



## ATTACHMENT 'B': APPLICATION REFERRALS

AGENCY	COMMENTS
<b><i>External Departments</i></b>	
Alberta Transportation	<p>In reviewing the CS, Traffic Impact Assessment, and proposed redesignation, Alberta Transportation has the following comments.</p> <ul style="list-style-type: none"> <li>• Alberta Transportation will allow initial phases (approximately 200 units) until the QE II / Highway 566 interchange is upgraded, or the QE II / 40 Avenue partial interchange is constructed. The department will request an updated TIA to determine if additional capacity becomes available at the QE II / 566 Interchange after the 40th Avenue partial interchange is constructed and operational.</li> <li>• The TIA will require revisions or updates prior to subdivision, development, and/or future phases of the proposed project, to reflect changes. The department will provide further comments at that time.</li> <li>• Alberta Transportation will only permit access via RR11 for the interim condition. The south access "A" is not permitted until such time the QE II / 566 interchange is upgraded, 4 lane twinning is constructed on Highway 566 between QE II and RR11, and the roundabout at Access "A" has been constructed. This is subject to the completion of the roundabout intersection at Highway 566 and Range Road 11, scheduled for construction later this year.</li> <li>• It may not be possible to improve the existing intersection of Hwy 566 / Balzac Blvd to a Type IV intersection due to the proximity of the interchange. Other solutions may need to be identified to address short-term issues. Balzac Blvd. should not be relied on for interim access to the development site. Other options may be considered if Balzac Blvd. is desired to provide access to the proposed development</li> </ul>
Canadian Pacific Railway	<p>Please be made aware that Canadian Pacific Railway is not in favor of residential development adjacent to our right-of-way as this land use is not compatible with railway operations.</p> <p>The health, safety, and welfare of future residents could be adversely affected by railway activities. Should any proposed residential subdivision application adjacent to railway right of way receive approval, Canadian Pacific Railway requests that all recommended guidelines are considered as it relates to residential development adjacent to the CPR, which can be found at the following link - <a href="http://www.proximityissues.ca">http://www.proximityissues.ca</a></p> <p>We would appreciate being circulated with all future correspondence related to Residential or Commercial developments.</p>
City of Airdrie	<p>As stated in our IMC meeting last month and in response to the proposed Municipal Development Plan, we respect the right and opportunity for Rocky View County to direct growth to strategic locations, such as West Balzac. As discussed in our response to the MDP, the City of Airdrie has consistently supported the concepts of</p>



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	<p>regional planning, regional servicing, and other means to achieve efficiencies, equities, and successes as a region. We see substantial opportunities for our municipalities to achieve such objectives through inter-municipal collaboration. We note that this development proposal in West Balzac brings these potential impacts and opportunities into specific relief.</p> <p>Per our ongoing discussions with the County on shared service optimization as well as the potential impacts and inequities associated with growth in this area, Airdrie seeks the following measures in order to support these specific development applications:</p> <ul style="list-style-type: none"> <li>a) Policy language in the proposed MDP to recognize the potential impacts and opportunities associated with growth in this corridor and to work collaboratively to resolve them;</li> <li>b) A Memorandum of Understanding (MOU) for the development of an Intermunicipal Collaborative Framework (ICF);</li> <li>c) A signed ICF detailing the municipal service categories for potential sharing and optimization;</li> <li>d) Signed cost-sharing agreements for the servicing identified in the ICF; and,</li> <li>e) A Joint Council meeting schedule and approach to review impacts and opportunities in common growth corridors, as well as to retain and amend the particulars of the ICF, where required.</li> </ul> <p>The City of Airdrie looks forward to supporting the proposed applications with the formalization of all of these mechanisms.</p> <p><b>General Information and Concerns:</b></p> <ul style="list-style-type: none"> <li>1. Environmental Issues/Wetlands</li> <li>2. Slopes/Grade Changes</li> <li>3. Coordinated Economic Strategy (IDP Reference)</li> <li>4. School Sites</li> <li>5. Interface/Transition</li> <li>6. Aligning ASPs</li> </ul> <p><b>Impacts on Airdrie:</b></p> <ul style="list-style-type: none"> <li>1. Transportation</li> <li>2. Transitioning/Buffering</li> <li>3. Emergency Planning</li> <li>4. Schools</li> <li>5. Development Timeline</li> </ul>



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City of Calgary	<b>Additional Discussion Items:</b>
	<ol style="list-style-type: none"> <li>1. Storm Pond Locations</li> <li>2. Detailed Report Submissions (ESA, TIA)</li> <li>3. Dark Sky Policy Approach</li> <li>4. Intended Sequencing</li> <li>5. Snow Removal</li> </ol>
	<p>The City of Calgary has reviewed the above-noted application in reference to the Rocky View County/City of Calgary IDP and other applicable policies. The City of Calgary Administration has the following comments and requests for your consideration, requests a meeting regarding the conceptual scheme, and will provide a further position once the appropriate circulations have been received and reviewed.</p>
	<b>Planning</b>
	<ol style="list-style-type: none"> <li>1. The City of Calgary would suggest that the scale and intensity of this proposal should be reflected in the Balzac West Area Structure Plan through an amendment. This would allow for an understanding of the cumulative impacts of all of the proposed growth to be reflected and reviewed.</li> <li>2. Rocky View County's Parks and Open Space Master Plan shows a conceptual pathway between Calgary and Airdrie. The alignment generally shows it on Range Road 11. The Conceptual Scheme includes a pathway for portions of this road but is not maintained north-south to Highway 566. The Conceptual Scheme should include a pathway north-south on Range Road 11 for the entire stretch of road.</li> <li>3. A green corridor is outlined in the Nose Creek ASP which connects into the Cross Iron Mills pathways. A connection should be included in the Conceptual Scheme to the green corridor in the Nose Creek ASP.</li> <li>4. A pathway connection from Nose Creek to the Environmental Reserve area and pathway would be beneficial within the Conceptual Scheme.</li> <li>5. Nose Creek ASP has the following policy that should be mirrored in the CS. A seamless connection to pathways, roadways, and open space planning should be provided to communities adjacent to Nose Creek. There should be no clear delineation between communities in the City of Calgary and communities in RVC while achieving the vision of a healthy community.</li> <li>6. The Rocky View County/City of Calgary IDP states that the 6.4.2 Scale of transition between industrial and residential should be proportionate to the level of impact between existing and planned land uses to mitigate potential health, safety, and nuisance factors. Consideration should be given to appropriate transition and buffering between these areas, specifically along Highway 566.</li> <li>7. The Conceptual Scheme primarily proposes residential development which values a broader range of recreation programs in their community. Passive recreational services are provided within the plan area. However, limited recreational facilities are provided within the plan area, this outlines the need to</li> </ol>



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	<p>draft area structure plan amendments that address this and reflect the Recreation and Parks Master Plan. Cost-sharing for recreation facilities within Calgary should be a policy within the Conceptual Scheme.</p> <p><b>Transportation</b></p> <ol style="list-style-type: none"> <li>1. Further information is required to provide a position of support or non-support. A TIA is required that outlines the impact of the development on Calgary's roadways given the proximity of the development area to the City of Calgary.</li> <li>2. Recommend giving consideration to potential future regional transit connections through and to the development area given the close proximity to both Calgary and Airdrie.</li> <li>3. The City has concerns over the cumulative impacts on City and regional mobility from County development on the edge of the City, this needs to be addressed in the appropriate planning documents.</li> </ol> <p><b>Storm Water</b></p> <ol style="list-style-type: none"> <li>1. The stormwater management strategy shows the runoff from these developments to flow into the Nose Creek tributary system. A system of constructed wetlands will be used for the initial confluence of runoff. Though not a direct source of drinking water this creek does have segments that are in Calgary and eventually the creek does have a confluence with the Bow River southeast of downtown Calgary. The City would request further review of proposed stormwater systems at a later detailed design stage to ensure any future plans conform to the broader context of the stormwater servicing study.</li> <li>2. The CS confirms that the requirements of the Nose Creek Watershed Water Management Plan will be adopted. The City would suggest a policy be included in <i>13.4.1 Stormwater Policies</i> committing the applicant to follow the policies outlined in the Nose Creek Watershed Water Management Plan.</li> </ol> <p><b>Source Water</b></p> <ol style="list-style-type: none"> <li>1. The Conceptual Scheme area falls outside of the City of Calgary's Source Watershed. However, stormwater generated from the CS plan area could impact someone else's drinking water/source water downstream, re-emphasizing the importance that a sustainable stormwater solution be developed and approved by all parties involved prior to Conceptual Scheme being considered by County Council.</li> </ol>
<b>Internal Departments</b>	
Agricultural Services	Agricultural Services Staff Comments: The application of the buffer treatments referenced in the Rocky Creek CS will help to mitigate areas of concern including, trespass, litter, pets, noise, and concern over fertilizers, dust & normal agricultural practices.



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Fire & Emergency Management Services	<p>Fire Services has the following comments:</p> <ul style="list-style-type: none"> <li>• Please ensure that water supplies and hydrants are sufficient for firefighting purposes. Please contact the Fire Service to propose a design for private hydrant systems if it is required.</li> <li>• Dependent on the occupancies, the Fire Service recommends that the buildings be sprinklered, if applicable, as per the National Building Code.</li> <li>• Please ensure that access routes are compliant with the designs specified in the National Building Code and the Rocky View County Servicing Standards. Please ensure that the two access routes are maintained.</li> <li>• 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 &amp; NFPA 1141.</li> </ul>
GIS Services	<p>The applicant needs to apply for the road naming application.</p>
Transportation Services	<p>Please be aware that this conceptual scheme will trigger an increase in operational cost due to the number of cul-de-sacs proposed. Currently, Transportation Services struggles to clear cul-de-sacs (bulbs) as the County continues urban development. This has resulted in the need for procuring specialized equipment but even still Snow and Ice Control (SNIC) is a challenge. Under current Council Policy, Transportation Services is to plow and sand all paved roads within the County. A reduced level of service may be expected in this area based on the current design.</p>
Planning and Development Services - Engineering	<p><b>General:</b></p> <ul style="list-style-type: none"> <li>• As a condition of future subdivision, the applicant will be required to provide a detailed landscaping plan for all open space and recreational areas associated with each proposed phase of development.</li> <li>• As a condition of future subdivision, the applicant is required to submit a Construction Management Plan and Erosion and Sedimentation Control Plan, in accordance with the requirements of the County Servicing Standards.</li> <li>• It is to be noted that the applicant shall be responsible for any ROW acquisitions and easements required to service the proposed development. As a condition of future subdivision, the applicant will be required to secure all necessary easements and ROWs for all proposed infrastructure that is required.</li> </ul> <p><b>Geotechnical:</b></p> <ul style="list-style-type: none"> <li>• A Preliminary Geotechnical Subsoil Investigation, prepared by Almor Engineering Associates Ltd. dated August 2002 was submitted. The report concluded that the lands are suitable for the proposed development.</li> <li>• At a future subdivision and/or development permit application stage, Engineering will require an updated Geotechnical report. The report shall evaluate the soil characteristics, existing groundwater conditions, and</li> </ul>



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	<p>development constraints of the proposed development to the satisfaction of the County.</p> <p><b>Transportation:</b></p> <ul style="list-style-type: none"> <li>The applicant submitted a Transportation Impact Assessment (TIA), prepared by ISL Engineering and Lands Services Ltd, dated February 2021. The report concluded that the existing interchange at QEII and HWY 566 will reach capacity in 2023 based on the assumption that 200 residential units will be added from the proposed development. With the construction of the HWY 2 &amp; 40<sup>th</sup> Ave interchange in Airdrie (anticipated to be completed in 2023), fewer vehicles are expected to use Hwy 566 interchange to and from Airdrie, as such may further create additional capacity along Hwy 566 to allow for approximately 400 residential units.</li> <li>The TIA has also concluded that the existing RR 11 is sufficient to accommodate the first phase of the proposed development.</li> <li>At the time of future subdivision, the applicant will be required to submit an updated TIA to provide recommendations for off-site improvements that are required to be implemented with the applicable phase of the development. If offsite improvements are required to be implemented to support the applicable phase, the applicant will be required to enter into a Development Agreement with the County for the implementation of the necessary upgrades and be eligible to receive cost recoveries for any oversizing allowed in the infrastructure</li> <li>As a condition of future subdivision, the applicant is required to provide payment of the Transportation Off-Site Levy, in accordance with the Transportation Off-site levy bylaw at the time of subdivision approval.</li> </ul> <p><b>Sanitary/Waste Water:</b></p> <ul style="list-style-type: none"> <li>The County is currently extending servicing from the East Rocky View Water and Wastewater system to the west of QE II. The extension of the services will support population growth of approximately 1,000 single-family units for the first stage and up to 2,240 units for the ultimate scenario.</li> <li>A Servicing Design Brief identifies that plan for a gravity sanitary sewer main system that will collectively drain south and east towards the new West Balzac sanitary lift station that ultimately flows to the East Rocky View Wastewater System.</li> <li>As a condition of future subdivision, the applicant is required to provide a detailed site servicing study to support the proposed development and determine if offsite upgrades to the regional system may be required.</li> </ul> <p><b>Water Supply And Waterworks:</b></p> <ul style="list-style-type: none"> <li>Water Servicing is proposed to be an extension of the East Rocky View Water System through series of connecting pipes.</li> <li>As a condition of future subdivision, the Applicant is required to provide a detailed Potable Water Servicing and Hydraulic Design Study to ensure the</li> </ul>



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	<p>pipelines are sized adequately considering provision for fire protection in accordance with the County's Servicing Standards.</p> <ul style="list-style-type: none"> <li>As a condition of future subdivision, the Applicant is required to enter into a Capacity Allocation Agreement for services to be provided at each phase of the development.</li> <li>As a condition of future subdivision, the Applicant is required to pay levies and/or address downstream system constraints in accordance with the current Regional Water and Wastewater Off-site Levy Bylaw, as amended at the time of subdivision approval.</li> </ul> <p><b>Storm Water Management:</b></p> <ul style="list-style-type: none"> <li>A Sub-Catchment Master Drainage Plan was submitted in support of the application. Stormwater runoff will be conveyed through a combination of piped and overland drainage systems including reconstructed wetlands that will manage peak flow for the 1:100 year event and provide the necessary water quality treatment required. The development release rates and volume release targets will adhere to the Nose Creek Watershed Water Management Plan.</li> <li>As a condition of future subdivision, the applicant shall be required to submit an updated Stormwater Management Plan to address the detailed design of the stormwater management infrastructure, in accordance with the County Servicing Standards and Nose Creek Watershed Water Management Plan.</li> <li>As a condition of future subdivision, the applicant shall be required to obtain Alberta Environment Water Act Approvals for the wetland and watercourse disturbances and any associated EPEA approval for the stormwater infrastructures as required.</li> <li>As a condition of future subdivision, the applicant will be required to prepare an erosion and sediment control (ESC) plan, prepared by a qualified professional, identifying ESC measures to be taken during the construction. The drawings and plans shall be in accordance with the requirements of the County's Servicing Standards and best management practices.</li> </ul> <p><b>Environmental:</b></p> <ul style="list-style-type: none"> <li>An Environmental Assessment was completed and identified various wetlands exist within the site including an unnamed creek in the southwest corner of the proposed site.</li> <li>As a condition of future subdivision, the Applicant is required to complete a full Biophysical Impact Assessment, complete with field surveys, to provide a full assessment of the existing wetlands and watercourses and provide any recommendations as required to support each phase of the development.</li> <li>Phase 1 Environmental Site Assessment was completed and concluded that there is no significant environmental impairment exists on the subject site.</li> <li>A Historical Resources Clearance letter was submitted, indicated that no historical resources were recorded or found on the subject site.</li> </ul>





ROCKY VIEW COUNTY

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