



ATTACHMENT B: APPLICATION REFERRALS

AGENCY	COMMENTS
<i>Province of Alberta</i>	
Alberta Transportation	<p data-bbox="625 394 1531 491">In reviewing the application, the proposed development falls within the control distance of a provincial highway as outlined in the Municipal Government Act / Subdivision and Development</p> <p data-bbox="625 512 1458 575">Regulation, and the Highways Development and Protection Act / Regulation.</p> <p data-bbox="625 596 1398 625">The department has the following comments on the referral:</p> <ol style="list-style-type: none"> <li data-bbox="625 646 1544 1310">1. Alberta Transportation would like to discuss de-designation of Highway 563 from south of Highway 1 to the Calgary West City limits and transfer jurisdiction of the roadway to Rocky View County as soon as possible, as per the recommendations of the 2014 CastleGlenn Functional Planning Study approved by Alberta Transportation and accepted by Rocky View County. The department recognizes that this transfer may be premature, based on previous input from the County. In lieu of this complete transfer, Alberta Transportation proposes an interim arrangement to transfer jurisdiction of a portion of Range Road 31 directly west of the SW-36, and the eastwest portion of Township Road 245 directly south of the SW-36, in exchange for the diagonal portion of Highway 563 directly south-west of the subject lands. (see attached) This would facilitate progression towards the recommendations of the Functional Study, and allow greater flexibility for Rocky View County to plan and implement road network improvements as needed to accommodate growth and development in the area. Upon written confirmation from the County identifying the preferred option, Alberta Transportation can commence either process immediately. <li data-bbox="625 1331 1539 1524">2. Alberta Transportation has reviewed and accepted the final draft of the Highway 563 (Old Banff Coach Road) Network Review study prepared by Stantec on behalf of the developer, and awaits the final version of this study with the recommended plans. This study should be included as a technical appendix to the Conceptual Scheme. Once Rocky View County has reviewed and accepted the findings of the Study, the off-site recommendations should be implemented at the earliest convenience, or as a condition of first phase of subdivision. <li data-bbox="625 1696 1544 1925">3. The Traffic Impact Assessment previously prepared for the Highway 1 / Old Banff Coach Road Conceptual Scheme will require an update to reflect the results of the Network Review. Notwithstanding the findings of the TIA, it is expected that in addition to implementing the off-site improvements at Horizon View Road and West Bluff Road, relevant portions of the stage 1 improvements at the Highway 1 / Highway 563 interchange as



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Alberta Culture and Community Spirit (Historical Resources)	<p>presented in the CastleGlenn Study will be undertaken as a condition of the first phase of subdivision. Timing for subsequent interchange improvements and identifying the appropriate timeframe will need to be identified within the updated TIA, and in conjunction with approvals for adjacent development within the City of Calgary.</p> <p>4. Future stages of interchange improvements will result in the closure of the direct east-west access to Range Road 31, and should be clearly identified in the Conceptual Scheme as to be closed / removed in the future.</p> <p>5. Subject to acceptance of the above, and a strategy to move forward with the necessary infrastructure improvements resulting from subdivision and development of the land, Alberta Transportation is prepared to enter into a Highway Vicinity Management Agreement with Rocky View County (or the County and Qualico concurrently) to facilitate a blanket variance of the requirements of Section 14 of the Subdivision and Development Regulation for all future subdivision applications, and exemption of the requirement for a permit from Alberta Transportation for development of lands at this location.</p> <p>We have reviewed the captioned amendment/redesignation application and have determined that while Alberta Culture, Multiculturalism and Status of Women has no objections to the proposed amendment/redesignation, there are outstanding Historic Resource requirements in the planning area planning area (SW 36-24-3-W5M). Historic Resources Impact Assessment studies have been conducted in the project area for the Central Springbank Development (Our file 4835-17-085, Historic Resource Application 18536442) and a requirement for avoidance or additional studies at archaeological sites EgPn-606 and EgPn-609) was issued for a portion of the study area. This requirement remains outstanding.</p> <p>The applicant should be informed that <i>Historical Resources Act</i> approval must be obtained prior to proceeding with any land surface disturbance associated with subdivision development by submitting a Historic Resources Application through Alberta Culture, Multiculturalism and Status of Women's Online Permitting and Clearance (OPaC) system – www.opac.alberta.ca.</p> <p>For more information, please refer to our website: https://www.alberta.ca/apply-historical-resources-act-approval-development-project.aspx</p>
Canada Post	<p>Canada Post will need additional information to minimize the amount of suggested sites. Please have the developer reach out to discuss the location of the community mailboxes as we require additional information such as sidewalk, drainage,</p>

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Alberta Health Services	<p data-bbox="625 262 1425 390">number of lots etc. I have made some suggestions but will need to work with the developer to arrange a suitable location. If I do not hear back then Canada Post, I will assume each suggested site is available for a community mailbox.</p> <p data-bbox="625 428 1446 926">Thank you for the opportunity to comment on the proposed Highway 1/ Old Banff Coach Road Conceptual Scheme and associated land use redesignation to accommodate both commercial and residential development on the site. The Highway 1/ Old Banff Coach Road Conceptual Scheme was reviewed using a public health lens, including consideration of conventional areas of public health concern (such as required water and sewer infrastructure for public health and contaminated lands assessment), and healthy communities by design concepts. Accessible, affordable, safe food options. The conceptual plan did not mention the area food system. As plans for the area are developed, supports for healthy food systems should be considered. AHS-Safe Healthy Environments supports local food systems that offer healthy food options for everyone.</p> <p data-bbox="625 947 1438 1075">Alberta Health Services, Safe Healthy Environments (AHS-SHE) has no concerns with the proposed Highway 1/ Old Banff Coach Road Conceptual Scheme and land use redesignation, from a public health perspective.</p> <p data-bbox="625 1096 1446 1528">Communities can support the prevention and management of chronic health conditions by creating healthier places for people to live, work and play. Supporting Alberta Health Services' vision (<i>Healthy Albertans. Healthy Communities. Together</i>), Safe Healthy Environments (SHE) endorses the use of an evidence-based public health approach to designing healthy communities. Healthy community design creates stronger social connections; prevents injuries, chronic diseases and cancer; and makes communities safer and more resilient by promoting healthy lifestyle choices. Prioritizing neighbourhood design, transportation networks, housing, food systems and natural environments in the planning process will help make communities and residents healthier.</p> <p data-bbox="625 1549 1414 1644">The proposed Highway 1/ Old Banff Coach Road Conceptual Scheme was reviewed from a healthy community by design (HCBD) perspective:</p> <ul data-bbox="625 1665 1430 1925" style="list-style-type: none"> • Neighbourhood Design: Complete, compact, communities where people can live, work and play support physical, mental and social health. Connected neighbourhoods provide social supports and access to amenities to meet daily needs. The conceptual scheme proposes locating commercial and residential development adjacent to existing residential communities to the east (Calgary). The conceptual scheme indicates this development would

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	<p>provide a transition between higher residential densities in Calgary, and lower density uses in Rocky View County. The proposed commercial could help meet retail and service needs for the area, as well as providing employment opportunities near residents. AHS-SHE supports developing complete, compact and connected communities.</p> <ul style="list-style-type: none"> • Transportation Networks: Prioritizing infrastructure to support active transportation modes can increase physical activity and reduce environmental impact. Connected, safe and accessible routes provide healthy mobility options for all. The conceptual scheme proposes a regional multi-use pathway along one side of the east west roadway onsite, as well as sidewalks on both sides of the north-south collector roadway and safe and suitable pedestrian connectivity throughout the commercial area. Infrastructure for active transportation should continue to be included as the area develops. AHS-SHE supports transportation options that are active, safe, and accessible for all. • Housing: Access to quality, suitable, affordable housing positively impacts physical and mental health. Diverse housing options help to meet the needs of all, including vulnerable populations. The application proposes to redesignate land on the eastern portion of the site for single family residential use, abutting the similar residential uses to the east. AHS-SHE supports development of diverse and suitable housing options. • Food Systems: Healthy eating is more than individual choice, and is influenced by local policies and environments. A healthy, resilient local food system includes • Natural Environments: Access to natural areas promotes physical activity, social interactions, and mental health. Green spaces can improve air quality and reduce climate impacts, supporting a healthy and resilient ecosystem. The conceptual plan proposes a storm water management pond located on the northern boundary of the site, providing publicly accessible passive recreation opportunities. Although not located on the site, the conceptual scheme proposes deferring municipal reserve for this area to Neighbourhood B, which includes recreational and open space in close proximity to the residential use area. AHS-SHE supports natural features and diverse green spaces in community plans.
<i>Adjacent Municipality</i>	
The City of Calgary	See Attachment 'H'



AGENCY	COMMENTS
<i>Internal Departments</i>	
Fire Services & Emergency Management	<p>Having reviewed the circulation, the Fire Service has the following comments:</p> <ol style="list-style-type: none"> 1. Please ensure that water supplies and hydrants are sufficient for firefighting purposes. Please contact the Fire Service to propose a design for a private hydrant systems if it is required. 2. Dependent on the occupancies, the Fire Service recommends that the buildings be sprinklered, if applicable, as per the National Building Code. 3. Please ensure that access routes are compliant to the designs specified in the National Building Code and the Rocky View County Servicing Standards. 4. Please ensure that there is adequate access throughout all phases of development and that the access complies with the requirements of the National Building Code & NFPA 1141. <p>There are no further comments at this time.</p>
General	
<ul style="list-style-type: none"> • The review of this file is based upon the application submitted. These conditions/recommendations may be subject to change to ensure best practices and procedures. • The application will need to be circulated to Alberta Transportation for review and comment as the proposed development is located adjacent to Old Banff Coach Road and Highway 1. 	
Geotechnical:	
<ul style="list-style-type: none"> • Engineering has no requirements at this time. • As part of conceptual scheme, the applicant/owner submitted a Geotechnical Report conducted by McIntosh Lalani Engineering Ltd. dated August 17, 2020. The report analyzed the existing soil conditions of the site and provided recommendations for future construction of the site. At time of future subdivision, the geotechnical report will be revised to provide recommendations for the stormwater pond liner (should a pond liner be required). 	
Transportation:	
<ul style="list-style-type: none"> • As part of the conceptual scheme application, the applicant/owner submitted a Transportation Impact Assessment conducted by Stantec Consulting Ltd. dated August 14, 2020, an Old Banff Coach Road – Regional Network Analysis prepared by Stantec Consulting Ltd. dated December 9, 2020 and a Transportation Infrastructure Trigger 	



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	<p>Analysis conducted by Stantec Consulting Ltd. dated April 1, 2021.</p> <ul style="list-style-type: none"> ○ The recommended upgrades involve creating a temporary T-intersection at Range Road 31 and Old Banff Coach Road that is stop controlled. The County and AT are looking to swap ownership of the road right of ways for Township Road 245 and the diagonal portion (from Range Road 31 to Township Road 245) of Old Banff Coach Road in order to facilitate this improvement. ○ The proposed intersection improvement is understood to be a temporary upgrade until the south roundabout of the Stage 1 improvements for the Highway 1/Range Road 31 interchange is triggered. ○ The developer has indicated that TIAs will be submitted at future development stages (i.e. subdivision and development permit stages) to determine specific upgrades triggered by specific future developments. <ul style="list-style-type: none"> ● As a condition of future subdivision, the applicant/owner will be required to pay the transportation offsite levy as per the applicable TOL bylaw at time of subdivision approval. <p>Sanitary/Waste Water:</p> <ul style="list-style-type: none"> ● Engineering has no requirements at this time. ● The applicant/owner indicated that the proposed development will be serviced by a gravity feed sanitary main that connects to a lift station north of Highway 1 that then connects to the existing Harmony Wastewater Treatment Plant. <p>Water Supply And Waterworks:</p> <ul style="list-style-type: none"> ● Engineering has no requirements at this time. ● The applicant/owner indicated that the proposed development will be serviced by a water feeder main that connects to the existing Harmony Water Treatment Plant. <p>Storm Water Management:</p> <ul style="list-style-type: none"> ● Engineering has no requirements at this time. ● As part of the conceptual scheme application, the applicant/owner submitted a Conceptual Scheme Sub-Catchment Master Drainage Plan conducted by Stantec Consulting Inc. dated August 26, 2020.



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	<ul style="list-style-type: none"> ○ The Master Drainage Plan adequately meets the intent of the Springbank Master Drainage Plan. ○ Stormwater flows will be managed by combination of a piped and overland drainage system as well as a stormwater pond that discharges into an existing creek that eventually discharges into the Bow River. ○ The Master Drainage Plan demonstrated how the natural drainage course running through the site will be maintained. Further analysis and consideration will be given to the natural drainage course at the detailed design stage. <p>Environmental:</p> <ul style="list-style-type: none"> • Engineering has no requirements at this time. • As part of conceptual scheme, the applicant/owner submitted a Biophysical Impact Assessment conducted by Golder dated April 22, 2020. <ul style="list-style-type: none"> ○ The BIA identified and classified one wetland within the subject lands that appears to be directly impacted by the proposed development. The BIA determined that compensatory mitigations would not be required, in accordance with the Alberta Wetland Policy, due to the wetland classification. ○ The BIA also confirmed that the impacts to the natural drainage courses will be low as the surface hydrology characteristics will be maintained by the proposed stormwater infrastructure.

Circulation Period: December 21, 2020 to January 14, 2021.

Agencies that did not respond, expressed no concerns, or were not required for distribution, are not listed.