



## ATTACHMENT B: APPLICATION REFERRALS

AGENCY	COMMENTS
<b><i>Province of Alberta</i></b>	
Alberta Transportation	<p>In reviewing the application, the proposed development does not fall within the control distance of a provincial highway as outlined in the <i>Highways Development and Protection Act / Regulation</i>, and will not require a roadside development permit from Alberta Transportation.</p> <p>The department has the following additional comments on the referral:</p> <ol style="list-style-type: none"> <li>1. Alberta Transportation expects that the municipality will mitigate the specific and cumulative impacts of traffic generated by developments approved on the local road connection to the highway system, pursuant to the South Saskatchewan Regional Plan and Section 648(2)(c.2) of the <i>Municipal Government Act</i>. This includes traffic generated from developments that fall outside of the control limits as outlined in the Highways Development and Protection Regulation.</li> <li>2. A Traffic Impact Assessment (TIA) should be prepared by a qualified transportation professional, and reviewed by Alberta Transportation. The TIA must provide information regarding the traffic that could be generated by the proposed development, and will identify any necessary upgrades to the Highway intersection. Upgrades necessary to support the proposed development will be the responsibility of the developer/municipality.</li> </ol>
<b><i>Internal Departments</i></b>	
Recreation, Parks and Community Support	Should there be a subdivision application in the future, we recommend taking cash in lieu.
Planning and Development Services - Engineering	<p><b>General:</b></p> <ul style="list-style-type: none"> <li>• Engineering has no concerns with the approval of the application for the DC Bylaw Amendment as proposed.</li> <li>• At future subdivision and/or Development Permit stages, the Applicant may be required to provide the following:             <ul style="list-style-type: none"> <li>○ A Traffic Impact Analysis to assess the capacity of transportation routes proposed to be utilized and a strategy to implement improvements as required based on the proposed development;</li> <li>○ An Overall Site Development Plan, which included an illustration of the vehicular and pedestrian movement corridors, parking and loading facilities as well as all other facilities that are to be located on-site;</li> </ul> </li> </ul>



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	<ul style="list-style-type: none"><li>○ A Site-Specific Implementation Plan to address the on-site management of stormwater run-off; and</li><li>○ A Construction Management Plan to address the onsite activities during construction inclusive of erosion, dust, and noise control measures.</li><li>● Twp Rd 224 has been identified on the Long Range Transportation Plan as Network A requiring a future right of way of 36 m.</li></ul>

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