



ATTACHMENT B: APPLICATION REFERRALS

AGENCY	COMMENTS
<i>School Authority</i>	
Calgary Catholic School District	<p><i>Comment set 1 (July 22, 2021):</i> Note that application PL20210113 has now been merged with PL20210080, and no updated comments were provided.</p> <p>Calgary Catholic School District does not have any questions or concerns regarding the referenced circulation</p> <p>However please see CCSD comments below:</p> <p>Referencing the Conrich ASP, Conrich full build-out expectation has a projected population ranging from 13,174 – 23,903. Generally, CCSD requests sufficient space to build an elementary school when the population meets and exceeds 10,000. Given that the expected population exceeds that threshold, CCSD believes that a designated school site is justified. Although the population projections of the ASP indicate a need for a future CCSD school site, CCSD did not request one within this ASP. This was one predicated upon indications from Rocky View Schools that CCSD would become the owner on title of a pre-existing site that is located within the already developed areas of Conrich. If this were not to come to pass, then CCSD would indeed still need a site within the Conrich ASP. Calgary Catholic School District looks forward to continuing to serve the residents of Conrich and Rocky View County. With a designated school site within this growing area, CCSD would be able to better serve the residents in this community.</p> <p><i>Comment set 2 (July 27, 2021):</i></p> <p>The CCSD appreciates the opportunity to review and comment on (Conrich Conceptual Scheme Amendment). Upon review, CCSD notes that the proposed redesignation of 7.44 ac. from B-LOC to C-MIX, thus allowing for an increase in the overall population. At this time, the circulation indicates that the future residential portion of these lands will be used for a senior care facility. As such, CCSD does not envision this proposed change affecting future student population numbers. If this residential use were to change, it would further underscore the need for the three elementary/junior high school sites and one high school site planned within the existing Conrich ASP. If such were to occur, CCSD looks forward to further discussion with Rocky View County regarding the provision of these sites within future development areas. The CCSD has no objection to this specific circulation as presented at this time.</p>
<i>Province of Alberta</i>	
Alberta Environment	<p>A review of aerial photography (shows) evidence of wetlands within the application area is evident.</p> <p>These wetlands may be Provincial Crown lands, as per section 3 of the <i>Public Land Act</i>. Application for review should be made to the Water Boundaries unit in</p>



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Alberta Transportation	<p>Edmonton, to ensure that these wetlands (if Crown-owned) are identified and avoided.</p> <p>This will acknowledge receipt of your circulation memorandum regarding the above-noted proposal, which must meet the requirements of Section 14 of the Subdivision and Development Regulation, due to the proximity of Highway 1. Presently, the application does not appear to comply with any category of Section 14 of the Regulation.</p> <p>Alberta Transportation has no objection to this proposal and is prepared to grant an unconditional variance of Section 14 of the Subdivision and Development Regulation, at the time of subdivision.</p> <p>However, as previously advised, subdivision will be subject to a Rocky View County condition, that the County and/or the developer will extend the Hwy 1 eastbound left turning lane as indicated in the June 2019, Cambridge Park Phase 4 Traffic Impact Assessment, prepared by Bunt and Associates.</p>
Public Utility	
ATCO Pipelines	<p>The Engineering Department of ATCO Transmission, (a division of ATCO Gas and Pipelines Ltd.) has reviewed the above-named plan and has no objections subject to the following conditions:</p> <ol style="list-style-type: none"> Any existing land rights shall be carried forward in kind and registered on any newly created lots, public utility lots, or other properties. ATCO Transmission requires a separate utility lot for its sole use. Ground disturbances and surface works within 30 meters require prior written approval from ATCO Transmission before commencing any work. <ul style="list-style-type: none"> Municipal circulation file number must be referenced; proposed works must be compliant with ATCO Transmission requirements as set forth in the company's conditional approval letter. Contact ATCO Transmission Land Department at 1-888-420-3464 or landadmin@atco.com for more information. Road crossings are subject to Engineering review and approval. <ul style="list-style-type: none"> Road crossing(s) must be paved and cross at a perpendicular angle. Parallel roads are not permitted within ATCO Transmission right(s)-of-way. If the road crossing(s) requires a pipeline alteration, the cost will be borne by the developer/owner and can take up to 18 months to complete. Parking and/or storage is not permitted on ATCO Transmission facility(s) and/or right(s)-of-way. Encroachments are not permitted on ATCO Transmission facility(s) and/or right(s)-of-way. ATCO Transmission recommends a minimum 15 meter setback from the centerline of the pipeline(s) to any buildings.



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Adjacent Municipality	<p>8. Any changes to grading that alter drainage affecting ATCO Transmission right-of-way or facilities must be adequate to allow for ongoing access and maintenance activities.</p> <ul style="list-style-type: none"> • If alterations are required, the cost will be borne by the developer/owner. <p>9. Any revisions or amendments to the proposed plans(s) must be re-circulated to ATCO Transmissions for further review.</p>
The City of Calgary	<p>The City of Calgary has no objection to the Conceptual Scheme and offers the following comments:</p> <p>This project is located with the Conrich ASP area and The City is concerned with potential traffic impacts on City and regional infrastructure. Cumulative traffic impacts of development in this area should be monitored and any impacts to City or regional infrastructure be mitigated by the County and or developers. It is recommended that the County should pursue discussions with Alberta Transportation and the City of Calgary for the prioritization of the future Highway 1/ Garden Rd interchange to support development in this area.</p> <p>The conceptual scheme should specifically mention that this development will comply with CSMI stormwater management requirements including the unit and area release rate of 0.8L/s/ha for the ultimate servicing scenario as well as the required 40 mm average annual runoff volume (VCT).</p> <p>The City would appreciate a copy of the Conrich Master Drainage Plan and Stormwater Management Report referenced in the Conceptual Scheme.</p>
External Departments	<p>CN Rail</p> <p>Thank you for circulating CN on the subject application. It is noted that the proposed plan includes sites in close proximity to the railway corridor. As such, you'll find attached CN's criteria for residential uses in proximity to a main railway line. Criteria G, H and I are not typically applied in Alberta, but other title instruments can be used to ensure that the necessary mitigation measures are maintained over time, and that future occupants are adequately advised of the railway's presence to forestall the future potential for noise and vibration complaints being directed to the City, the developer or the railway.</p> <p>PRINCIPAL MAIN LINE REQUIREMENTS</p> <p>A. Safety setback of habitable buildings from the railway rights-of-way to be a minimum of 30 metres in conjunction with a safety berm. The safety berm shall be adjoining and parallel to the railway rights-of-way with returns at the ends, 2.5 metres above grade at the property line, with side slopes not steeper than 2.5 to 1.</p> <p>B. The Owner shall engage a consultant to undertake an analysis of noise. At a minimum, a noise attenuation barrier shall be adjoining and parallel to the railway rights-of-way, having returns at the ends, and a minimum total height of 5.5 metres above top-of-rail. Acoustic fence to be constructed without openings and of a</p>



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	<p> durable material weighing not less than 20 kg. per square metre of surface area. Subject to the review of the noise report, the Railway may consider other measures recommended by an approved Noise Consultant. </p> <p> C. Ground-borne vibration transmission to be evaluated in a report through site testing to determine if dwellings within 75 metres of the railway rights-of-way will be impacted by vibration conditions in excess of 0.14 mm/sec RMS between 4 Hz and 200 Hz. The monitoring system should be capable of measuring frequencies between 4 Hz and 200 Hz, ± 3 dB with an RMS averaging time constant of 1 second. If in excess, isolation measures will be required to ensure living areas do not exceed 0.14 mm/sec RMS on and above the first floor of the dwelling. </p> <p> D. The Owner shall install and maintain a chain link fence of minimum 1.83 metre height along the mutual property line. </p> <p> E. The following clause should be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit within 300m of the railway right-of-way: "Warning: Canadian National Railway Company or its assigns or successors in interest has or have a rights-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way." </p> <p> F. Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from the Railway and be substantiated by a drainage report to the satisfaction of the Railway. </p> <p> G. The Owner shall, through restrictive covenants to be registered on title and all agreements of purchase and sale or lease, provide notice to the public that the safety berm, fencing and vibration isolation measures implemented are not to be tampered with or altered and further that the Owner shall have sole responsibility for and shall maintain these measures to the satisfaction of CN. </p> <p> H. The Owner shall enter into an agreement with CN stipulating how CN's concerns will be resolved and will pay CN's reasonable costs in preparing and negotiating the agreement. </p> <p> I. The Owner shall be required to grant CN an environmental easement for operational noise and vibration emissions, registered against the subject property in favour of CN. </p>
Internal Departments	<p> Engineering </p> <p> General </p> <ul style="list-style-type: none"> As a condition of future subdivision, the Owner is required to enter into a Development Agreement pursuant to Section 655 of the Municipal Government Act respecting provision of the following:



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	<ul style="list-style-type: none"> a) Construct an internal subdivision road to an Urban Residential Modified Standard– 400.1, and complete any necessary easement agreements, as shown on the Tentative Plan, in accordance with the County Servicing Standards; b) Upgrade of the existing Cambridge Park Boulevard to an Industrial/Commercial Standard – modified, and complete any necessary easement agreements, as shown on the Tentative Plan, in accordance with the County Servicing Standards; c) Design and construction of Landscaping features for all Municipal Reserve lands, Public Utility Lots, public pathways, and public roadways, in accordance with the approved Landscaping Plan; d) Construction of the necessary off-site improvements as identified in the final approved TIA to the satisfaction of the County; e) Extending the County's sanitary and potable water services to service the proposed development. f) Construction of a piped potable water and raw water distribution system as required (including the registration of necessary easements), connection to the potable water treatment plan, and service connections to each lot; g) Construction of the pressurized central fire suppression system to the satisfaction of the County; h) Construction of stormwater management facilities in accordance with the recommendations of the approved Stormwater Management Plan and the registration of any overland drainage easements and/or restrictive covenants as determined by the Stormwater Management Plan. i) Mailbox locations are to be located in consultation with Canada Post to the satisfaction of the County; j) Installation of Street Lighting (Dark Sky); k) Installation of power, natural gas, and communication utilities; l) Obtain all necessary approvals from AEP for the loss of wetlands; m) Obtain all necessary approvals from AEP for the use of storm water for irrigation purposes; n) Implement the recommendations of the approved construction management plan; o) Implement the recommendations of the approved ESC plan. <ul style="list-style-type: none"> • As part of the subdivision application PL20190089, the applicant submitted a Construction Management dated May 21, 2021. This Construction Management Plan is sufficient for this development. • The Owner is to enter into a Special Improvement Development Agreement and be responsible for the approvals, design, upgrading, right-of-way acquisition and construction for all off-site infrastructure related to: <ul style="list-style-type: none"> ○ Construction of the necessary off-site improvements as identified in the final approved TIA to the satisfaction of the County and Alberta Transportation, as indicated in the June 2019 Cambridge Park Phase 4 Traffic Impact Assessment prepared by Bunt and Associates; ○ Extending the County's sanitary services to service the proposed development, and each parcel created by the subdivision.



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	<p>Geotechnical:</p> <ul style="list-style-type: none"> As part of subdivision PL20190089, the applicant submitted a Geotechnical Investigation prepared by McIntosh Lalani Engineering Ltd. dated January 2012. As a condition of future subdivision, the applicant will be required to conduct an updated onsite geotechnical evaluation, conducted by a qualified geotechnical professional, to assess the onsite subsurface (soil and groundwater) conditions to develop appropriate geotechnical recommendations for the design and construction of the proposed development. <p>Transportation:</p> <ul style="list-style-type: none"> The City of Calgary, with involvement of City of Airdrie, City of Chestermere, Town of Cochrane, and Rocky View County, have conducted The North Calgary Regional Transportation Study, which identifies the need for an interchange at the Highway 1 and Range Road 285 (Garden Road) intersection by 2030. This interchange is in Alberta Transportation's long-term plans but is not planned in the near or intermediate future. The Transportation Off-site Levy Special Area 2 is currently capturing funding for this interchange. The applicant submitted a Transportation Impact Assessment prepared by Bunt & Associates, dated June 12, 2019. The TIA provides the impact of the proposed development on the adjacent road network and concludes that: <ul style="list-style-type: none"> By 2030 the Intersection of Highway 1 and Garden Road will reach capacity with 2030 background traffic and the implementation of the proposed interchange is the only improvement that will resolve these conditions; The proposed development traffic will cause Highway 1 and Garden Road intersection will operate at capacity. It is recommended to change the signal-timing plan to move the delay to the northbound and southbound movements. It also recommends lengthening the eastbound left turn lane to accommodate additional queue. The intersection of Garden Road & Cambridge Park will be upgraded to a Modified Type IIIa with delineation illumination. Garden Road and Twp Road 250 will operate at an acceptable condition in the post development condition. RR 285 shall continue to operate as a 2-Lane arterial in the post development condition. The applicant submitted a Transportation Impact Assessment Update prepared by Bunt & Associates, dated January 28, 2022. The goal of the update was to accommodate for the additional 193 residential lots not considered in the original CS. The Updated TIA concluded that: <ul style="list-style-type: none"> The conclusions from the June 2019 TIA remain valid with the same improvements required. The application was circulated to Alberta Transportation for comment. Alberta Transportation has no objections with the proposal conditional to the recommended improvements recommended in the TIA being implemented. As a condition of future subdivision, the Owner is to enter into a Special Improvement Development Agreement and be responsible for the approvals,



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	<p>design, upgrading, right-of-way acquisition and construction for all off-site infrastructure related to:</p> <ul style="list-style-type: none"> Construction of the necessary off-site improvements as identified in the final approved TIA to the satisfaction of the County and Alberta Transportation, as indicated in the January 2022 TIA. Cambridge Park Boulevard is currently being upgraded from the pre-endorsement DA related to Subdivision File PL20190089. As a condition of future subdivision, the applicant will be required to enter into a fully endorsed DA for the upgrade of Cambridge Park Boulevard. The County shall discharge the caveat for the Restrictive Covenant, on roll 04329003 (instrument number 171 069 815), regarding 45m right-of-way setback from the future road right-of-way As a condition of future subdivision, the applicant will be required to construct an Urban Residential Modified Road (400.1) standard in accordance with the County Servicing Standards to access the 193 residential lots. The applicant will be required to pay the TOL in accordance with Bylaw C-8007-2020 <p>Sanitary/Waste Water:</p> <ul style="list-style-type: none"> As per Policies 23.9 and 23.15 of the Conrich ASP, all new development shall connect to the County's potable water and waste water system. It is recommended that the lands be serviced with piped water and wastewater should the application be approved. As a condition of future subdivision, the applicant will be required to enter into a capacity allocation agreement with the County and provide payment of the Wastewater Offsite Levy in accordance with the applicable by-law at time of approval. As a condition of future subdivision, the applicant will be required to enter into a DA for the extension of wastewater services to the subject lands. As a condition of future subdivision, the applicant shall supply a servicing strategy to determine the wastewater servicing requirements for the development and identify any off-site improvements required. As a condition of future subdivision, the applicant may be required to provide a cost recovery payment for the use of the Conrich West Lateral Lift Station in accordance with the active Cost Recovery Agreement with Sage Properties Ltd. for the total gross wastewater capacity needed to service the proposed development. <p>Water Supply And Waterworks:</p> <ul style="list-style-type: none"> As per Policies 23.9 and 23.15 of the Conrich ASP, all new development shall connect to the County's potable water and waste water system. It is recommended that the lands be appropriately serviced should the application be approved. As a condition of future subdivision, the applicant shall supply a servicing strategy to determine the water servicing requirements for the development and identify any off-site improvements required. As a condition of future subdivision, the applicant will be required to enter into a development



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	<p>agreement for the extension of water services to the subject lands and to all three previous phases lands.</p> <ul style="list-style-type: none"> As a condition of future subdivision, the applicant will be required to enter into a capacity allocation agreement with the County and provide payment of the Water Offsite Levy in accordance with the applicable by-law at time of approval All future connections will have a water meter, per the water/wastewater utility bylaw. <p>Storm Water Management:</p> <ul style="list-style-type: none"> The applicant provided a Conceptual Stormwater Management Plan prepared by Jubilee Engineering dated May 2019. The concept consists of the use of a stormwater pond within the business park, which will be tied to an existing pond within Cambridge Estate Phase 3 to the northeast. Stormwater would then be used to irrigate both Cambridge Park Phase 3 and Phase 4 to manage stormwater from the proposed development. As a condition of future subdivision, the applicant shall be required to submit a detailed Stormwater Management Plan, prepared by a qualified professional, providing the detailed designs of the stormwater management infrastructure necessary to support the additional 160 residential lots. As a condition of future subdivision, the applicant shall be required to enter into a Development Agreement for the upgrades of the stormwater infrastructure if required as a result of the additional 160 residential lots. Prior to entering into the Development Agreement with the County, the applicant will be required to obtaining all AEP approvals and licensing for the stormwater management infrastructure. As a condition of future subdivision, the applicant will be required to provide an Erosion & Sedimentation (ESC) Plan, prepared by a qualified professional, providing the ESC measures to be implemented during the development of the subject lands. The applicant will be required to pay the Stormwater Offsite Levy in accordance with Bylaw C-8008-2020. <p>Environmental:</p> <ul style="list-style-type: none"> The applicant provided a Wetland Assessment and Impact Report prepared by Ecotone Environmental dated September 2019. The assessment took into consideration the significance of the existing onsite soils, vegetation, wildlife, historical resources, and wetlands and concludes that there are no wildlife, plant, or historical resources of concern on the property. The report also indicates that there are nine wetlands within the development and that all nine wetlands will be lost as the result of the development. As a condition of future subdivision, the Owner shall obtain all Water Act approvals from AEP for the disturbance and loss to the onsite wetland areas prior to entering into the Development Agreement with the County.

Circulation Period: July 9 to August 9, 2021 (original application); February 16, 2022 to March 10, 2022 (revised application)

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