand-alone servicing given the proposed large land area to be serviced and the low density of the residential development.</p> <ul style="list-style-type: none"> • Private sewage treatment systems pose a risk to water quality, in particular where systems are in proximity to a surface waterbody or conveyance route (including via groundwater). This is critically important as the proposed development is directly upstream of The City's two water treatment plants, and the Bearspaw and Glenmore Drinking Water Reservoirs. • Cumulative effects from multiple Private Sewage Treatment Systems (PSTS) could negatively impact surface water quality. • Given potential proximity of some developments to the surface waters of the Bearspaw and Glenmore Reservoirs, risks of system failure are a concern. How will Rocky View County ensure that the operation and maintenance of private sewage treatment systems is adequate to prevent potential contamination?
County Comments	See comments on source water protection and servicing above.
City Comment	New septic systems near a drinking water source and intake, or conveyance to a drinking water source and intake, should be avoided. Inclusion of specific policies that address this risk is needed that:

	<ul style="list-style-type: none"> • Restrict on-site septic systems where failures could introduce contaminants directly to the Bearspaw and Glenmore Reservoirs via overland run-off or groundwater. • Address maintenance, monitoring and mitigation plans for PSTS to address the potential cumulative impacts.
County Comment	See comments on source water protection and servicing above.
City Comment	Approval of any new wastewater outfall within the area of the ASP is expected to degrade source water quality – even after tertiary wastewater treatment – and potentially lead to treatment challenges and potential water treatment plant upgrades. An updated Servicing Strategy for the Springbank ASP is requested that provides more details on the phasing and servicing for the area, as well as mitigation options to avoid water quality deterioration in the Bow and Elbow Rivers.
County Comment	See comments on the servicing strategy above.

General	
City Comment	Policies 17.10 & 11: Reference Bearspaw Tri-Lateral Task force here.
County Comments	The County has included policies within the River Access subsection to better reflect outcomes of the Bearspaw Tri-Lateral Task Force's Consensus Report.
City Comment	Policy 21.01: Currently the stormwater policies only focus on protecting groundwater but does not specifically have any policies related to surface water. Stormwater servicing and site drainage associated with land development must be undertaken carefully, as development and associated stormwater impacts pose a level of risk to the quality, safety, and cost of public drinking water systems. Proposed land uses with potential for source water contamination shall not be permitted in any areas with a surface or subsurface connection to raw water supplies on unless satisfactory mitigation measures can be developed.
County Comments	The Springbank ASP now includes references to protecting surface water and mitigating potential concerns with the contamination. As no industrial uses are permitted within the Plan area, there is not anticipated to be an increase in potential contaminants for either the Bow or Elbow River. As agricultural lands continue to convert to residential subdivisions, many of

	which would be connected to piped servicing, the contamination of either the Bow or Elbow Rivers is not expected to increase.
City Comment	Appendix B – Table 3: Assessment of impacts to surface water quality needs to be included.
County Comments	An item has been included within Appendix B – Table 3 stating that the County may require an assessment to the impact of surface water quality if deemed necessary by the County.
City Comment	Definition for source water is still missing from the document.
County Comments	Source water is not specifically mentioned within the revised ASP; instead, broader reference is made to water quality and drinking water in the document.
City Comment	The ASP boundary is delineated through the middle of the Bearspaw Reservoir (e.g. Map 1: Plan Area Location, page 9). The City of Calgary's border ends at the edge of the Reservoir on the North side of the Reservoir. Please ensure borders are reflective of the borders between RVC and The City.
County Comments	A review has been done of the border through the County's GIS department and the boundary is correct. However, amendments to the relevant maps have been made to lessen the width of the ASP boundary line to clearly be located within the County.
City Comment	17 Active Transportation, Parks, and Open Space, Policies, River Access, policy 17.09: Suggest amending to "Focused public access to the Elbow and Bow Rivers is considered ...". Also, inclusion of water quality in this statement is critical for the Policy to be aligned to the work of the Bearspaw Tri-Lateral Task Force. "The County shall only consider river access if public safety, water quality , ownership, and maintenance issues are resolved."
County Comments	The suggested changes have been added to the Springbank ASP.
City Comment	17 Active Transportation, Parks, and Open Space, Policies, River Access, policy 17.14: Include in list of consideration for river access design: supporting uses that are low risk to water quality degradation. This is particularly important for the Bearspaw Reservoir.
County Comments	The County considers that such details are outside of the scope of the ASP. River access design and other implementation measures will be explored

	through the wider parks, open space, and pathways framework being developed by the County.
City Comments	20 Utility Services, General Policies, policy 20.01: Policies state that the utility service development should support an orderly, logical, and sequential pattern of development, but there is very little policies or guidance to plan out how that phasing should occur.
County Comments	The County considers this to speak to Policy 26.15 and 26.16. In particular, Policy 26.16 requires that if there is a proposal for a comprehensive development that a servicing strategy be submitted that aligns with the policies of Section 20, which as noted above, has been updated with clearer policies on servicing connection requirements.
City Comments	<p>20 Utility Services, Wastewater, policy 20.18:</p> <ul style="list-style-type: none"> • Include specific mention of water quality impacts, including impacts to any drinking water source. Such as “... verifying that the site is suitable and will not negatively impact the environmental integrity of a catchment basin overtime, including an assessment of water quality impacts to drinking water sources.” • Policy mentions that long-term cumulative impacts should be addressed, but it is unclear as to the scope of the assessment. If this assessment is required for a specific site, as the policy implies, is the assessment only considering the cumulative impacts of that one PSTS over time? Cumulative impacts are critically important, however over a large area such as this ASP, cumulative impacts of servicing cannot be done in isolation parcel by parcel.
County Comments	<p>Language has been altered to reflect the suggestion in bullet one.</p> <p>With respect to cumulative effects assessment requirements, please see comments above.</p>
City Comment	20 Utility Services, Wastewater, policy 20.24: Amend to include water quality such as “...ensure that the disposal and treatment of wastewater does not create any negative environmental impacts within the sub-basin including impacts to drinking water sources. ”
County Comments	Language has been altered to reflect the intent of the listed suggestion.
City Comment	Private Sewage and Treatment Systems (PSTS) are not defined in the document. Please include a definition so that the scope of what is included is better understood.

County Comments	A new definition for Private Sewage and Treatment Systems (PSTS) has been added to the Plan.
City Comment	21 Stormwater, Watershed Management, policy 21.01: Policies on water protection are only provided for groundwater. This section should also include consideration of surface water protection. Proposed land uses with potential for source water contamination shall not be permitted in any areas with a surface or subsurface connection to raw water supplies on unless satisfactory mitigation measures can be developed.
County Comments	Language for this Section has been altered to include reference to surface water.
City Comment	<p>21 Stormwater, Watershed Management, policies 21.02 & 03: The City acknowledges the policies on collaboration on watershed management, and agrees that intermunicipal collaboration on strategies, and assessment of baseline conditions is important.</p> <ul style="list-style-type: none"> • Include specific mention of priority area for collaboration and assessment, such as water quantity and quality impacts. • Watershed management is not only a stormwater consideration. These policies should be moved to recognize the broader consideration of watershed management that would be required.
County Comments	<p>The County feels that the inclusion of the items listed in bullet one is unnecessary as watershed management includes these items among other things.</p> <p>The County does not feel it necessary to move the policies to another space within the Section.</p>
City Comment	21 Stormwater, Master Drainage Plan, policy 21.07: This policy states that all development shall conform with the Springbank MDP. Although the 2016 MDP provides details on best management practices and guidelines for the protection of water quality, recommendations with the document do not provide any direction specifically related to mitigating source water protection risks beyond volume control. The City considers this an important gap that should be addressed.
County Comments	The County's Servicing Standards has a full outline of stormwater runoff requirements and expects that all stormwater design will follow the Alberta Environment and City of Calgary Stormwater Guidelines. There is reference to preserving water quality from storm water conveyance within Policy 21.10 of the draft Plan.

City Comments	26 Implementation, Subdivision Applications, policy 26.03, b: include consideration water quality impacts from proposed servicing.
County Comments	Language has been altered to include references to water quality elsewhere in the Plan and then reference is made within Policy 26.03 to other matters of consideration within the Plan.
City Comment	27 Intergovernmental Collaboration and Cooperation: It is unclear whether local plans within the Special Planning Areas will be circulated to The City if they fall outside of the IDP. The City requests that Local Plans within Special Planning Area #3 be circulated to The City for review.
County Comments	The language of the policy has been altered to ensure that all local plans are circulated to The City of Calgary when proposed within Special Planning Area #3.
City Comment	27 Intergovernmental Collaboration and Cooperation, Map 16: Request information on how the boundaries of Special Planning Area 3 were created.
County Comments	The Special Planning Area boundaries were taken directly from the existing Central Springbank ASP. This was done in accordance with Council's direction to maintain the existing land use strategy for the proposed Springbank ASP.
City Comment	Appendix B: Local Plan Requirements: The technical requirements and supporting information should include assessments of water quality and water supply.
County Comments	Language has been altered to state that the County may require studies, reports or tests be submitted on the matter of water quality and water supply.
City Comment	Appendix B: Special Planning Area Requirements: For river access, it is not specific enough. As written, this may imply that river access would be required in all local plans. River access may not be appropriate in all locations once environmental impacts, public safety, emergency services, and water quality impacts have been taken into consideration.
County Comments	The words "consideration of" have been added before river access. This should avoid any concern that river access is required for all local plans within Special Planning Area #3.

Transportation	
City Comment	With respect to the New Residential and Infill Residential lands at the east edge of the ASP (generally between Township Road 245 and Highway 8), a transportation study is required to evaluate impacts to City of Calgary roadways including but not limited to 101 St SW, Old Banff Coach Road, Bow Trail, 17 Avenue SW. Any improvements to City of Calgary roadways required to support development of these lands will need to be confirmed prior to development of the lands.
County Comments	As the ASP is maintaining the existing land use strategy of the Central and North Springbank ASP, the County does not feel such a transportation study is necessary at this time. Statutory local plans that accommodate further subdivision and development would be required to undertake traffic assessments in accordance with the County's Servicing Standards, and these would be circulated with The City for comment as required by the IDP and regular application notification processes.
City Comment	<p>Policy 12.4 d) from the June 2023 draft ASP should be retained (modified to suit) and be placed in either section 19 (directly after current policy 19.04) or section 26 of the updated ASP. The following amended version may be appropriate:</p> <p>Prior to approval of local plan, land use amendment, subdivision, or development permit applications falling within the Policy Area of the Rocky View County / City of Calgary Intermunicipal Development Plan, mechanisms to implement the construction of the transportation and transit network shall be identified.</p>
County Comments	<p>As the existing land use strategy is being maintained, the County does not consider further expansion of transportation networks to be a key concern. Additionally, due to the lack of density proposed within the Plan, the addition of transit services to the area does not appear feasible. However, the following amended policy wording has been placed within the revised ASP:</p> <p><i>Prior to the approval of any local plan, land use amendment, or subdivision on lands within Business or New Residential areas falling within the Policy Area of the Rocky View County / City of Calgary Intermunicipal Development Plan, applications shall identify:</i></p> <ul style="list-style-type: none"> <i>mechanisms to implement the construction of any required transportation network improvements; and</i> <i>opportunities for accommodation of any future transit strategy that has been jointly supported by the County and The City of Calgary.</i>

City Comment	Consideration should be given to adding an Active Transportation Network connection on Map 9 that connects the residential lands in the County to the Bow Trail corridor. A connection could be identified within the municipal reserve lands in the northeast quarter of Section 20 (20-24-02-W5-NE) combined with a link directly adjacent the west edge of 101 St within the southeast quarter (20-24-02-W5-SE). Note that this connection is as identified in the 2014 Rocky View-Calgary Intermunicipal Pathways and Trails Study.
County Comments	The County is willing to consider the inclusion of a trail through the identified Municipal Reserve land and has amended Map 11 of the draft ASP to show this potential opportunity.
City Comment	Further study and planning for the interchange at Old Banff Coach Road is advised. Prior to the ASP being finalized, it is recommended that the County commission a study to consider whether a two-lane collector is sufficient for Range Road 31 and Township Road 250 to its west. The interchange itself likely has the potential to accommodate a four-lane connection from Range Road 31; committing to a two-lane road without flexibility may limit opportunities in the areas north of Highway 1.
County Comments	The County is currently undergoing a review of its long-range transportation network. At this time, the County does not consider the commissioning of a study necessary, particularly as the land use strategy of the draft ASP is proposing to maintain the country residential land uses supported under the existing adopted Central Springbank ASP.
City Comment	Regarding policy 19.15, the County should consider exempting the two Airport Interface zones from the policy that discourages direct access to collector roadways; based on the allowable uses and potential scale of development in these cells, there may be merit to facilitating direct access to Township Road 250.
County Comments	Noted.
City Comment	Regarding policies 19.18 to 19.22: the County may want to consider adding policy to recommend that a traffic study be commissioned to ensure no unintended issues will arise as a result of disposition of any undeveloped road allowance(s).
County Comments	Noted.
City Comment	Policy 19.06 should be amended to reflect road network hierarchy as opposed to jurisdiction. The following wording is recommended:

	Non-local traffic traveling through the Plan area should be directed to higher-order roadways (collector, arterial, highway) to reduce the impact on local roads.
County Comments	Policy 19.06 within the circulated draft of the ASP has since been removed from the proposed Plan.
City Comment	The ASP should include consideration for transit planning. At this stage it may be appropriate to indicate that the CMRB Growth Plan and pending Regional Transportation and Transit Master Plan (RTTMP) are anticipated to provide guidance; and that the ASP will be updated following completion of the RTTMP.
County comments	The proposed density of the Plan is 0.5 units per acre, unless justification can be provided that an applicant must go down to 1.0 unit per acre. At this density the County does not consider transit services feasible for the Springbank Community. However, a new policy has been added to require consideration of transit services within applications submitted to the County.

Planning	
City Comment	<p>While The City acknowledges that the Springbank Airport Employment Area is identified as an Employment Area outside of a Preferred Growth Area as per Growth Plan policy 3.1.3.5(a), The City requests Rocky View County define or identify on Map 6 (Land Use Strategy) the extent of the Springbank Airport Employment Area.</p> <p>In addition, Growth Plan policy 3.1.3.6 requires the planning of the Springbank Airport Employment Area to comply with the policies of 3.1.3.4 and include a collaborative planning process. The Springbank ASP should address these requirements.</p>
County Comments	<p>A new map has been created identifying the Placetypes within the Springbank community. This map will not be added to the Plan itself and will instead be used for information purposes only. The County is happy to share this map with the City of Calgary.</p> <p>Administration was directed to preserve the land use strategy of the existing ASPs in the area, of which the Springbank Airport Interface lands were identified in the North Springbank ASP. The County is confident that continued policy support for these lands is in compliance with Policies 3.1.3.4/6 and will demonstrate this through any future REF application that is submitted to the CMRB.</p>

City Comment	Sequencing of development, prioritization of growth, and logical extensions of existing infrastructure and servicing throughout the plan is unclear, especially in new residential areas where connections to piped servicing for water and wastewater is required.
County Comments	<p>Policy 20.04 does state that the costs associated with utility service improvements will be the developer's responsibility. As the County does not own or maintain any existing piped services within Springbank, the onus would be on the developer to discuss with servicing providers in the area to determine if there is sufficient capacity to connect and how the proposed extension of servicing supports the efficient and effective operation of the overall servicing network.</p> <p>Furthermore, the length, and therefore cost, of any required servicing extensions to new development areas would likely be the key factor in ensuring the staged expansion of servicing infrastructure.</p>
City Comment	<p>27.05 Rocky View County shall ensure that local plans and applications for redesignation and subdivision of lands within the Policy and Notification areas of the Rocky View County / City of Calgary IDP address:</p> <ul style="list-style-type: none"> • One additional item could be 'servicing upgrades and cost sharing agreements' to the list
County Comments	The County has added this item to list within Policy 27.05.
City Comment	<p>The City suggests strengthening the wording of the following policies:</p> <ul style="list-style-type: none"> o 26.12 Prior to approval of local plan, land use amendment, subdivision, or development permit applications falling within the Policy Area of the Rocky View County / City of Calgary Intermunicipal Development Plan, the County must consider the use of appropriate mechanisms, such as joint studies and infrastructure cost sharing agreements, to address cross boundary impacts identified by the County and the City of Calgary. o 27.03 Prior to approval of any land use amendment, subdivision, development permit or local plan application, collaboration shall be undertaken with the City to establish appropriate land use compatibility and interface measures for land adjoining the City within the Plan area, in alignment with Section 6.0 of the Rocky View County/City of Calgary IDP. Agreed upon measures shall be included within approved local plans and subsequent planning processes and adhered to in subsequent subdivision and development permit approvals within the Plan area.

	<p>o 27.05 Rocky View County shall ensure that local plans and applications for redesignation, subdivision of lands, and development permits within the Policy and Notification areas of the Rocky View County / City of Calgary IDP address:</p> <ul style="list-style-type: none"> ▪ One additional item could be any negative planning impacts on the City of Calgary.
County Comments	The County has altered the ASP language to align with the suggested amendments.
City Comments	It is unclear in the ASP how municipal reserve is being dealt with. Policies should be added to the Plan that signals the intent of reserve dedication and whether it will be dedicated, deferred, or paid cash-in-lieu.
County Comments	Noted.
City Comment	Map 9 (Environmental Areas): This map lacks detail on existing significant environmental features and environmentally significant areas. For example, the Environmentally Sensitive Area's on figure A1 in the Environmental Constraints Report are not shown on Map 9. The Growth Plan requires Environmentally Sensitive Areas to be identified and mitigation measures to protect these areas to be included within the ASP.
County Comments	<p>Notwithstanding the mapping error on riparian areas noted below (now corrected), the County is confident that all relevant environmental features that were covered within the Tannas Environmental Constraints Report have been represented within the draft ASP (Maps 9 and 10).</p> <p>With respect to the reference to the "Environmentally Sensitive Areas" within the Environmental Constraints Report not being shown within the ASP mapping, it is assumed that this relates to the provincial Environmentally Significant Areas that are hatched in Figure A1. These Areas are based on the Province's 2014 ESA report and dataset which scores each quarter section according to four features of environmental significance. The Province notes that the dataset is for information and not to be used as a regulatory tool. Furthermore, most of the features that contribute to the provincial scoring are actually highlighted in greater detail in the Tannas report and ASP mapping (e.g. riparian areas, wetlands, habitat areas etc.).</p> <p>The County is confident that the ESR produced and the policies and mapping contained within the draft ASP meet the environmental policies of the Growth Plan.</p>
City Comment	Map does not illustrate riparian areas along either river. Also, The City is requesting the background report that was utilized for the delineation of

	the Environmentally Sensitive Areas. The entire Plan should have a high level analysis done for environmentally sensitive areas if growth is being proposed.
County Comments	<p>Thank you for highlighting this mapping error that was not showing all the identified riparian areas. This error has since been fixed and a new map added to the latest draft Plan.</p> <p>All environmental considerations from sourced from the Environmental Constraints Report prepared by Tannas Conservation Services Ltd. in 2019.</p>
City Comment	<p>Map 10 (Wildlife Corridors): The City of Calgary requests the background study or information that informed the map. The Bow and Elbow River valleys are shown as having low connectivity, how was this determined? Also, in terms of implementation and linkage to policies within the Plan, what is the intent? Clarification on whether high connectivity means that the wildlife corridor policies apply (there are several where corridors are mentioned throughout the document). The City suggests that this map actually show where the identified corridors that are high value to the County and then actually apply policies to protect those corridors so they can continue to function.</p>
County Comments	<p>The wildlife corridor map was created by combining the data from figures B2, B4, and B6 of the previously mentioned Environmental Constraints Report. As animals will have different movements patterns, a combined map to demonstrate areas of high and low connectivity was used. The approach to determining connectivity is identified in the report, but generally was based around habitat areas and potential obstacles.</p> <p>With respect to the Bow and Elbow Rivers, they are actually shown to have high connectivity in most sections. Connectivity is strong on the northern side of the Bow due to available habitat and limited development, while on the south side, historic subdivision along the shore line creates human activity and obstacles (fencing, buildings etc) that form a barrier to wildlife. With regards to the Elbow River, high to moderate connectivity is shown along most of the corridor.</p> <p>The Wildlife Corridor map would inform further study and assessment required at future application stages, and Policies 14.06 to 14.13 of the draft ASP are intended to protect all wildlife corridors, not just those with particularly high connectivity. However, there are clear corridors evident within the ASP mapping along the Elbow River, immediately north of Highway 1, and along 101st St which an applicant would need to consider in their proposal in accordance with the policies of the Plan.</p>
City Comment	<p>Wildlife corridors: Calgary supports the protection of the wildlife corridors that feed into the City, such as the one adjacent to the Elbow River. We are working on the development of our Ecological Network and understand</p>

	that this type of network planning must be done on a regional scale. City of Calgary Parks is willing to discuss this further if desired. (contact David Mahalek – david.mahalek@calgary.ca
County Comments	The County is supportive of further collaboration to establish a regional ecological inventory and a better understanding of cross boundary corridors and habitat areas.
City Comment	Wildlife Corridors: Recommend policy that encourages protection of ecological corridors by utilizing Environmental Reserve lands (assuming there are lands that qualify) supplemented by MR dedication and other forms of land protection (privately owned publicly accessible open space), etc.
County Comments	Noted. Existing municipal standards and policies direct the assessment of environmental reserve area. Due to the proposed country residential form of the area it is challenging to preserve larger areas of open space that would facilitate greater wildlife movement across the Springbank community.
City Comment	Map 11 (Open Space and Active Transportation Network): The Elbow River shows minimal pathways, this would be an optimal location for allowing managed public access. This would also mean that open space (ie. MR) dedication could be provided adjacent to the river which would enhance the quality of the riparian/ Environmental Reserve areas by offering greater setbacks.
County Comments	Noted.
City Comment	Map 11 (Open Space and Active Transportation Network): Recommend aligning proposed pathway network with the proposed alignment in Calgary – particularly in the Westview ASP. See screenshot for future pathway locations in the city.
County Comments	The County acknowledges proposed the proposed pathway network within the West View ASP and Section 17 of the draft ASP requires local plans to address both the County's Active Transportation Plan and regional pathway opportunities. The statutory local plans required for lands adjacent to the West View ASP, will therefore be expected to cover regional connections.
City Comment	Policy 14.09: Fencing increases obstructions to wildlife movement.
County Comments	The County acknowledges that fencing does cause obstructions to wildlife movement; however, in some places fencing is necessary to safeguard animals from human uses of these spaces (e.g. wildlife traffic collisions).

	Fencing should be placed strategically to guide movement of wildlife away from human activity areas.
City Comment	<p>The City suggests strengthening the wording of the following policies:</p> <ul style="list-style-type: none"> - 14.12 All local plans within wildlife corridors/habitat identified on Map 10 shall be supported by a Biophysical Impact Assessment and incorporate the recommendations of the assessment into the development proposal. - 14.13 The design and location of on-site lighting within development proposals shall not form a barrier to wildlife and/or cause unnecessary light pollution. - 14.22 The riparian protection area shall remain in its natural state. Development proponents should maintain the natural riparian function through the use of native plant species.
County Comments	The language for these policies has been altered to reflect the intent of the suggested changes.
City Comment	<p>Consider adding the following to the Riparian Areas section in 14 Natural and Historic Environment:</p> <ul style="list-style-type: none"> • Floodways, flood fringes and high water levels • Discuss how to protect riparian areas along the Elbow River habitat for species recovery. This stretch of the Elbow River is considered critical habitat for Bull trout by Fisheries and Oceans Canada (DFO).
County Comments	Noted.
City Comment	Policy 14.23 contradicts 14.22 as allowing infrastructure, parks, and pathways within riparian areas will not protect these areas.
County Comments	Policy has been amended to reflect that while natural riparian spaces should be maintained in the natural state, there are times when essential infrastructure may need to be developed within these spaces.
City Comment	Policy 14.24: consider not allowing roads, especially public roads, within the riparian areas. Roads in riparian areas are extremely susceptible to flooding, and the removal of the riparian area to put in roads is ecologically harmful. This policy contradicts 14.22.
County Comment	Please see previous County Comment.

Recreation	
City Comment	The City and Rocky View County are working towards an overarching shared recreation agreement between both municipalities that will focus on ensuring the provisions of financial compensation and needed recreation facilities and services are addressed. A recreation agreement, once adopted, would set out the parameters to address recreation related development impacts to allow developments to proceed in a timely fashion.
County Comments	Noted.

