

## PLANNING POLICY

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**TO:** Council  
**DATE:** April 13, 2021 **DIVISION:** 3  
**TIME:** Afternoon Appointment  
**FILE:** 04736002/6011 **APPLICATION:** PL20200084-3-7  
**SUBJECT:** Highway 1 / Old Banff Coach Road Proposal

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### APPLICATIONS:

- Bylaw C-8120-2020 (PL20200087) To amend the Central Springbank Area Structure Plan to provide for the proposed Highway 1 / Old Banff Coach Road Conceptual Scheme.
- Bylaw C-8121-2020 (PL20200083) To adopt the Highway 1 / Old Banff Coach Road Conceptual Scheme to provide a policy framework to guide future redesignation, subdivision and development proposals within a portion of SW-36-24-03-W05M.
- Bylaw C-8122-2020 (PL20200084) To redesignate the subject lands from Agricultural, General District to Direct Control District to accommodate a mixed commercial development and Residential, Mid-Density Urban District to accommodate the development of a residential community within the eastern portion of the lands.

**GENERAL LOCATION:** Located at the southeast junction of Highway 1 and Range Road 31, directly bordering the city of Calgary.

**LAND USE DESIGNATION:** Agriculture, General District.

**EXECUTIVE SUMMARY:** Council gave first reading to Bylaw C-8120-2020, Bylaw C-8121-2020, and Bylaw C-8122-2020 on December 22, 2020. The applications are consistent with the relevant policies of the Interim Growth Plan, Rocky View County / City of Calgary Intermunicipal Development Plan, County Plan, and the Central Springbank Area Structure Plan.

**ADMINISTRATION RECOMMENDATION:** Administration recommends approval in accordance with Option #1.

### OPTIONS:

Option #1:

#### ASP Amendment

- Motion #1 THAT Bylaw C-8120-2020 be amended in accordance with Attachment C.
- Motion #2 THAT Bylaw C-8120-2020 be given second reading, as amended.
- Motion #3 THAT Bylaw C-8120-2020, as amended, be referred to the Calgary Metropolitan Region Board for approval.

#### Conceptual Scheme Adoption

- Motion #4 THAT Bylaw C-8121-2020 be amended in accordance with Attachment D.
- Motion #5 THAT Bylaw C-8121-2020 be given second reading, as amended.

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### Administration Resources

Jessica Anderson, Planning Policy

Motion #6 THAT Bylaw C-8121-2020, as amended, be referred to the Calgary Metropolitan Region Board for approval.

Land Use

Motion #7 THAT Bylaw C-8122-2020 be amended in accordance with Attachment E.

Motion #8 THAT Bylaw C-8122-2020, as amended, be given second reading.

Motion #9 THAT Bylaw C-8122-2020, be referred to the Calgary Metropolitan Region Board for approval.

Option #2: That applications PL20200087, PL20200083 and PL20200084 be refused.

**AIR PHOTO & DEVELOPMENT CONTEXT:**



**APPLICATION EVALUATION:**

The application was evaluated based on the technical reports submitted with the application and the applicable policies and regulations.

APPLICABLE POLICY AND REGULATIONS:	TECHNICAL REPORTS SUBMITTED:
<ul style="list-style-type: none"> <li>• <i>Municipal Government Act;</i></li> <li>• Rocky View / City of Calgary Intermunicipal Development Plan;</li> <li>• County Plan;</li> <li>• Central Springbank Area Structure Plan;</li> <li>• Land Use Bylaw; and</li> <li>• County Servicing Standards.</li> </ul>	<ul style="list-style-type: none"> <li>• Geotechnical Report prepared by McIntosh Lalani Engineering Ltd. dated August 17, 2020;</li> <li>• Transportation Impact Assessment prepared by Stantec Consulting Ltd. dated August 14, 2020;</li> <li>• Old Banff Coach Road – Regional Network Analysis prepared by Stantec Consulting Ltd. dated December 9, 2020;</li> <li>• Transportation Infrastructure Trigger Analysis prepared by Stantec Consulting Ltd. dated April 1, 2021;</li> <li>• Conceptual Scheme Sub-Catchment Master Drainage Plan prepared by Stantec Consulting Inc. dated August 26, 2020;</li> <li>• Biophysical Impact Assessment prepared by Golder dated April 22, 2020.</li> </ul>

## **POLICY ANALYSIS:**

### Interim Growth Plan (IGP)

The IGP includes key Region-Wide Policies on collaboration (3.2.2), and sourcewater protection (3.2.3) to be considered for new ASP's and amendments to existing ASP's. The proposed ASP amendment is site-specific in this case; therefore, the Applicant has addressed these matters through specific policies in the proposed Conceptual Scheme; the Conceptual Scheme would be appended to the ASP and in doing so would be considered part of the statutory requirements set out within the ASP.

The proposal is considered within the Intensification and Infill Development Type and Employment Area policies within section 3.4 of the IGP as it achieves higher density in central core areas, provides for mixed-use areas, and utilizes existing infrastructure.

The proposal is consistent with the Mobility Corridors policies in section 3.5; the proposal sufficiently demonstrates that the proposed land use, built form, and density optimizes the proximity and adjacency to regionally significant mobility corridors. The proposal also provides mitigation measures and policies to address identified/potential adverse impacts on regionally significant mobility corridors. Specifically, policies 4.1.5 and 4.1.6 of the proposed Conceptual Scheme which require that required upgrades are implemented at time of development.

Per section 4, submission criteria, of the Interim Regional Evaluation Framework, a Municipality shall refer to the Board:

- c) All amendments to MDPs, IDPs, ARPs and ASPs proposing employment areas and/or 50 or more new dwelling units;*

Policy 2.3.2.2 b) of the Central Springbank ASP require that all concept plans be appended to the ASP by amendment to the ASP; therefore, the proposal will be referred to the Board following second reading of the bylaw.

### Rocky View / City of Calgary Intermunicipal Development Plan (IDP)

The subject lands are identified in Map 1: Plan Area and Map 4: Growth Corridors/Areas as a residential growth corridor for the County. Per policy 8.1.2, County growth corridors should be developed in accordance with relevant statutory plans. Map 2: Key Focus Areas identifies the lands as a Key Focus Area, where utilization of existing transportation infrastructure and creating employment opportunities should be examined. The proposal is consistent with these policies of the IDP.

Section 6.0 of the IDP provides policies around interface planning including transition tools to mitigate impacts and provide appropriate transitions. The proposal has incorporated site-specific, appropriate tools to manage the transitions between County and City developments.

In accordance with section 15 of the IDP, the application was circulated, along with supporting technical information, to The City of Calgary for comment. The City's full response is included in Attachment 'B', but generally, it has expressed opposition to the application proceeding at this time, with particular concerns on impacts to City infrastructure and services, and on source water protection.

### County Plan

The subject lands are identified as a residential growth area within an existing area structure plan in Map 1: Managing Growth, of the County Plan. The proposal contemplates a new Highway Business Area in accordance with section 14.11 of the County Plan. The County Plan provides for new Highway Business Areas, in addition to those identified in Map 1, and sets criteria for their consideration. This criteria has been evaluated and incorporated into the policies for this application.

Highway Business Areas are intended to take advantage of the provincial highway system. They are of limited size and should be located in proximity to highway intersections and interchanges. The

purpose of a Highway Business Area is to contribute to the County's fiscal goals, provide destination commercial and business services, provide services to the traveling public, and offer local employment opportunities. The proposal is consistent with the intent of Highway Business Areas.

### Central Springbank Area Structure Plan

The Central Springbank ASP was adopted in 2001 and does not reflect current growth and development conditions in the Springbank area, as supported by the County Plan; therefore, it did not plan for the development of business uses at the Highway 1 and Old Banff Coach Road intersection at the time. Considering the age of the plan, the County has prepared a draft ASP (the North Springbank ASP) that is intended to replace the Central Springbank ASP in part, and that provides for business uses along the Highway 1 corridor. Council has given second reading to the draft North Springbank ASP and the Plan has been submitted to the Calgary Metropolitan Region Board for approval.

Due to the uncertainty regarding the timing of adoption of the North Springbank ASP, the Applicant is proposing that this Conceptual Scheme would be appended to the Central Springbank ASP. Minor mapping and text amendments are also proposed to the ASP to facilitate the development of commercial and ancillary residential development.

The amendments proposed are minor within the overall context of the ASP; the proposal for commercial uses and higher density residential is also considered compatible with the overall land use strategy of the Plan. Finally, the amendments are in alignment with higher order policy provided within the IGP, IDP and County Plan.

### **ASP AMENDMENT OVERVIEW:**

A full red-lined version of the Central Springbank ASP has been provided in Attachment C, with a summary of the proposed amendments provided below:

- Map edits to modify the lands from primarily a residential area to a part commercial/part residential area;
- Edits throughout the document to reflect the facilitation of commercial and residential development at the site; and,
- Amendments to Chapter 2.10 - Business Development to allow for commercial development.

### **CONCEPTUAL SCHEME OVERVIEW:**

The Highway 1 / Old Banff Coach Road Conceptual Scheme provides a comprehensive framework to guide and evaluate future redesignation and subdivision applications. It also describes development details pertaining to land use, transportation, reserves, pathways, development standards (commercial), utilities and implementation.

### Site Context

The subject lands are approximately 115 acres in size and consists of two (2) parcels that are currently designated as Agricultural, General. Surrounding sites to the south and west are also zoned agricultural. Lands to the east, within the city of Calgary, are designated S-FUD (Special Purposes – Future Urban Development District) under the City Land Use Bylaw (LUB) and fall under the West View ASP that was recently adopted by the City of Calgary on February 24, 2020. The lands to the east are also owned by the Applicant and are being planned concurrently (through the preparation of an Outline Plan) with this Conceptual Scheme. The subject lands are currently occupied by a private cattle ranching operation located within the southwest corner of the parcel, with the remainder of the site undeveloped.

The site is gradually sloped lowering towards the northwest corner of the site. An existing low point with a drainage culvert is present under the Highway 1 and the site currently drains northward along a natural drainage and ultimately discharging to the Bow River. The drainage culvert is located at an existing low point and collects overland drainage from the existing lands along the north boundary.

### Proposed Land Use Concept

The Conceptual Scheme proposes the development of the site for commercial and residential uses, with single-family residential development located within the eastern portion of the site, integrating with similar residential development proposed within the parcel to the east, and transitioning to commercial development within the central and western portions of the site.

For the residential areas of the Conceptual Scheme, a Mid-Density Urban District (R-MID) is proposed. The R-MID district is proposed to provide a similar lot and housing types and density with the adjacent West View development. The proposed density is higher than other areas within the County however, the proposal provides a seamless transition with the proposed urban residential development to the east and maximizes density in proximity to the regional commercial development proposed on the western portion.

For the commercial areas of the site, a Direct Control (DC) district is proposed that is based on the Commercial, Regional District (C-REG) of the County's Land Use Bylaw. The DC district is proposed to facilitate the uses permitted under the C-REG district, with a modification to the minimum parcel size down to two (2) hectares and the inclusion of additional uses to align with the vision of the Conceptual Scheme. The DC district will also incorporate a privately operated storm pond through a sub-area of the DC referred to as 'Special Area A'. The extent of land required to accommodate the storm pond will be confirmed at the subdivision stage. The proposed land use districts are consistent with the intended size and use of the parcels and align with the Land Use Bylaw.

### Reserves and Pathways

The Conceptual Scheme proposes a regional path along the south side of the east-west internal collector roadway providing a connection for pedestrians and cyclists from the proposed West View development. This would allow for a future connection to the proposed north-south trail identified in the *Active Transportation Plan: South County* to be achieved through road widening along Old Banff Coach Road. Sidewalks are also provided on both sides of the internal north-south collector roadway, providing additional pedestrian access to Old Banff Coach Road. The public pathway network will also be supported by the development of a supporting pathway network within the commercial portions of the site. This network of pathways within the commercial parcels will link to the public path network including the regional pathway where practical.

### Transportation and Access

Access is proposed to be provided via three (3) new access points onto Old Banff Coach Road. These access locations are proposed following completion of the Old Banff Coach Road Network Analysis. Two (2) of the proposed access points onto Old Banff Coach Road involve interim and ultimate configurations, with specific requirements to be addressed at the subdivision stage. The ultimate configuration also allows for potential future closure of the diagonal segment of Old Banff Coach Road and integration of the adjacent landholding (portion of SW1/4 36-24-3-5) with the site.

The County and Alberta Transportation are proposing to exchange ownership of the road right of ways for Township Road 245 (currently owned by the County) and the diagonal portion (from Range Road 31 to Township Road 245) of Old Banff Coach Road (currently owned by Alberta Transportation) in order to facilitate the ultimate configuration. The proposed internal road system is consistent with County Servicing Standards. The road system has also been designed with the possibility of transit connectivity where a wider transit system is realized through future development.

### Wastewater Servicing

Sanitary servicing for the Conceptual Scheme is proposed to be provided by connection to a new wastewater lift station north of Highway 1 conveying flows to the Harmony Wastewater Treatment Plant.

### Water Servicing

Water supply for the Conceptual Scheme is proposed to be provided via extension of services from the existing Harmony Water Treatment Plant.

### Stormwater Management

Stormwater runoff generated within the site will be captured by a single stormwater pond proposed to be centrally located along the northern boundary of the site. A Staged Master Drainage Plan (SMDP) will be prepared at the subdivision stage to determine the design requirements (and associated land area required) to facilitate this pond. The stormwater pond will discharge to an existing culvert crossing Highway 1 before draining to an existing drainage ravine that connects to the Bow River. The stormwater pond is intended to be privately owned and operated by the utility service provider currently supporting the Harmony Community.

### **LAND USE REDESIGNATION:**

For the residential component of the plan, the Applicant has proposed the Residential, Mid-Density Urban District that accommodates a diverse range of low to medium density residential housing types in an urban setting, such as Hamlets and comprehensively planned areas. Parcel sizes may range from 0.06 acres to 0.22 acres in size.

For the commercial component, the Applicant has proposed a direct control district based on the Commercial, Regional District in the Land Use Bylaw. The purpose and intent of this District is to accommodate large-scale commercial development including a combination of shops, services, offices, entertainment, accommodation, institutional, and mixed-use buildings, serving the needs of a regional clientele.

Both districts appropriately implement the land use proposal in the conceptual scheme.

### **ADDITIONAL CONSIDERATIONS:**

None.

Respectfully submitted,

“Brock Beach”

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Acting Executive Director  
Community Development Services

Concurrence,

“Al Hoggan”

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Chief Administrative Officer

JA/sl



ROCKY VIEW COUNTY

**ATTACHMENTS**

ATTACHMENT 'A': Application Information

ATTACHMENT 'B': Application Referrals

ATTACHMENT 'C': Bylaw C-8120-2020 and Schedules A & B

ATTACHMENT 'D': Bylaw C-8121-2020 and Schedule A

ATTACHMENT 'E': Bylaw C-8122-2020 and Schedules A & B

ATTACHMENT 'F': Map Set

ATTACHMENT 'G': Public Submissions

ATTACHMENT 'H': City of Calgary Letter dated February 5, 2021

**ATTACHMENT 'A': APPLICATION INFORMATION**

<b>APPLICANT:</b> David Symes (Stantec Consulting Ltd.)	<b>OWNERS:</b> Coach Creek Developments Inc.
<b>DATE APPLICATION RECEIVED:</b> August 14, 2020	<b>DATE DEEMED COMPLETE:</b> August 14, 2020
<b>GROSS AREA:</b> ± 46.64 hectares (± 115.26 acres)	<b>LEGAL DESCRIPTION:</b> Lot 1, Block 1, Plan 0313354, and Lot 1, Block 2, Plan 0313363, within SW-36-24-03-W05M
<b>SOILS (C.L.I. from A.R.C.):</b> 3T3 Moderate limitations to cereal crop production due to adverse topography.	
<b>HISTORY:</b>  <b>December 1, 2003:</b> Plan 0313354 was registered creating a ± 4.60 acre (± 1.86 ha) parcel. <b>June 7, 2019:</b> Plan 1911250 was registered transferring ± 9.24 acres (± 3.74 ha) to Alberta Transportation for road widening.	
<b>PUBLIC &amp; AGENCY SUBMISSIONS:</b>  The application was circulated to 285 adjacent landowners (including City of Calgary residents), to which 136 responses were received. The responses have been included in Attachment 'E.'  The application was also circulated to a number of internal and external agencies; comments received are set out within Attachment 'B' and addressed within the report as applicable.	



AGENCY	COMMENTS
<i>Province of Alberta</i>	
Alberta Transportation	<p data-bbox="623 394 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="623 512 1458 575">Regulation, and the Highways Development and Protection Act / Regulation.</p> <p data-bbox="623 596 1398 625">The department has the following comments on the referral:</p> <ol data-bbox="623 646 1544 1925" style="list-style-type: none"><li data-bbox="623 646 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><li data-bbox="623 1331 1544 1520">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. <p data-bbox="678 1541 1539 1675">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.</p></li><li data-bbox="623 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</li></ol>

**AGENCY**

**COMMENTS**

	<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>Alberta Culture and Community Spirit (Historical Resources)</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 – <a href="http://www.opac.alberta.ca">www.opac.alberta.ca</a>.</p> <p>For more information, please refer to our website: <a href="https://www.alberta.ca/apply-historical-resources-act-approval-development-project.aspx">https://www.alberta.ca/apply-historical-resources-act-approval-development-project.aspx</a></p>
<p>Canada Post</p>	<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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**COMMENTS**

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Alberta Health Services

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.

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.

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.

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 (*Healthy Albertans. Healthy Communities. Together*), 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.

The proposed Highway 1/ Old Banff Coach Road Conceptual Scheme was reviewed from a healthy community by design (HCBD) perspective:

- 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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AGENCY	COMMENTS
	<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"> <li>• <b>Transportation Networks:</b> 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.</li> <li>• <b>Housing:</b> 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.</li> <li>• <b>Food Systems:</b> Healthy eating is more than individual choice, and is influenced by local policies and environments. A healthy, resilient local food system includes</li> <li>• <b>Natural Environments:</b> 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.</li> </ul>
<b><i>Adjacent Municipality</i></b>	
The City of Calgary	See Attachment 'H'

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**AGENCY****COMMENTS**

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***Internal Departments***

Fire Services & Emergency Management

Having reviewed the circulation, the Fire Service has the following comments:

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.

There are no further comments at this time.

**General**

- 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:**

- 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:**

- 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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**AGENCY****COMMENTS**

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Analysis conducted by Stantec Consulting Ltd. dated April 1, 2021.

- 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.
- 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.

**Sanitary/Waste Water:**

- 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.

**Water Supply And Waterworks:**

- 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.

**Storm Water Management:**

- 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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AGENCY	COMMENTS
	<ul style="list-style-type: none"><li>○ The Master Drainage Plan adequately meets the intent of the Springbank Master Drainage Plan.</li><li>○ 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.</li><li>○ 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.</li></ul> <p><b>Environmental:</b></p> <ul style="list-style-type: none"><li>● Engineering has no requirements at this time.</li><li>● 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"><li>○ 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.</li><li>○ 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.</li></ul></li></ul>

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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.





February 5, 2021

**City File: RC20-10**

Rocky View County  
262075 Rocky View Point  
Rocky View County, AB T4A 0X2

**SUBJECT:** PL20200087, PL20200083, PL20200084 - To amend the Central Springbank Area Structure Plan, adopt the Highway 1 / Old Banff Coach Road Conceptual scheme and redesignate the subject lands – Response #2

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Dear Jessica Anderson,

The City of Calgary has reviewed the above noted application in reference to the *Rocky View County/City of Calgary Intermunicipal Development Plan (IDP)* and other applicable policies. The City of Calgary Administration has the following comments for your consideration. The City of Calgary continues to **not support** this application at this time. The proposal is not aligned with the IDP or the Interim Growth Plan (IGP). The City continues to suggest that the application is premature given that The County is updating the Springbank ASPs, which will provide a new policy framework for the area in question. The City requests that further collaboration and coordination occurs on this application and a meeting to discuss how to mitigate the impacts be discussed.

A large amount of The City's concerns were not addressed, nor was a meeting proposed to resolve any of the concerns for the application. A significant urban scale commercial-residential development is proposed immediately adjacent to Calgary as a seamless continuation of Calgary's West View community. The City requests that The County consider the land use, mobility and service impacts of this proposal, and suggests that intermunicipal coordination is needed to support a shared understanding between our municipalities.

Also, a review of the Spring Bank Area Structure Plan is underway. This proposal should be reviewed as part of fulsome review in order to understand the full impact of growth and development on services and provide for the appropriate level of policy support.

The City has the following major concerns with the proposal have not been addressed:

**1. Creation of an additional Regional Commercial development along Calgary's boundary**

A significant Regional Commercial development is proposed near Calgary's boundary. The nearly 60 acre site "is located to take advantage of the adjacent existing and





proposed residential communities... and support the retail and service needs of future urban growth within a developing area of the County (and Calgary)". 2,320 new permanent jobs are anticipated at the ultimate build-out.

The proposal could impact several existing planned and proposed commercial areas in both Calgary and the County. It is important that our municipalities be intentional with our planning along the Highway 1 Corridor, and understand the implications of what is being proposed here.

- a) There are already several planned / proposed large scale commercial developments along the Highway 1 corridor that can meet the needs of the existing population and future urban growth. Given the existing commercial supply along with a contraction of the retail industry, it is not clear why more retail and service development should be planned for at this time.
- b) In addition, the Conceptual Scheme proposes "primarily retail and service development", commercial uses that would be ideally located within the Springbank Highway Business Area located on Highway 1 and Range Road 33. Proposing commercial development outside of the County Plan approved Highway Business Area could impact its future build-out by diverting complimentary commercial uses away from Springbank's commercial core; and diffusing uses that could otherwise help fill the gaps in the range of offerings in order to create a more diverse, complete and concentrated commercial node for the Springbank community.

## **2. Potential impacts to City Services**

The proposal of another large employment centre on Calgary's boundary has the potential to trigger impacts to City Services. The main issues before our municipalities that are triggered by this proposal are:

### **a) Transportation Impacts Unresolved**

The City remains concerned with potential downstream traffic impacts on City and regional mobility networks and no specific identification of funding needed mobility improvements ( i.e. County, developer or identifying potential cost sharing opportunities between our jurisdiction). This application could cause detriment without the proper mitigation for downstream transportation impacts.

### **b) Supporting local transit service**

The proposal does not address transit but would effectively rely on Calgary Transit service due to the routing identified in Calgary's West View ASP. At present our municipalities do not have a cost-sharing agreement with regards to

transit. Without an agreement for transit service for these lands, there is a higher risk of more fiscal impacts to The City, in addition to the transportation impacts on Calgary roadways. The City requests that the County consider the impact that this development has on City services, and that without sufficient agreements we would not be able to support these types of impacts to our municipality.

- c) Supporting the needs of working populations.** While the County benefits from Calgary's nearby work force, The City of Calgary remains the provider for the large range of services needed to support the needs of the working population. Without appropriate agreements in place between our municipalities, The City of Calgary is concerned that additional significant growth near our boundary will increase costs to The City.

Our municipalities need to arrange for a mutually beneficial cost-sharing and maintenance agreement before considering such development proposals.

### **3. Misalignment with Interim Growth Plan**

The proposed amendment to the Central Spring Bank Area Structure Plan (The ASP) is not aligned to the Interim Growth Plan. The Interim Growth Plan states that settlement areas shall provide access to community services and facilities, or make efficient and cost-effective use of existing and planned community services and facilities through applicable municipal agreements with service providers at the appropriate time, where and when appropriate. Sufficient cost sharing agreements are not in place and as a result the application does not align to the Interim Growth Plan. Also, the IGP outlines that collaboration and coordination should occur between the two municipalities. The City requests further collaborations prior to this proposal moving forward.



## Water

- The City's source water concerns and cumulative environmental impacts have not been addressed in the Conceptual Scheme or supplemental documents provided (Subcatchment Master Drainage Plan (SCMDP)). No additional policy statements or action have been added to the Conceptual Scheme or taken by The County or the applicant.
- The County's response letter indicates that under the *Stormwater and Sourcewater* section that stormwater will be retained and managed within the municipal boundary. The City does not see any details around how source water quality risks to the Elbow River will be mitigated given the identified stormwater conveyance path to the Elbow River, upstream of City raw water intakes. The City would suggest that the application is deficient in having not addressed this concern.
- The Conceptual Scheme identifies that stormwater infrastructure for this development will be held in private ownership. It is unclear how The County will ensure that the system is operated and maintained as designed. The City is concerned with how a private operator will ensure that there is no adverse impact to Calgary's source water or degradation to the Elbow watershed. It is not clear who is responsible should the stormwater infrastructure fail over time, or who would be responsible for regulatory compliance.

The City has included its original water response to the August circulation below:

### **The Water Utility has significant concerns with the application regarding the following:**

#### **Stormwater:**

- The proposed site has natural drainage to the west of the site, The City would require additional information and technical documents if the site was to be regraded and to ensure appropriate stormwater management.

#### **Source Water:**

The proposed application falls within the City of Calgary source watershed with in an area of high and very high vulnerability, as identified by *the City of Calgary Source Watershed Vulnerability Index*.

- Areas with a **High Vulnerability Rating**: Contaminants likely to be mobilized and transported downstream during most runoff-producing precipitation or snowmelt events. The time for runoff to reach the Bow River or Elbow River is short, requiring prompt action to be effective. Spills and other accidental releases would likely enter watercourses or connected aquifers if not contained within a few hours.
- Areas with a **Very High Vulnerability Rating**: Contaminants likely to be mobilized and transported downstream during most runoff-producing precipitation or snowmelt

events. The time for runoff to reach the rivers is potentially very short, making response to an event difficult. Spills and other accidental releases would likely enter watercourses or connected aquifers if not contained immediately.

The City of Calgary Intermunicipal Development Plan provides the policy structure to address lands that are considered significant for source water where section 11 focuses on watershed management with the goal to responsibly manage watersheds within the Policy Area (The City of Calgary and Rocky View County, 2012, p. 28). The IDP further includes objectives and policies to support the goal. The first objective speaks to ensuring that both municipalities manage water quality as it is important for the drinking water supply, agricultural operations and the overall health of the watershed.

Policy 11.1.1 enforces the goal and objective ensuring both municipalities protect and enhance surface water sources, watersheds and waterways (The City of Calgary and Rocky View County, 2012, p. 28).

Policy 11.1.5 states that all development proposed in proximity to water bodies should be carefully evaluated for impacts on water quality of surface water, ground water and alluvial aquifers. Negative impacts should be mitigated (The City of Calgary and Rocky View County, 2012, p. 28). This section of the IDP supports the need for stormwater management to reduce any potential impacts on water quality from runoff.

Request:

- 1) Concept Scheme policy 7.3.1- *A Staged Master Drainage Plan shall be provided at subdivision stage*. Given high and very high vulnerability rating of the lands in question, the City of Calgary Water Utility would request a copy of the report and the opportunity to review and comment against source water protection objectives, when it becomes available, particularly if the grades on the land in question will be altered.
- 2) Include language in the redesignation that the subject land is within The City of Calgary's source watershed which requires additional review by The City of Calgary at further stages of development.

## **Transportation:**

*General:*

- Policy info: Page 31 identifies a 30 m cross-section for Old Banff Coach Road from the TransCanada Highway to the second easterly access to Coach Creek. There is mention in the TIA of a functional study (County, Alberta Transportation and Stantec) for Old Banff Coach Road improvements to a more urban standard. What classification of street is being proposed? The City requests that the County engage the City in this work as Old Banff Coach Road runs adjacent and would provide access to this project and adjacent City lands. Have detailed designs been carried out for proposed improvements and who would fund the improvements?
- Provide phasing information for the development and future access points to Coach Creek and Westview lands, relating to the existing Crestmont community access road, the future half interchange at 133 St SW and development within the Westview lands to the east.

- Are any transportation improvements required to service this development contained within the County’s offsite levy bylaw, other funding sources or specifically identified by CMRB as regional priorities (i.e. Old Banff Coach Rd/TCH interchange improvements, Old Banff Coach Road improvements to a more urban classification, the future half interchange at 133 Street/TCH or local or regional transit provision)?
- Transportation remains concerned with potential mobility impacts to City and regional infrastructure and requests that updated traffic analysis and functional design work for Old Banff Coach Road be provided for City review.
- How will public transit be incorporated into the CS (either with extensions of Calgary Transit and or regional transit identified along the TransCanada Highway)?

*TIA:*

- Previous TIA comments have not been addressed.
  - Identify specific trigger points for improvements to Old Banff Coach Road, signalization of access intersections (or roundabouts), the TCH/Old Banff Coach Rd interchange and the future TCH/133 Street half interchange, similar to analysis shown in Westview OP TIA for the developer’s lands to the east.
  - Figure 4.9: Provide daily volumes for Old Banff Coach Road and for mainline TransCanada Highway

**Old Banff Coach Rd Network Analysis:**

- Old Banff Coach Road – Regional Network Analysis memo, dated Dec 9, 2020 by Stantec was not stamped or permitted by the Professional Engineer and company. Study should be stamped and permitted and recirculated for review along with updated information in following bullet points.
- Triggers for improvements along Old Banff Coach Rd are identified for short, medium and long-range horizons but not supported by any specific traffic analysis and a specific classification of road hasn’t been justified or analyzed through functional design work. Provide specific traffic analysis and design work used in developing recommendations in this memo. Further discussion between the County, City and Alberta Transportation should occur on coordinating improvements along Old Banff Coach Rd.
- Short term and medium-term horizons (figure 3.1 and 3.2) show no access points from CS to Old Banff Coach Road, (only access shown is from temporary Crestmont access road). Is the intent that the CS will not move forward in near or medium term? Access to the CS should be from identified access points in the County rather than solely from temporary Crestmont access point.
- Has the County or developer committed to funding any of the improvements identified in the study (i.e. Old Banff Coach Road, 133 St half interchange, TransCanada Highway etc.)?



- In summary, The City of Calgary **does not support** the proposed application as the application is premature and may have detrimental impact on services and resources for The City of Calgary.

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

Yours truly,

A handwritten signature in blue ink, appearing to read "Matthew Atkinson".

**Matthew Atkinson**

Planning and Policy Strategist | Calgary Growth Strategies

Planning and Development

The City of Calgary | T 403.268.5217 | Mail code #8117

**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Subject:** [EXTERNAL] - PL20200087/083/084  
**Date:** January 13, 2021 3:55:01 PM

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To Jessica,

**File Numbers: 04736002, 04736011**

**Application Numbers: PL20200087/083/084**

Hello, I am a resident of [REDACTED] and would like to offer some comments on the future development proposal from Qualico for Coach Creek.

I do not have concerns with the development itself. I do not think you can stop progress when it respectfully adheres to the surrounding developments and land. The fact that this whole development is being built on land that is far from current homes is in my opinion a positive. It is not looking at encroaching near anyones land or backyard.

I am confused about the potential road systems though, and this could and would affect me directly.

In regards to Old Banff Coach road turning into four lanes. The jurisdiction of this road being currently with Albert Transport, have denied changes to this road. Will this be changed? Surrounding rural rocky view developments with a city road makes me wonder how that can be allowed without annexation? Would the cost of changing this road and taking down homes be paid for by taxpayers? And would ownership change of the road? It all seems to be taking the cart before the horse mentality. This issue has to be worked out.

Right now, with the 50km speed we have seen fewer accidents and incidents even in dicey weather, so it has become a manageable, country road. I believe it is a historical road and was to stay that way by law. Could there be another way to give people access to highway 1? We will all be able to access and enjoy the convenience of Stoney Trail.

I also do not understand the maps in Qualico's plans with different drawings on pages 24 and 34. This needs clarification.

I thank you in advance for reading my few comments and please email if you require any further clarification.

Kind regards,

Debbie McKenzie

**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Cc:** [REDACTED]  
**Subject:** [EXTERNAL] - Comments on the Ascension Development Conceptual Scheme  
**Date:** January 12, 2021 1:03:38 PM

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Planning Services Department, Rocky View County  
Attention: Jessica Anderson

File Number: 05619004, 05619006, 05619054, 05618039  
Application Number: PL20170153  
Division 8

Dear Ms. Anderson,

We are residents of Watermark and are writing to express our very strong opposition to the adverse impacts that Ascension Development Conceptual Scheme would have on our residence and the community.

While we are not opposed to the concept of a residential/commercial development on the proposed location, **we are very much opposed to the waste treatment plan that would effectively use our community as a dumping ground for their sewage.** Specifically, Ascension is proposing to use the "Bears paw Regional Wastewater Treatment Plant", located in the heart of our Watermark community to process the waste for this large development. Not only would this far exceed the existing capacity of the Treatment Plant, thereby requiring a physical expansion, but it would be fundamentally wrong to pipe outside waste into the middle of an executive estate community. Our home backs directly onto this Plant and when we built in this community 6 years ago, it was never the expectation that it would service anything beyond the residents of Watermark, and would certainly not become a dumping ground for surrounding communities. There are a litany of issues that are extremely offensive with this proposal beyond the physical expansion itself, including increased large sewage truck travel, wear and tear on roads, increased noise from the vacuuming activity, safety (directly across from the community playground), odour issues, etc. In addition, there is the direct adverse impact on our property values that are already severely depressed due to the ongoing effects of the economic downturn. It wasn't until we read the proposed development scheme that we became aware of this waste treatment plan. There has been no communication or involvement with the residents of Watermark for something that would have such a significant impact on our community. It is rather insulting that Ascension would see fit to include this sewage treatment plan within their larger presentation and ignore the interests of its proposed neighbours. This lack of regard is hardly an encouraging sign.

It only seems appropriate that if Ascension is to proceed, the developer should be required to make their own arrangements for waste treatment, no different than MacDonald Development was forced to do when it built Watermark.



Beyond this completely unacceptable waste treatment plan, there are also significant traffic access and volume issues along Crowchild Trail and 12-Mile Coulee that would need to be addressed to accommodate a proposed development of this size. There is already a very large church development underway as well as a proposed seniors development along 12-Mile Coulee that exceed the intended capacity of this corridor.

Thank you for receiving our input on the subject application.

Greg Hickaway and Lynette Zapp

[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Subject:** [EXTERNAL] - COMMENTS on Qualico's Highway1/Old Banff Coach Road Conceptual Scheme (Nov/Dec 2020) File Number: 04736002, 04736011 Application Number: PL20200087/083/084  
**Date:** January 12, 2021 9:13:21 PM

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I would like to wade in with my concerns about this conceptual scheme noted above. The three key issues for me are traffic, water and waste waster, which I believe need much more clarification.

I am not a NIMBY and could get excited about the amenities this development has to offer our local area, WITH the proper diligence around these serious issues.

Please consider these registered concerns and give more clarification before any future decisions.

Best Regards,

Mark Schmidt  
[REDACTED]

1.3 The photo of the big-box mall with huge parking lot on Page 7 shows four-lane highways on both sides. **Is Qualico anticipating turning Old Banff Coach Rd into a four-lane highway to accommodate their commercial mall development? Has Alberta Transportation agreed to that?** The commercial proposal is for over 700,000 sq ft, which is the equivalent of six big-box stores. **Qualico needs to provide more information.**

4.1 REGIONAL ROAD SYSTEM – **Qualico propose to build THREE new access roads onto Old Banff Coach Rd which is unacceptable.** Figure 5 shows these being at: the intersection of OBCR with Rge Rd 31; one at the intersection of OBCR with Township Rd 245; and the third access further east on OBCR, close to the “temporary” access road into Crestmont. **Old Banff Coach Rd was not designed to accommodate a high volume of traffic** and has many 90 degree turns and blind corners between Hwy 1 and Springbank Rd. **The intersection of OBCR/Twp Rd 245 is the most dangerous place on OBCR, where people have died in road accidents. This plan would put users of OBCR at even higher risk.** This could lead to closing OBCR east of the “temporary” Crestmont access and I can't accept that.

7.1 **WATER SUPPLY:** “Water supply for the Conceptual Scheme is proposed to be provided via connection of a 200mm water feedermain to the existing Harmony Drinking Water Treatment Plant.” “Provided” by whom? Is Qualico anticipating future infrastructure that would be paid for by RVC taxpayers? **Or, if Qualico intends to pay or share the costs of building private water/wastewater infrastructure, then the CS should state that clearly here.** The cost of the proposed 10 km-long water feedermain to/from Harmony would be prohibitive for this Conceptual Scheme alone. Qualico needs to provide more information.



**From:** [REDACTED]  
**To:** [REDACTED]; [Jessica Anderson](#); [REDACTED]  
**Subject:** [EXTERNAL] - FW: LOcc2020-0080 West View ASP  
**Date:** September 13, 2020 3:52:01 PM

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Good Day, RE: SW36-24-3- W5M In response to a letter received regarding this proposed development, please see our comments below. While we do not object to the development we strongly object to Old Banff Coach Road being an access road. The Trans Canada Highway and Springbank Road are both already more suited as access corridors. Thank you . Rosemary Pahl [REDACTED]

---

**From:** Rosemary Pahl [REDACTED]  
**Sent:** September 4, 2020 5:44 PM  
**To:** [REDACTED]  
**Subject:** LOcc2020-0080 West View ASP

Good Afternoon,

As 20 year residents of Artist View Pointe we accept that development is inevitable as the city continues to grow. However, we believe that reaching a balance in " how " it is completed is vitally important. Currently Springbank Road is the thoroughfare for commuting between the south west side of Calgary to Horizon Road and the Trans Canada Highway. The speed limit on that road is 80 Km an hour and residents along that corridor are accustomed to more volume and speed of traffic. In contrast Old Banff Coach Road is a windy road, historical in nature that has a speed limit of 50 Km as it is a secondary road. Over the past couple of months the traffic on Old Banff Coach Road has been vastly increased due to motorists taking a shortcut off the Trans Canada Highway due to traffic backups caused by the ring road construction. In our view that level of traffic on an ongoing basis is totally inappropriate. It would seem to us that Springbank Road should remain the main road and be widened if necessary.

An hour ago we were driving on Old Banff Coach Road and observed 4 cars waiting to turn east from the Crestmont access road onto Old Banff Coach Road while one car turned right onto the Crestmont Road. That was in the space of a couple of minutes. This illustrates the increased traffic already generated by this one road. A few years ago we believe there was discussion about making Old Banff Coach Road a dead end. This idea should be further investigated. In our opinion, if the road was terminated at the bend immediately east of the Crestmont access road the problem would be solved. The full development could proceed on the designated land and the access would be from the Trans Canada Highway or Horizon Road ( fed by Springbank Road). All but one of the existing homes on Old Banff Coach Road could access their property from the dead end Old Banff Coach Road. The only home that would be adversely affected by making Old Banff Coach Road a dead end would be the home directly across from the property being developed and one could argue that they will be impacted regardless.

Thank you for soliciting feedback. We would ask that you seriously consider the option of making Old Banff Coach Road a dead end. It would protect the historical nature of Old Banff Coach Road, preserve the integrity of the existing communities, while at the same time allowing the development to proceed in an uncompromised fashion.

Sincerely, Milt and Rosemary Pahl



September 4, 2020

Rocky View County  
Planning Services Department  
262075 Rocky View Point  
Rocky View, AB, T4A 0X2  
By email: [janderson@rockyview.ca](mailto:janderson@rockyview.ca)

Attention: Jessica Anderson

**RE: Highway 1 / Old Banff Coach Road Conceptual Scheme**  
**Application Number: LOC2020-0080**

Dear Jessica:

Our association, Springbank Trails and Pathways Association (STAPA), was established to provide a safe and accessible, regionally integrated trail and pathway system connecting generations of residents in the Springbank community. As a pathway organization, while we do not discuss the merits of commercial development in our community, we will provide comments on integrating any potential future development with pathway development. STAPA's interests also lie in regional connections to neighbouring communities like The City of Calgary.

This development is reliant on Old Banff Coach Road which is a heavily used active transportation corridor that is identified formally as part of the Rocky View County's (RVC) Active Transportation Plan for staged development. This very congested area already poses public safety concerns for active transportation users. From a safety perspective and in combination with STAPA's goals of connecting community and regional pathways throughout Springbank, we appreciate the opportunity to make three recommendations:

1. Old Banff Coach Road has been identified in the RVC Active Transportation Plan to include shoulder widening. Old Banff Coach Road is a very popular road for experienced, high speed cyclists from Springbank and the City of Calgary and is also used for pedestrian traffic. We recommend that the shoulder widening be completed during or immediately following development.
2. Pathways Point 5.1
  - The regional pathways will be in accordance to the cross sections identified in Section 6.12, however there does not appear to be any provision for cyclists – just pedestrians. We recommend that there be provision for both pedestrians and cyclist in order to comprehensibly accommodate active transportation.
  - In reference to inclusion of a connection “north across Highway 1”. STAPA recommends that a safe, accessible and integrated pathway system for cyclists and pedestrians be included. This north south connection would benefit both residents in Springbank and City of Calgary by providing e a wider connection for the residents in Valley Ridge, Springbank north/south, Crestmont, Cougar Ridge and beyond.



3. Municipal Reserve – The Applicant proposes to defer the full 10% MR to the adjacent parcel (Block 2 Plan 7510024). These lands are located in The City of Calgary. We recommend that all Rocky View County residents have access to the proposed facilities for similar cost/benefits as the city residents.

Thank you for the opportunity to comment and your continued support and cooperation.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Rankin", is positioned above the typed name.

Ronda Rankin, President  
Springbank Trails and Pathways Association (STAPA)

[Redacted contact information]



Cc: David Symes, Stantec Consulting Ltd.  
Ben Mercer, Qualico Communities  
Colleen Renne-Grivell, The City of Calgary  
Karin Hunter, Springbank Community Association  
Mark Kamachi, Councillor Division 1  
Kim Mckylor, Councillor Division 2  
Kevin Hanson, Councillor Division 3

**From:** [REDACTED]  
**To:** [Division 3, Kevin Hanson](#); [Jessica Anderson](#); [Legislative Services Shared](#)  
**Cc:** [Dunn](#)  
**Subject:** [EXTERNAL] - Coach Creek Development  
**Date:** January 13, 2021 9:03:00 PM

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Dear Jessica & Kevin,

RE: File Numbers: 04736002, 04736011

RE: Application Numbers: PL20200087/083/084

I'm writing to voice my concerns about the Coach Creek development south of HWY1 off Banff Coach Road. I will be impacted as my house looks in this direction, I use the local infrastructure and I live on [REDACTED].

I'm specifically concerned about whether proper planning has gone into determining the impact of the traffic, and whether acceptable plans are in place for clean and dirty water.

The Old Banff Coach Road (OBCR) shows the road as 4 lanes. It is currently 2 lanes and owned by Alberta Transport. I doubt there is sufficient land in the right of way to create a 4 lane road. I also doubt there is a plan to pay for such an upgrade. I also understand that OBCR is a historic highway and so can't be upgraded. Thus, there needs to be a plan to divert traffic along other routes, and to limit traffic along the current 2 lane OBCR. There was a plan by CastleGlen that indicated a massive increase in OBCR traffic even without the proposed Coach Creek development.

\* Traffic from the Coach Creek plan looks to be coming directly out onto Banff Coach from a single roundabout. This should be connected directly onto Highway 1.

\* OBCR is also an important emergency corridor for the province, taking traffic from the Highway whenever there is an accident, which I see often, especially in winter.

I understand there are no water licenses for the developments. This seems a very large & important missing element? Especially with all the other pending developments in this area between Harmony, Bingham Crossing, Calaway, Huggard Rd... Water must be considered with all of them together. It is certainly a fact that Alberta is only going to become more dry as climate change progresses. Also, how will they deal with sewage? How will that impact traffic and services?

All of the houses on the west side of Calgary and in Crestmont and Springbank will also look over this development towards the mountains. It would be fantastic if the lighting was created to minimize light pollution. This was done successfully in some of the buildings on Commercial Drive. There are couple of buildings that did not take this into account and their lighting dominates the night sky.

I would appreciate it if you could tell me how they will solve the traffic and water problems, and if all developments account for light pollution.

Sincerely

Jeff Dunn



[REDACTED]

Dr. Jeff F Dunn  
Director, Experimental Imaging Centre  
Co-Director, Neuroscience Graduate Program  
Dept. of Radiology  
Cumming School of Medicine  
University of Calgary

[REDACTED]

[REDACTED]

[www.ucalgary.ca/dunnimaging](http://www.ucalgary.ca/dunnimaging)

[REDACTED]

**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Subject:** [EXTERNAL] -  
**Date:** January 14, 2021 3:28:00 PM

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Jessica Anderson, January 14/2021  
RVC Planning & Development Dept.

Comments on Qualico's Highway 1/Old Banff Coach Road Conceptual Scheme (Nov/Dec 2020) File number:  
04736002, 04736011 Application Number: PL20200087/083/084

Dear Jessica Anderson.

We built our 1980 home in Artists View in Rocky View County and have enjoyed the quiet serenity and natural beauty for over 40 years.

Our water costs are twice those of the City of Calgary and the reliability of our water supply has always been precarious. The pumps and piping are ageing and are frequently shutting down for repair necessitating trucking of water from the river to the reservoir. We have no fire hydrant making our insurance costs very high & the risk of losing our property in a fire very high. We understand that the provincial legislature closed the South Saskatchewan River Basin in 2006 so that no new licensing can be acquired.

The old Banff Coach Road serves as an access road to the three Artists View communities & two additional small cul-de-sac communities, Shantara Grove & Solace Ridge Place, thus the traffic volume has increased exponentially in the past few years. The Old Banff Coach Road was not designed to accommodate a high volume of traffic and has several 90° turns and blind corners between the Spring Bank Road and Highway One. Qualico's proposal to build three new access roads onto the Old Banff Coach Road will increase traffic volume &, in addition to the the "temporary" access road into Cresmont and the existing intersection of the OBCR/Township Road 245 (the site of several fatalities), will put users of the OBCR at an unacceptable risk.

Sincerely,

Peter and Joanne Whidden

Sent from my iPhone

To Jessica Anderson  
CC legislativeservices@rockyview.ca  
**Re: Qualico Rudiger Ranch Development**

Dear Jessica,

I am resident of Artist View Pointe and located at the highest elevation over Sprinkbank. The only access in and out of my property is via Old Banff Coach Road (OBCR). It is with deep disappointment that the Crestmont development has increased usage of OBCR when the access was originally presented as an emergency route and now we are faced with additional residential and commercial development that will further burden the only access route I have to my property. We will be further negatively impacted by light and noise pollution, not to mention the additional traffic hazards which already pose a severe safety risk. Rocky View County Applications PL20200087 / 083 /084 regarding the Highway 1 / Old Banff Coach Road Conceptual Scheme and the proposed Qualico development should firstly consider the existing residents and while I'm in favour of general development it must be done not at a detriment to the existing area tax payers. I currently struggle coming in and out of my property because of the increased traffic. I see nothing glaring lights west of my home all night long. I want to express my concerns on this future expansion. These applications, as they stand, further negatively impact my right to quiet enjoyment of my property and increase the already existing health and safety risk on OBCR.

Two components that have not been thoroughly or adequately addressed by Qualico in their application include light and noise pollution.

I have not seen any information on the level of light that will be emitted from the development as well as the additional traffic, expected to be flooding the area at night and that directly impacts my property sitting at the elevation I am at. Vehicles traveling with high beams at night and florescent lighting from construction areas are already a material nuisance.

The area residents have already seen the speed reduced but still cannot escape the ripping motorists tearing down the stretch of OBCR thinking they are in some Formula 1 race. We sit on a beautiful Sunday afternoon only to have the silence broken by these speed demons and wait with anxiety to see if there is going to be a further noise disruption signalling a tragedy. Time will tell. The policing of speeding is minimal at best and when a violator is pulled over it merely blocks an entire lane or creates back up while drivers attempt to pass the officer and offender.

While OBCR is a historic and unique road, it that was never designed or intended to accommodate the current and future levels of traffic the county is looking to support without major investment for which I am not interested in funding as there are already virtually no services offered for my tax dollars. The road is a single lane with no shoulder predominantly providing access to multiple cul-de-sac communities and multiple residential driveways and side streets. How are area residents expected to exit their communities during a steady stream of new cars – traffic circles are not a viable long-term solution for the expected volume.

Appreciating that OBCR falls under Alberta Transportation ("AT") jurisdiction and that the county may have limited oversight, Rocky View should be considerate of impact on the existing

population rather than just dumping thousands of new users who will undoubtedly travel this route. AT has confirmed that OBCR should operate as a local road in the future and appropriately transferred to Rocky View County. The design of OBCR does not meet current public safety standards. These activities were all clearly prescribed in the Castleglenn Study which provided expert technical assessment and recommendations by an independent consultant representing AT rather than developers.

Further, as previously published, studies funded by AT have identified that OBCR cannot safely accommodate the expected incremental traffic from proposed new development and given the "local road" vision for OBCR, efforts should be made to discourage new traffic onto OBCR and as per the June 2014 Castleglenn Study "protect local residents" along OBCR.

To date RVC has not addressed these concerns or reached out to the affected residents. I am one of those residents.

New dense urban style development within the City of Calgary at Qualico's Crestmont that uses direct access to OBCR, has been underway for some time. Despite the Castleglenn Study, access to OBCR was approved by AT with no objections by RVC under the premise that a second exit was required out of Crestmont for safety reasons and that no alternatives were available. Traffic entering and existing Crestmont onto OBCR is material and expanding. Proposed expansion of Qualico's Crestmont and Coach Creek under this arrangement will dramatically increase new traffic making the public safety situation extremely unsafe and completely unacceptable for the residents of our community.

I have 3 young children who currently cross OBCR to visit the horses across the way and will one day be driving on it so my concerns are deeply personal. Providing these new urban style communities with direct access to OBCR, which encourages traffic to cut through quiet country residential areas in order to travel south and east, is not the appropriate way to handle a long term growing commercial and residential expansion. All traffic in and out of these new communities should flow through major arteries that can handle the traffic volumes and speeds while limiting noise and light pollution.

Solution – divert the traffic to routes other than OBCR. Minimize the access capability of these developments to use OBCR and to travel east into Calgary on a built for purpose arterial road. Please consider the residents currently trying to preserve their quiet enjoyment and the desire avoid hovering above a jammed highway which at this pace OBCR will surely become devaluing our properties.

OBCR straddles Municipal boundaries and falls within an Inter-Municipal Planning Area. At the time of the Castleglenn Study, the pace of development and the ability to integrate road infrastructure across Municipalities was unclear. Qualico has now aggregated various land holdings across Municipal boundaries and is actively pursuing development approvals across the lands. This provides a huge opportunity to align and integrate road infrastructure across their developments and Municipal jurisdictions to mitigate negative impacts on neighbouring communities in line with regional growth management objectives. Qualico conceptual plans

clearly identify opportunities to this alignment. Furthermore, the cost of such road infrastructure could be optimized and better distributed to development rather than to taxpayers.

The cumulative effects of the urban style Qualico developments, Melcor developments, and adjacent North Springbank ASP Urban Interface Area will have a large negative impact on me and my community if these issues are not properly addressed.

I want to maintain my quiet country living that attracted me to purchase my home in this location. These new urban style communities need to be developed in a way that does not negatively impact neighbouring country residents who have deliberately chosen not to live in a dense urban environment.

There is lack of clarity on road infrastructure to service Coach Creek. Please provide the latest road design proposed for Coach Creek.

Please provide copies of light and noise pollution studies conducted for this development.

Please provide wildlife displacement studies as there are various wildlife species at risk. We lovingly have a pet moose – he seems to be the last of his herd.

Please provide data on expected traffic growth from Coach Creek development onto OBCR especially during peak hours.

Please provide CUMULATIVE traffic growth expectations on OBCR from both Coach Creek and full development of Crestmont especially during peak hours.

Please provide CUMULATIVE traffic growth expectations on OBCR from full development as proposed in the current draft of the North Springbank Area Structure Plan.

Please identify which Rocky View communities will be impacted by incremental traffic growth from proposed new development growth from Coach Creek and the other proposed Special Planning Areas in the draft ASP.

Despite County resident presentations and concerns directly to the County on public safety issues on OBCR, the County has not reached out to residents to clarify concerns or mitigation opportunities. Please provide a summary of stakeholder engagement by the County to resolve public safety concerns on OBCR.

Qualico as a large and intermunicipal land holder and developer in this area has developed conceptual (and in some cases detailed development plans) for both Crestmont and Coach Creek developments. Please provide a summary of how road infrastructure can be optimized to serve both areas and divert traffic from OBCR.

Has Qualico engaged in discussions for additional County land purchases south of OBCR across from Crestmont. How would development of these lands impact traffic on OBCR?

Thank you for your time in reading and responding to my concerns.

Barbara Joy

[REDACTED]

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**From:** Kevin Procyshen [REDACTED]  
**Sent:** January 11, 2021 11:04 AM  
**To:** Jessica Anderson  
**Subject:** [EXTERNAL] - Qualico's Highway1/Old Banff Coach Road Conceptual Scheme (Nov/Dec 2020) File Number: 04736002, 04736011 Application Number: PL20200087/083/084

**Categories:** CityView Planning Attachment

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Hi Jessica.

I am sending this note to you as I am a resident in Springbank and have been driving by almost everyday, watching the proposed development take shape.

There are some errors and/or omissions with this development that have been pointed out by the Springbank Community Planning Association, and having a chance to look at the document submitted by Qualico, there seems to be some differences noted.

I will give a brief outline that I have concern with.

1 - Is this development in Calgary or RVC ? The Figure 4.0 Concept map is showing The City of Calgary division to the West and RVC to the East (up by the Map Direction key). I believe that this is not correct.

2 - Is this development a Commercial one or a residential one ? It seems that this is being proposed as a residential one with commercial attached to it. If so, then how is the tax rate going to be assessed on this development ? I surely won't want to pay for this through my tax dollars.

3 - Water servicing - In Figure 6.0 - is this potable water main line being funded by Qualico alone ? It looks like it will be a 10km line for potable and 12 km line for sewage. These routes go right past the Bingham Crossing development, (which is currently a field of dirt mounds). Also, does the Harmony plant have the capacity to handle this extra demand ? Will they have to upgrade the plant ? ( I'm sure the HOA fees in the Harmony community will go up ). What are the restrictions of the Water license given to the Harmony development ? I do recall that Cross Iron Mills had an issue with a water license, and Bingham Crossing was going to do Spray Irrigation for it's wastewater management.

4 - Traffic issues - the Key map on Page 34 does not match the other drawings. Which one is correct ? Also, Old Banff Coach road is a tricky road to navigate. With the Cresmont neighbourhood traffic coming out, it will be a sore point with everyone.

Thank you for your time.

Kevin Procyshen

**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Subject:** [EXTERNAL] - Highway 1/Old Banff Coach Road  
**Date:** September 15, 2020 7:25:48 AM

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Hello

I would be interested in Public Hearings for the above development.

Plane for road infrastructure to Old Banff Coach Road and Range Road 31 before development to address traffic congestion.

Thanks

**Leonard Zuczek**

**President and CEO**

Abacus Steel Inc.

Abacus Construction Inc.

[REDACTED]  
[REDACTED] [REDACTED]  
[REDACTED] [REDACTED]

**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Subject:** [EXTERNAL] - Rudiger Ranch Development - File #: 04736002, 043611 Application # PL20200087, 83, 84  
**Date:** January 14, 2021 12:51:49 PM

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Hi Jessica;

I have spent some time reviewing the information provided for PL20200087 and PL2020083 (Rudiger Ranch SW36-24-3W5M).

Although I am generally supportive of development in Rocky View and believe commercial development has benefits for local residents, I believe there are significant drawbacks that are apparent with this specific development. Specifically, I do not believe the developer or Rocky View has put the required forethought into the traffic and transportation impacts to the local county roads and highways in the area that this development will create. In addition, to the Rudiger Ranch development, there is planned development of the lands toward the east within the Calgary city limits (Crestmont). I have attended City of Calgary Open Houses related to this development and spoke to the city transportation engineers regarding this development. Similar to the Rocky View development proposal, I found the explanation provided by the transportation to be insufficient to explain how the Crestmont development would handle the traffic demands on OBCR. The concern that I raised with him was that the City's decision to not fund the road maintenance on the COP cut-through road for city traffic put additional traffic pressure on the OBCR. To access hwy 1 from Westhills and lands further west (and vice-versa), the only route is through the OBCR/Hwy 1 interchange. Although he understood my concern, he could not provide any explanation as to how the traffic pressure could be mitigated. Since this Open House the traffic pressure on OBCR has continued to increase.

I have a specific concern with the intersection located at OBCR & RR31 where my [REDACTED] were involved in a vehicle collision (other drivers fault) that resulted in our vehicle written-off and minor injuries [REDACTED]

As the interchange at OBCR is the primary access point to the Springbank areas both North and South of Hwy 1, I have significant concerns and doubts about whether the current 2 lane bridge interchange can support the level of development that is being proposed at the Rudiger Ranch and Crestmont. Currently, the OBCR is a popular biking route that continues over hwy 1 and west on TWP 250. A commercial development at this location will draw in new traffic from all surrounding areas which will create a further transportation safety concern on OBCR adjacent to the Rudiger Ranch. Prior to the approval of any development, my recommendation would be for Rocky View to communicate a comprehensive area transportation plan for OBCR including requirements for a OBCR/Hwy1 bridge expansion or other option. Specifically, an expansion of this type would require a significant municipal land reserve to be set aside on the Rudiger Ranch lands to accommodate a new bridge at some time in the future.

Further, I believe the road design within the proposed development on the Rudiger Ranch lands



does not complement the reasonable foreseeable traffic issues on OBCR. Multiple access points from the development onto OBCR is not conducive to a well-thought-out transportation plan for OBCR, RR 31 and TWP 245 or the expected traffic volumes in the area for both vehicles and bicycles.

In order to provide the time required to complete the appropriate planning, I believe Rocky View County should not amend the Central Springbank Area Structure Plan for this development and should not adopt the Hwy 1 / OBCR Conceptual Scheme. Further, I also believe the developers proposal to not include a municipal land reserve for the future HWY 1 expansion, for which they would directly benefit, is particularly unacceptable given the transportation safety concerns.

Please contact me if you have any comments or questions.

Thank you,

Mike Toole



**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Subject:** [EXTERNAL] - Qualico's Highway1/Old Banff Coach Road Conceptual Scheme (dated Nov 2020 and Dec 2020)  
**Date:** January 14, 2021 11:47:07 PM

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I have serious concerns regarding the Qualico proposal and I am an adjacent landowner who would be severely impacted by this development as proposed in their conceptual scheme.

I own the property at the [REDACTED], located on the north side of the Trans Canada Highway. I have resided there since July 1, 1985 and are therefore intimately familiar with the property throughout wet seasons and dry seasons over the last 35 years.

My main concern is the proposal to allow stormwater runoff, including snow melt, to be piped across the highway to the north side and released into the drainage on the east side of Range Road 31 aka the Old Banff Coach Road. It is proposed that this water would then drain through the natural drainage slope down to the Bow River. Based on past incidences, this would prove to be a dangerous proposition for both the County of Rockyview and for the integrity of the drainage area and the buildings situated on y property.

This bottom of this drainage on my property was a usually wet area with low water pools fed by natural springs and rainwater and snowmelt runoff when the property was purchased. In 1988 the MD of Rockyview allowed me to construct, at my personal expense, a dam with a culvert to allow the water to collect in a deeper pond. Permits were also issued to stock this pond with trout from Allen's Trout Farm in 1989. The pond is usually full. Snow melt and heavy rainfall cause a torrent like stream to escape through the culvert. Only occasionally is the water level low, usually only during a prolonged dry spell in the summer months.

On June 16, 2005 after prolonged heavy rainfall in the area, I witnessed the collapse of the slope above the reservoir which cascaded into the pond and wiped out the berm with the culvert. This resulted in my evacuation of my property due to the threat of continued slumping of the supersaturated ground. Although the buildings did not tumble into the ravine, a pole supporting the roof of my outbuilding was only 3 inches away from the newly created edge of the bank. Extensive repair of the slope was done between July and December at my personal expense. This involved heavy equipment accessing my ravine and turning over the supersaturated clays and soil to allow them to dry prior to heavy compacting and reshaping the sides of the ravine. This was exacerbated by the presence of natural springs at depth within the hillside. A new berm was constructed with a larger culvert.

Township Road 250 also slumped during this flood event and had to be repaired at the MD's expense.

Several years ago (I am sorry but I do not remember the exact date), the County approached me to relinquish a thin strip of my land so that Township Road 250 could be slightly widened and a new drainage system installed under the road. The larger culvert was situated further west and was supposed to provide improved drainage from both my property and my neighbours. Unfortunately, the water runoff from my pond now flows only partially through

to this culvert as the flow has difficulty navigating the rather sharp and poorly planned drainage path. The lower reaches are a boggy wetland where bullrushes now grow. This drainage would certainly have to be realigned and reconstructed if it was to handle any proposed increase in volumes of water.

If the proposed piping of stormwater into the proposed drainage area is allowed to occur as per the conceptual scheme, it will result in an increase in flow of water through my pond and through the culvert system down to the Bow River. With the amount of paved areas (parking lots) and large roof expanses with virtually no bare ground to absorb the rainfall and snowmelt, the huge volumes of water that will be directed through this drainage may result in catastrophic damages to my property and to the stability of the Township Road 250 hillside, resulting in an unstable and unsafe major transportation corridor.

I would also like to express my concern over the possibility of chemicals and noxious substances entering my waterway and draining into the Bow River. Any snowmelt materials, including sand and salts would severely impact the water quality in my pond and would prove to be quite toxic to the wildlife that inhabit and frequent this waterway. This pond is home to amphibians such as tiger salamanders and frogs as well as muskrat and waterfowl. The addition of increased silt and gravel entering the pond would be detrimental to the benthic aquatic invertebrates that provide a food source for the pond inhabitants and several species of birds, including kingfishers and herons. Oil leaks from cars utilizing the paved parking area could also pervade this ecosystem with toxic effects on the various species that thrive here.

As far as I am aware, Golder and Associates or any other environmental consulting firm did not perform any aquatic or terrestrial evaluation of my lands and the various species that reside within the property. I was never notified or asked for permission to access my lands in order to complete their environmental impact assessments.

In closing, I am gravely concerned that this proposed plan for the disposal of stormwater through the ravine and pond on my property will cause drastic erosion of the existing hillsides and will impact the stability of the slopes which would impact the stability of the structures on my property, namely my residence and my outbuilding. Detrimental effects to the County of Rockyview would also be realized as a result of loss of slope stability on Township Road 250 and the culvert system that runs underneath it at this location..

If you require any further comments or clarification, please contact me.

Thank you for your consideration.

Alison Hepburn, P. Geo

**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Subject:** [EXTERNAL] - Old Banff Coach Rd/Hwy 1 commercial development  
**Date:** January 5, 2021 12:11:10 PM

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Hi Jessica,

I am concerned that the Qualico Conceptual Scheme presented to RE-ZONE the Rudieger Ranch to Commercial and Mid-density zoning, does not conform to the Springbank Area Structure plan.

**This application should be REJECTED** until after the new Springbank ASP is in place. Springbank residents should have their say on this!

Thank you,  
Anastasia Selimos  
[REDACTED]

**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Subject:** [EXTERNAL] - Qualico's Highway1/Old Banff Coach Road  
**Date:** January 13, 2021 4:16:32 PM

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To Whom it may concern,

Good Afternoon,

My email is in reference to: Qualico's Highway1/Old Banff Coach Road Conceptual Scheme  
File Number: 04736002, 04736011 Application Number: PL20200087/083/084

I am a very concerned resident of Rocky View County who lives near Old Banff Coach Road (OBCR) and will be directly impacted by this development. I am writing to you to express my deep concern over Rocky View County Applications PL20200087 / 083 /084 regarding the Highway 1 / Old Banff Coach Road Conceptual Scheme. If approved and adopted, these applications will have a significant negative impact on my personal ability to enjoy my property and on the greater country residential community, particularly on the increased and significant public safety conditions along OBCR. Incremental traffic onto OBCR coming from the proposed Coach Creek development directly impacts my safety and impacts enjoyment of my property and its value.

"The Old Banff Coach Road" is a historic and unique road that was never designed to handle these growing traffic flows. The section between Westbluff Road and Horizon View Road is particularly narrow and winding and over the years has developed into a quiet country residential neighbourhood with direct access to multiple cul-de-sac communities and multiple residential driveways and side streets. It is also a significant wildlife corridor with residents regularly seeing moose, deer, coyotes, cougars, and bobcats. I along with many other residents of this area have a strong desire to address the growing safety issues while maintaining the character of this country road.

Over the past few years, the traffic types, volume and speeds along OBCR have continued to increase even with the reduced speed limit as it is used by an ever-growing Calgary west-end population as a back-and-forth cut-through route to go elsewhere in Calgary. This is very unsafe and inconsistent with its residential orientation.

OBCR falls under Alberta Transportation ("AT") jurisdiction. However, with heavy investment into upgrading Highway 1 and construction of the West Ring Road, AT has confirmed that OBCR should operate as a local road in the future and appropriately transferred to Rocky View County. The design of OBCR does not meet current public safety standards. These activities were all clearly prescribed in the Castleglenn Study which provided expert technical assessment and recommendations by an independent consultant representing AT rather than developers.

Studies funded by AT have identified that OBCR cannot safely accommodate the expected incremental traffic from proposed new development and given the "local road" vision for OBCR, efforts should be made to discourage new traffic onto OBCR... and as per the June

2014 Castleglenn Study “protect local residents” along OBCR. The Study recommended constructing cul-de-sacs on OBCR as the solution. It should be further noted that local residents were engaged in focus groups in the development of the Castleglenn Study, Municipal representatives participated in and provided input to the Study, the recommendations were supported by local residents, presented to Rocky View County and the City of Calgary, and representations made to the stakeholders that the recommendations in the Study would be implemented when development growth pressures on adjacent lands materialized. Resident concerns were not anti-development but rather to be safely protected from incremental traffic and the Constitutional right to quiet enjoyment of their property and lifestyle.

Local residents presented their concerns on what appeared to be lack of follow-through of the Castleglenn Study on OBCR, to RVC Policy and Priorities Committee on June 5th, 2018. As part of this presentation, over 150 signatures were also delivered expressing these same concerns. To date RVC has not addressed these concerns and reached out to the affected residents. Despite the above, recent public discussions with RVC administration re Coach Creek have indicated that they are not aware of concerns with OBCR.

New dense urban style development within the City of Calgary at Qualico’s Crestmont that uses direct access to OBCR, has been underway for some time. Despite the Castleglenn Study, access to OBCR was approved by AT with no objections by RVC under the premise that a second exit was required out of Crestmont for safety reasons and that no alternatives were available. Traffic entering and existing Crestmont onto OBCR is material and expanding. Proposed expansion of Qualico’s Crestmont and Coach Creek under this arrangement will dramatically increase new traffic making the public safety situation extremely unsafe and completely unacceptable for the residents of our community.

Rocky View County is also proposing, through the North Springbank Area Structure Plan, to approve additional extensive urban interface development adjacent to OBCR for Lands in the N-1/2-25-24-03-W05M which will add even more incremental traffic further jeopardizing public safety.

My main concern with these applications is the level of traffic volumes and speeds that are (and will) travel on a road not designed for city traffic flows and also being used by cyclists and pedestrians which clearly and materially increases public safety concerns on an already safety compromised road. Providing these new urban style communities with direct access to OBCR, which encourages traffic to cut through quiet country residential areas in order to travel south and east, is not the answer! All traffic in and out of these new communities should flow through major arteries that can handle the traffic volumes and speeds.

## Solutions

As previously referenced, in 2014, anticipating the significant urban style development that is now occurring, Alberta Transportation conducted a Functional Planning Study that included extensive public consultation (i.e. Castleglenn Study - Highway 1 Interchange [Between Range Road 33 and Stoney Trail]). The recommendation report, formally accepted by Alberta Transportation in June 2014, was developed with direct involvement and input from Rocky View County and the City of Calgary. After having participated in the study’s public consultation process, I was heartened by the recognition of my safety concerns in the final

report. It included specific recommendations to address the anticipated safety issues on OBCR as these dense urban communities were developed. Specifically, it called for the OBCR to be made discontinuous and cease to function as a through corridor. Traffic would be diverted to other roads that were identified as long term primary arterials.

The 2014 Functional Plan recommendations are even more relevant and important now than ever, as the urban development of the Qualico lands foreseen in the Castleglenn Study is happening and the public safety issues on OBCR, which it sought to address, are growing by the day.

Making OBCR discontinuous does not prevent any of the proposed future development in the area but would address the public safety concerns as specifically recommended in the Castleglenn Study. Much safer travel alternatives are readily available for the new developments, including the upgraded Hwy 1 and the new Ring Road.

OBCR straddles Municipal boundaries and falls within an Inter-Municipal Planning Area. At the time of the Castleglenn Study, the pace of development and the ability to integrate road infrastructure across Municipalities was unclear. Qualico has now aggregated various land holdings across Municipal boundaries and is actively pursuing development approvals across the lands. This provides a huge opportunity to align and integrate road infrastructure across their developments and Municipal jurisdictions to mitigate negative impacts on neighbouring communities in line with regional growth management objectives. Qualico conceptual plans clearly identify opportunities to this alignment. Furthermore, the cost of such road infrastructure could be optimized and better distributed to development rather than to taxpayers.

I am generally supportive of smart development, but I believe the “cumulative effects” of the urban style Qualico developments, Melcor developments, and adjacent North Springbank ASP Urban Interface Area will have a large negative impact on me and my community.

I want to maintain the quiet country living that attracted me to purchase my home in this location. Do we really need these new urban style communities to be developed?

I am firmly opposed to these applications.

Sincerely,

Andrea Saini



**From:** [REDACTED]  
**Sent:** January 11, 2021 6:27 PM  
**To:** Legislative Services Shared; Jessica Anderson  
**Subject:** [EXTERNAL] - Qualico - APPLICATION - PL20200087/083/084. Highway1/Old Banff Coach Road Conceptual Scheme. And also copied to the NORTH AND SOUTH SPRINGBANK ASP

**Categories:** CityView Planning Attachment

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To whom it may concern;  
Along with my neighbors, I would like to reiterate my objection to the proposed application. A summary of points included below:

1.2 VISION: The following Conceptual Scheme objectives (CS) are NOT aligned with the existing Central Springbank Area Structure Plan (ASP):

b) and c) The Conceptual Scheme does NOT align with the existing Central Springbank ASP. Rocky View County is working with Springbank residents to develop a new ASP, which will go to Public Hearing next month. Until the details of the new ASP are agreed to by Rocky View County (RVC) and RVC residents, there should be NO one-off amendments of the existing ASP. To do otherwise RVC would be putting developers ahead of RVC taxpayers. Qualico should bring this CS back when the new ASP is in place.

e) The CS should FIRST ensure that the development is compatible with future residential development within RVC, NOT the city of Calgary. This CS is NOT compatible with development policies in RVC/Springbank under the existing ASP.

f) What the CS is proposing is largely commercial, not residential and the residential is urban density, not rural density (see existing ASP).

g) "To establish a servicing scheme and supporting policy framework appropriate for facilitation of the proposed development" – the servicing scheme described under 7.0 Utilities for water supply and sanitary wastewater is a monumental and expensive undertaking that will not be easily executed. Reality check – what would the temporary solutions be during the years before these expensive projects could be completed? Trucking in water and trucking out sewage? These kind of temporary measures, which RVC residents have experienced in other parts of the county, are NOT acceptable.

i) Notification and consultation: If Qualico had wanted to appropriately notify and consult surrounding residents and landowners and respond to community concerns, they could have held virtual open house(s) and invited Springbank residents to attend virtually for discussion of their CS. This kind of development affects more than just the handful of homeowners who were notified within the very limited (1.5 km) circulation area.

1.3 The photo of the big-box mall with huge parking lot on Page 7 shows four-lane highways on both sides. Is Qualico anticipating turning Old Banff Coach Rd into a four-lane highway to accommodate their commercial mall development? Has Alberta Transportation agreed to that? The commercial proposal is for over 700,000 sq ft, which is the equivalent of six big-box stores. Qualico needs to provide more information.



1.4 RATIONALE FOR PROCEEDING WITH DEVELOPMENT: Table 4 Anticipated Population & Density – the estimated population of 1,000 on 8 units/acre does NOT align with the policies of the existing ASP.

2.1 REGIONAL LOCATION: “The Site has direct access to Highway 1 via Old Banff Coach Road.” This is an inaccurate statement. Direct access would be just that, NOT via Old Banff Coach Road.

This statement also contradicts the later section 4.1.2: “Access to the Site shall be generally in accordance with Figure 5.0, with access locations off Old Banff Coach Road to be confirmed at the subdivision phase and in accordance with Alberta Transportation requirements. Direct access to Highway 1 shall not be permitted.

2.4 PHYSICAL SITE FEATURES: Discussion of the existing large pond shown in two photographs in this section is incomplete. This pond attracts migratory species, especially in spring and fall, e.g., many species of ducks, as well as swans, such as the Trumpeter Swan which is a species at risk in Alberta. As well another species at risk in Alberta, the Peregrine Falcon has been recorded hunting for prey there, during its breeding season.

Biophysical Features: “No species of management concern (listed provincially or federally) were identified.” As above, at least two species of management concern have been recorded there, therefore this statement is misleading and WRONG.

Also “The anthropogenic shallow open wetland (W13) was ranked moderate for songbird, waterfowl and bat habitat.” Qualico needs to provide more details on wildlife species and their use of this site.

3.1 LAND USE: “Land use districts proposed as part of this Conceptual Scheme ... The R-MID district is proposed ... to provide similar lot and housing typology outcomes, as well as density, intended to be facilitated within the adjacent West View development.” It cannot be clearer that Qualico have designed this development to fit with and match their adjacent development in Calgary. They have ignored that this land is in Rocky View County where these densities are NOT part of the existing or new draft ASP for Springbank.

“For the commercial areas of the Site, a direct control (DC) district is proposed...” apparently so that Qualico can include “additional uses to align with the vision of the Conceptual Scheme.” Again, Qualico is ignoring the existing or new draft ASP for Springbank.

3.2 CONCEPT LAYOUT & SUBDIVISION: “Single family residential development is proposed in the eastern extents of the Site and will involve similar housing product/typologies to the proposed residential development located within the West View development immediately east of the Site” in the City of Calgary. Qualico’s proposal ignores the existing and new draft ASP for Springbank and instead models itself after the city ASP.

“One future development scenario may include the closure of a portion of Old Banff Coach Road, and consolidation of these lands with the balance of the quarter section. This would be subject to Alberta Transportation (AT) and Rocky View County coordination.”

Have there been discussions with AT that indicate that they would approve their provincial highway, i.e., Old Banff Coach Rd (OBCR) being closed? AT have stated in the past that they do not allow the creation of discontinuous provincial highways.

4.1 REGIONAL ROAD SYSTEM – Qualico propose to build THREE new access roads onto Old Banff Coach Rd which is unacceptable. Figure 5 shows these being at: the intersection of OBCR with Rge Rd 31; one at the intersection of OBCR with Township Rd 245; and the third access further east on OBCR, close to

the “temporary” access road into Crestmont. Old Banff Coach Rd was not designed to accommodate a high volume of traffic and has many 90 degree turns and blind corners between Hwy 1 and Springbank Rd. The intersection of OBCR/Twp Rd 245 is the most dangerous place on OBCR, where people have died in road accidents. This plan would put users of OBCR at even higher risk. This could lead to closing OBCR east of the “temporary” Crestmont access. Alberta Transportation, Springbank residents and other OBCR users may not accept that.

5.1 PATHWAYS: The conceptual scheme proposes pathways and sidewalks that “provide(s) a connection for pedestrians and cyclists from the proposed West View development to the commercial area and on to Old Banff Coach Road.” That is, not only from this development but from the rest of the City of Calgary – pedestrians and cyclists being directed onto a busy provincial highway (i.e., OBC Rd)! This is a high-risk proposal for the lives of the pedestrians, cyclists and users of OBC Rd.

5.2 Municipal Reserve (MR) - RV County should REJECT the proposal of the Conceptual Scheme “to defer the full 10% MR requirement for the Site (equivalent to 4.6 ha) to another parcel (Block 2 Plan 7510024) owned by the Applicant”. That land parcel is NOT close enough for walking or cycling (2 to 3 km away) to qualify as a substitute. Also, that land parcel does not have any conceptual scheme and is currently zoned agricultural. Therefore, this proposal for MR should be rejected.

6.0 “Development standards and supplementary architectural guidelines will be used at the subdivision and development permit stages to ensure that all developments will be compatible with adjacent land uses” – given that existing uses in all the adjacent and surrounding lands is agricultural (except for the Rudiger Ranch house site), this does not make sense.

6.11 ROCKY VIEW/CALGARY INTERFACE: Qualico claims that the proposed Conceptual Scheme “policies have been identified to assist in establishing a seamless transition between Calgary (West View development) and Rocky View (Highway 1/Old Banff Coach Road Site)”. In other words, the transition between Qualico’s urban development in the City and Qualico’s mid to high-density residential/commercial development in Rocky View County. However, the Intermunicipal Development Plan (IDP) addresses the transition between urban city developments and the rural Rocky View land uses. Qualico proposes “more urban density to transition to residential densities” in the city as transition to their planned commercial mall. What the IDP calls for is the developer to address the transition from urban to rural. This Conceptual Scheme is completely missing any ROCKY VIEW/CALGARY INTERFACE.

6.12 COMMERCIAL/ RESIDENTIAL INTERFACE: The CS states “(refer to sections provided on the following page)” but the Key Map on Page 34 is entirely different than the other transportation maps in the CS. This shows there is a problem with the accuracy of details in Qualico’s Conceptual Scheme.

7.0 Utilities – Qualico states that “The Conceptual Scheme does not propose, nor is it necessary, for any utilities to tie into City of Calgary utility networks.” This confirms that the City of Calgary has continually refused to extend its utilities to developments in RVC. However, this section does NOT say who pays for the proposed servicing infrastructure to be built. See below.

7.1 WATER SUPPLY: “Water supply for the Conceptual Scheme is proposed to be provided via connection of a 200mm water feedermain to the existing Harmony Drinking Water Treatment Plant.” “Provided” by whom? Is Qualico anticipating future infrastructure that would be paid for by RVC taxpayers? Or, if Qualico intends to pay or share the costs of building private water/wastewater infrastructure, then the CS should state that clearly here. The cost of the proposed 10 km-long water feedermain to/from Harmony would be prohibitive for this Conceptual Scheme alone. Qualico needs to provide more information.

Does a 200mm water feedermain fit the recommendations of *Springbank ASP Servicing Strategy* for RVC by ISL Engineering (October 2020)?

Also, I believe that the Alberta Environment water license given to Harmony restricts them from trading part their water allocation to other developments. If so, this proposal to get water from Harmony is a non-starter. Qualico should state if Alberta Environment has approved (under the Water Act) that Harmony can trade part of its water allocation, prior to RVC considering this Conceptual Scheme. Qualico needs to provide more information.

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What is the current capacity of the Harmony Wastewater Treatment Plant and wouldn't the capacity need to be increased to accommodate new development(s) as well as Harmony's own build-out? Qualico needs to provide more information.

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“Feedback was received from a total of 13 respondents and responses were provided either via email or phone call.” The low number of respondents is directly equal to the lack of effort to fully consult the Springbank community. It is no surprise that “the majority of comments focused on traffic and safety implications on Old Banff Coach Road.”

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Aneta Zuczek



**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Subject:** [EXTERNAL] - Highway 1/ Old Banff coach Road Conceptual Scheme  
**Date:** January 12, 2021 4:11:34 PM

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There are so many things to clear out before this project can even begin to take place. From water, traffic, sewage, our quiet Old Banff coach road.

Qualico is ignoring the existing or draft ASP for Springbank.

Qualico have ignored that this land is in Rocky View County where these densities are not part of the existing or new draft ASP for Springbank.

Anna Pockar  
[REDACTED]

Sent from my iPad

To Jessica Anderson  
CC legislativeservices@rockyview.ca  
**Re: Qualico Rudiger Ranch Development**

Dear Jessica,

I am resident of [REDACTED] and located at the highest elevation over Sprinkbank. The only access in and out of my property is via Old Banff Coach Road (OBCR). It is with deep disappointment that the Crestmont development has increased usage of OBCR when the access was originally presented as an emergency route and now we are faced with additional residential and commercial development that will further burden the only access route I have to my property. We will be further negatively impacted by light and noise pollution, not to mention the additional traffic hazards which already pose a severe safety risk. Rocky View County Applications PL20200087 / 083 /084 regarding the Highway 1 / Old Banff Coach Road Conceptual Scheme and the proposed Qualico development should firstly consider the existing residents and while I'm in favour of general development it must be done not at a detriment to the existing area tax payers. I currently struggle coming in and out of my property because of the increased traffic. I see nothing glaring lights west of my home all night long. I want to express my concerns on this future expansion. These applications, as they stand, further negatively impact my right to quiet enjoyment of my property and increase the already existing health and safety risk on OBCR.

Two components that have not been thoroughly or adequately addressed by Qualico in their application include light and noise pollution.

I have not seen any information on the level of light that will be emitted from the development as well as the additional traffic, expected to be flooding the area at night and that directly impacts my property sitting at the elevation I am at. Vehicles traveling with high beams at night and florescent lighting from construction areas are already a material nuisance.

The area residents have already seen the speed reduced but still cannot escape the ripping motorists tearing down the stretch of OBCR thinking they are in some Formula 1 race. We sit on a beautiful Sunday afternoon only to have the silence broken by these speed demons and wait with anxiety to see if there is going to be a further noise disruption signalling a tragedy. Time will tell. The policing of speeding is minimal at best and when a violator is pulled over it merely blocks an entire lane or creates back up while drivers attempt to pass the officer and offender.

While OBCR is a historic and unique road, it that was never designed or intended to accommodate the current and future levels of traffic the county is looking to support without major investment for which I am not interested in funding as there are already virtually no services offered for my tax dollars. The road is a single lane with no shoulder predominantly providing access to multiple cul-de-sac communities and multiple residential driveways and side streets. How are area residents expected to exit their communities during a steady stream of new cars – traffic circles are not a viable long-term solution for the expected volume.

Appreciating that OBCR falls under Alberta Transportation ("AT") jurisdiction and that the county may have limited oversight, Rocky View should be considerate of impact on the existing

population rather than just dumping thousands of new users who will undoubtedly travel this route. AT has confirmed that OBCR should operate as a local road in the future and appropriately transferred to Rocky View County. The design of OBCR does not meet current public safety standards. These activities were all clearly prescribed in the Castleglenn Study which provided expert technical assessment and recommendations by an independent consultant representing AT rather than developers.

Further, as previously published, studies funded by AT have identified that OBCR cannot safely accommodate the expected incremental traffic from proposed new development and given the "local road" vision for OBCR, efforts should be made to discourage new traffic onto OBCR and as per the June 2014 Castleglenn Study "protect local residents" along OBCR.

To date RVC has not addressed these concerns or reached out to the affected residents. I am one of those residents.

New dense urban style development within the City of Calgary at Qualico's Crestmont that uses direct access to OBCR, has been underway for some time. Despite the Castleglenn Study, access to OBCR was approved by AT with no objections by RVC under the premise that a second exit was required out of Crestmont for safety reasons and that no alternatives were available. Traffic entering and existing Crestmont onto OBCR is material and expanding. Proposed expansion of Qualico's Crestmont and Coach Creek under this arrangement will dramatically increase new traffic making the public safety situation extremely unsafe and completely unacceptable for the residents of our community.

I have [REDACTED] children who currently cross OBCR to visit the horses across the way and will one day be driving on it so my concerns are deeply personal. Providing these new urban style communities with direct access to OBCR, which encourages traffic to cut through quiet country residential areas in order to travel south and east, is not the appropriate way to handle a long term growing commercial and residential expansion. All traffic in and out of these new communities should flow through major arteries that can handle the traffic volumes and speeds while limiting noise and light pollution.

Solution – divert the traffic to routes other than OBCR. Minimize the access capability of these developments to use OBCR and to travel east into Calgary on a built for purpose arterial road. Please consider the residents currently trying to preserve their quiet enjoyment and the desire avoid hovering above a jammed highway which at this pace OBCR will surely become devaluing our properties.

OBCR straddles Municipal boundaries and falls within an Inter-Municipal Planning Area. At the time of the Castleglenn Study, the pace of development and the ability to integrate road infrastructure across Municipalities was unclear. Qualico has now aggregated various land holdings across Municipal boundaries and is actively pursuing development approvals across the lands. This provides a huge opportunity to align and integrate road infrastructure across their developments and Municipal jurisdictions to mitigate negative impacts on neighbouring communities in line with regional growth management objectives. Qualico conceptual plans

clearly identify opportunities to this alignment. Furthermore, the cost of such road infrastructure could be optimized and better distributed to development rather than to taxpayers.

The cumulative effects of the urban style Qualico developments, Melcor developments, and adjacent North Springbank ASP Urban Interface Area will have a large negative impact on me and my community if these issues are not properly addressed.

I want to maintain my quiet country living that attracted me to purchase my home in this location. These new urban style communities need to be developed in a way that does not negatively impact neighbouring country residents who have deliberately chosen not to live in a dense urban environment.

There is lack of clarity on road infrastructure to service Coach Creek. Please provide the latest road design proposed for Coach Creek.

Please provide copies of light and noise pollution studies conducted for this development.

Please provide wildlife displacement studies as there are various wildlife species at risk. We lovingly have a pet moose – he seems to be the last of his herd.

Please provide data on expected traffic growth from Coach Creek development onto OBCR especially during peak hours.

Please provide CUMULATIVE traffic growth expectations on OBCR from both Coach Creek and full development of Crestmont especially during peak hours.

Please provide CUMULATIVE traffic growth expectations on OBCR from full development as proposed in the current draft of the North Springbank Area Structure Plan.

Please identify which Rocky View communities will be impacted by incremental traffic growth from proposed new development growth from Coach Creek and the other proposed Special Planning Areas in the draft ASP.

Despite County resident presentations and concerns directly to the County on public safety issues on OBCR, the County has not reached out to residents to clarify concerns or mitigation opportunities. Please provide a summary of stakeholder engagement by the County to resolve public safety concerns on OBCR.

Qualico as a large and intermunicipal land holder and developer in this area has developed conceptual (and in some cases detailed development plans) for both Crestmont and Coach Creek developments. Please provide a summary of how road infrastructure can be optimized to serve both areas and divert traffic from OBCR.

Has Qualico engaged in discussions for additional County land purchases south of OBCR across from Crestmont. How would development of these lands impact traffic on OBCR?

Thank you for your time in reading and responding to my concerns.

Barbara Joy

[REDACTED]

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**From:** Bernadette Kent [REDACTED]  
**Sent:** January 11, 2021 8:43 AM  
**To:** Jessica Anderson  
**Subject:** [EXTERNAL] - Planning springbank

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**Categories:** CityView Planning Attachment

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Can you please send a concept drawing as well. This is totally unacceptable at first glance. why do these things get pushed through without thought or process with the residence. What style of consultation are we in ????? I think more though should be considered especially in this climate ...

BK

Sent from my iPhone



**From:** [REDACTED]  
**To:** [Jessica Anderson](mailto:janderson@rockyview.ca)  
**Subject:** [EXTERNAL] - Fwd: Highway1/Old Banff Coach Road Conceptual Scheme - PLEASE send your email by Thursday, Jan. 14  
**Date:** January 10, 2021 3:46:11 PM  
**Attachments:** [conceptschemeQualicoRudigerRanch0121.docx](#)

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Hi Jessica,

We are in agreement with and express our concerns as outlined in the email below regarding the Conceptual Scheme in SW36-24-3-W5M by Qualico Communities.

We object to the proposed Area Structure Plan amendment and the Land Use Redesignation. Please consider our input and objections.

Warm regards,

Bernard and Jeannette Chung

[REDACTED] residents and landowners in Rocky View County nearby and affected by this Qualico Development

----- Forwarded message -----

**From:** Springbank Community Planning Association [REDACTED]  
**Date:** Sun, Jan 10, 2021 at 2:35 PM  
**Subject:** Highway1/Old Banff Coach Road Conceptual Scheme - PLEASE send your email by Thursday, Jan. 14  
**To:** Plan Springbank [REDACTED]

Please pick and choose from the following information (also attached) and send your email to Rocky View County prior to Thursday, Jan. 14 deadline.

Send your comments to: Jessica Anderson, Planning Email: [janderson@rockyview.ca](mailto:janderson@rockyview.ca)

You can review the Conceptual Scheme on the RVC website: [Proposed-CS-Highway-1-Old-Banff-Coach-Road.pdf \(rockyview.ca\)](#)

Qualico's **Highway1/Old Banff Coach Road Conceptual Scheme** (dated Nov 2020 and Dec 2020)

**1.2 VISION: The following Conceptual Scheme objectives (CS) are NOT aligned with the existing Central Springbank Area Structure Plan (ASP):**

b) and c) The Conceptual Scheme does NOT align with the existing Central Springbank ASP. Rocky View County is working with Springbank residents to develop a new ASP, which will go to Public Hearing next month. Until the details of the new ASP are agreed to by Rocky View County (RVC) and RVC residents, **there should be NO one-off amendments of the existing ASP. To do otherwise RVC would be putting developers ahead of RVC taxpayers. Qualico should bring this CS back**

when the new ASP is in place.

e) **The CS should FIRST ensure that the development is compatible with future residential development within RVC, NOT the city of Calgary. This CS is NOT compatible with development policies in RVC/Springbank under the existing ASP.**

f) **What the CS is proposing is largely commercial, not residential and the residential is urban density, not rural density (see existing ASP).**

g) “To establish a servicing scheme and supporting policy framework appropriate for facilitation of the proposed development” – the servicing scheme described under 7.0 Utilities for water supply and sanitary wastewater is a monumental and expensive undertaking that will not be easily executed. Reality check – **what would the temporary solutions be during the years before these expensive projects could be completed? Trucking in water and trucking out sewage? These kind of temporary measures, which RVC residents have experienced in other parts of the county, are NOT acceptable.**

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1.4 RATIONALE FOR PROCEEDING WITH DEVELOPMENT: Table 4 Anticipated Population & Density – **the estimated population of 1,000 on 8 units/acre does NOT align with the policies of the existing ASP.**

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**This statement also contradicts the later section 4.1.2: “Access to the Site shall be generally in accordance with Figure 5.0, with access locations off Old Banff Coach Road to be confirmed at the subdivision phase and in accordance with Alberta Transportation requirements. Direct access to Highway 1 shall not be permitted.**

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**Biophysical Features:** “No species of management concern (listed provincially or federally) were identified.” As above, **at least two species of management concern have been recorded there, therefore this statement is misleading and WRONG.** Also “The anthropogenic shallow open wetland (W13) was ranked moderate for songbird, waterfowl and bat habitat.” Qualico needs to provide more details on wildlife species and their use of this site.

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“For the commercial areas of the Site, a direct control (DC) district is proposed...” apparently so that Qualico can include “additional uses to align with the vision of the Conceptual Scheme.” **Again, Qualico is ignoring the existing or new draft ASP for Springbank.**

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“One future development scenario may include the **closure of a portion of Old Banff Coach Road**, and consolidation of these lands with the balance of the quarter section. This would be subject to Alberta Transportation (AT) and Rocky View County coordination.”

Have there been discussions with AT that indicate that they would approve their provincial highway, i.e., Old Banff Coach Rd (OBCR) being closed? **AT have stated in the past that they do not allow the creation of discontinuous provincial highways.**

4.1 REGIONAL ROAD SYSTEM – **Qualico propose to build THREE new access roads onto Old Banff Coach Rd which is unacceptable.** Figure 5 shows these being at: the intersection of OBCR with Rge Rd 31; one at the intersection of OBCR with Township Rd 245; and the third access further east on OBCR, close to the “temporary” access road into Crestmont. **Old Banff Coach Rd was not designed to accommodate a high volume of traffic** and has many 90 degree turns and blind corners between Hwy 1 and Springbank Rd. **The intersection of OBCR/Twp Rd 245 is the most dangerous place on OBCR, where people have died in road accidents. This plan would put users of OBCR at even higher risk.** This could lead to closing OBCR east of the “temporary” Crestmont access. Alberta Transportation, Springbank residents and other OBCR users may not accept that.

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5.2 Municipal Reserve (MR) - **RV County should REJECT the proposal of the Conceptual Scheme “to defer the full 10% MR requirement for the Site (equivalent to 4.6 ha) to another parcel (Block 2 Plan 7510024) owned by the Applicant”. That land parcel is NOT close enough for walking or cycling (2 to 3 km away) to qualify as a substitute.** Also, that land parcel does not have any conceptual scheme and is currently zoned agricultural. Therefore, **this proposal for MR should be rejected.**

6.0 “Development standards and supplementary architectural guidelines will be used at the subdivision and development permit stages to ensure that all developments will be compatible with adjacent land uses” – **given that existing uses in all the adjacent and surrounding lands is agricultural (except for the Rudiger Ranch house site), this does not make sense.**

6.11 ROCKY VIEW/CALGARY INTERFACE: Qualico claims that the proposed Conceptual Scheme “policies have been identified to assist in establishing a seamless **transition between Calgary (West View development) and Rocky View (Highway 1/Old Banff Coach Road Site)**”. In other words, **the transition between Qualico’s urban development in the City and Qualico’s mid to high-density residential/commercial development in Rocky View County.** However, the Intermunicipal Development Plan (IDP) addresses the transition between urban city developments and the rural Rocky View land uses. Qualico proposes “more urban density to transition to residential densities” in the city as transition to their planned commercial mall. What the IDP calls for is the developer to address the transition from urban to rural. **This Conceptual Scheme is completely missing any**

## **ROCKY VIEW/CALGARY INTERFACE.**

**6.12 COMMERCIAL/ RESIDENTIAL INTERFACE:** The CS states “(refer to sections provided on the following page)” but **the Key Map on Page 34 is entirely different than the other transportation maps in the CS. This shows there is a problem with the accuracy of details in Qualico’s Conceptual Scheme.**

**7.0 Utilities –** Qualico states that “The Conceptual Scheme does not propose, nor is it necessary, for any utilities to tie into City of Calgary utility networks.” This confirms that the City of Calgary has continually refused to extend its utilities to developments in RVC. However, **this section does NOT say who pays for the proposed servicing infrastructure to be built.** See below.

**7.1 WATER SUPPLY:** “Water supply for the Conceptual Scheme is proposed to be provided via connection of a 200mm water feedermain to the existing Harmony Drinking Water Treatment Plant.” “Provided” by whom? Is Qualico anticipating future infrastructure that would be paid for by RVC taxpayers? Or, if Qualico intends to pay or share the costs of building private water/wastewater infrastructure, then the CS should state that clearly here. The cost of the proposed 10 km-long water feedermain to/from Harmony would be prohibitive for this Conceptual Scheme alone. Qualico needs to provide more information.

**Does a 200mm water feedermain fit the recommendations of *Springbank ASP Servicing Strategy* for RVC by ISL Engineering (October 2020)?**

Also, I believe that the Alberta Environment water license given to Harmony restricts them from trading part their water allocation to other developments. If so, this proposal to get water from Harmony is a non-starter. Qualico should state if Alberta Environment has approved (under the Water Act) that Harmony can trade part of its water allocation, prior to RVC considering this Conceptual Scheme. Qualico needs to provide more information.

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**Does the proposed wastewater pipeline fit the recommendations of *Springbank***

## **ASP Servicing Strategy for RVC by ISL Engineering (October 2020)?**

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**From:** [REDACTED]  
**To:** [Jessica Anderson](#); [Legislative Services Shared](#)  
**Subject:** [EXTERNAL] - FW: Qualico - APPLICATION - PL20200087/083/084. Highway1/Old Banff Coach Road Conceptual Scheme. And also copied to the NORTH AND SOUTH SPRINGBANK ASP  
**Date:** January 11, 2021 3:44:31 PM

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**To:** Janderson@rockyview.ca; legislativeservices@rockyview.ca  
**Subject:** RE: Qualico - APPLICATION - PL20200087/083/084. Highway1/Old Banff Coach Road Conceptual Scheme. And also copied to the NORTH AND SOUTH SPRINGBANK ASP

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**From:** Gina Maier  
**Sent:** Monday, January 11, 2021 3:36 PM  
**To:** [Janderson@rockyview.ca](#); [legislativeservices@rockyview.ca](#)  
**Subject:** Qualico APPLICATION - PL20200087/083/084. Qualico's Highway1/Old Banff Coach Road Conceptual Scheme (dated Nov 2020 and Dec 2020)

**Attention,**  
**Below are more comments/ issues towards the Qualico APPLICATION - PL20200087/083/084.**

**And also copied to the NORTH AND SOUTH SPRINGBANK ASP for review.**

**Kindly,**  
Brayden Maier

[REDACTED]  
[REDACTED]

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5.1 PATHWAYS: The conceptual scheme proposes pathways and sidewalks that “provide(s) a connection for pedestrians and cyclists from the proposed West View development to the commercial area and on to Old Banff Coach Road.” That is, not only from this development but from the rest of the City of Calgary – **pedestrians and cyclists being directed onto a busy provincial highway (i.e., OBC Rd)! This is a high-risk proposal for the lives of the pedestrians, cyclists and users of OBC Rd.**

5.2 Municipal Reserve (MR) - **RV County should REJECT the proposal of the Conceptual Scheme “to defer the full 10% MR requirement for the Site** (equivalent to 4.6 ha) to another parcel (Block 2 Plan 7510024) owned by the Applicant”. **That land parcel is NOT close enough for walking or cycling (2 to 3 km away) to qualify as a substitute.** Also, that land parcel does not have any conceptual scheme and is currently zoned agricultural. Therefore, **this proposal for MR should be rejected.**

6.0 “Development standards and supplementary architectural guidelines will be used at the subdivision and development permit stages to ensure that all developments will be compatible with adjacent land uses” – **given that existing uses in all the adjacent and surrounding lands is agricultural** (except for the Rudiger Ranch house site), **this does not make sense.**

6.11 ROCKY VIEW/CALGARY INTERFACE: Qualico claims that the proposed Conceptual Scheme “policies have been identified to assist in establishing a seamless **transition between Calgary (West View development) and Rocky View (Highway 1/Old Banff Coach Road Site)**”. In other words, **the transition between Qualico’s urban development in the City and Qualico’s mid to high-density residential/commercial development in Rocky View County.** However, the Intermunicipal Development Plan (IDP) addresses the transition between **urban city developments and the rural Rocky View land uses.** Qualico proposes “more urban density to transition to residential densities” in the city as transition to their planned commercial mall. What the IDP calls for is the developer to address the transition from urban to rural. **This Conceptual Scheme is completely missing any ROCKY VIEW/CALGARY INTERFACE.**

6.12 COMMERCIAL/ RESIDENTIAL INTERFACE: The CS states “(refer to sections provided on the following page)” but **the Key Map on Page 34 is entirely different**

**than the other transportation maps in the CS. This shows there is a problem with the accuracy of details in Qualico's Conceptual Scheme.**

7.0 Utilities – Qualico states that “The Conceptual Scheme does not propose, nor is it necessary, for any utilities to tie into City of Calgary utility networks.” This confirms that the City of Calgary has continually refused to extend its utilities to developments in RVC. However, **this section does NOT say who pays for the proposed servicing infrastructure to be built.** See below.

**7.1 WATER SUPPLY: “Water supply for the Conceptual Scheme is proposed to be provided via connection of a 200mm water feedermain to the existing Harmony Drinking Water Treatment Plant.” “Provided” by whom? Is Qualico anticipating future infrastructure that would be paid for by RVC taxpayers? Or, if Qualico intends to pay or share the costs of building private water/wastewater infrastructure, then the CS should state that clearly here. The cost of the proposed 10 km-long water feedermain to/from Harmony would be prohibitive for this Conceptual Scheme alone. Qualico needs to provide more information.**

**Does a 200mm water feedermain fit the recommendations of *Springbank ASP Servicing Strategy* for RVC by ISL Engineering (October 2020)?**

Also, I believe that the Alberta Environment water license given to Harmony restricts them from trading part their water allocation to other developments. If so, **this proposal to get water from Harmony is a non-starter. Qualico should state if Alberta Environment has approved (under the Water Act) that Harmony can trade part of its water allocation, prior to RVC considering this Conceptual Scheme. Qualico needs to provide more information.**

**7.2 SANITARY WASTEWATER – Qualico proposes that the Conceptual Scheme will have a “sanitary main that connects to a wastewater lift station north of Highway 1 before connecting to the existing Harmony Wastewater Treatment Plant.” What is the estimated cost of piping wastewater 9 km to Harmony? Prohibitive for this Conceptual Scheme alone and, therefore, unlikely to be a possible solution. What is Qualico proposing as a temporary solution until the sanitary main is built? Trucking out their wastewater? That would be unacceptable to Springbank residents.**

What is the current capacity of the Harmony Wastewater Treatment Plant and wouldn't the capacity need to be increased to accommodate new development(s) as well as Harmony's own build-out? **Qualico needs to provide more information.**

**Does the proposed wastewater pipeline fit the recommendations of *Springbank ASP Servicing Strategy* for RVC by ISL Engineering (October 2020)?**

Figure 6 – **Why is “East Springbank” written across the Artists View**

**community? Artists View has never been in East Springbank. This is another inaccurate detail that Qualico have not been aware of.**

**9.0 Public Consultation:** “Public consultation was completed in tandem with the Conceptual Scheme application informing landowners within a 1.5-mile radius of the proposed Conceptual Scheme in addition to the ASP amendment and land use redesignation applications.” If they had wanted to appropriately notify and consult surrounding residents and landowners and respond to community concerns, **Qualico could have held virtual open house(s) and invited Springbank residents to attend virtually for discussion of their CS. This kind of development affects more than just the handful of homeowners who were notified within the very limited (1.5 km) circulation area.**

“Feedback was received from a total of 13 respondents and responses were provided either via email or phone call.” The low number of respondents is directly equal to the lack of effort to fully consult the Springbank community. **It is no surprise that “the majority of comments focused on traffic and safety implications on Old Banff Coach Road.”**

NOTE: Qualico should have provided properly oriented maps/figures for reviewing in the online version of this Conceptual Scheme. That is, they should be oriented horizontally, not vertically. Most of the maps/figures in this CS are presented in the wrong orientation which makes it difficult, if not impossible, to review these maps properly.

**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Subject:** [EXTERNAL] - Road  
**Date:** January 12, 2021 9:21:40 PM

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Old Banff coach should never be turned into a 4 lane road. I would like to see it dead end at horizon view. A 4 lane road will have serious impact to my property value. I moved out here for the piece and quiet 22 years ago. Why do keep on changing your plans for old Banff coach road . Brian Ayling [REDACTED]

Sent from my iPhone

[REDACTED]

---

**From:** Brian Parker [REDACTED]  
**Sent:** January 4, 2021 2:32 PM  
**To:** Jessica Anderson  
**Subject:** [EXTERNAL] -  
**Categories:** CityView Planning Attachment

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The Qualico proposal for the old Banff Coach Road/Transcanada development should be rejected. The proposal affects many in the area and is too early considering the ASP is not yet approved.

Regards

**Brian Parker**

[REDACTED]  
[REDACTED]  
Email Disclaimer: [REDACTED]

In compliance with Canada's Anti-spam legislation (CASL), if you do not wish to receive further electronic communications from Acumen, please reply to this email with "REMOVE ME" in the subject line.

[REDACTED]

---

**From:** Borwick, Bruce [REDACTED]  
**Sent:** January 4, 2021 10:37 AM  
**To:** Jessica Anderson  
**Subject:** [EXTERNAL] -  
<https://www.rockyview.ca/Portals/0/Files/BuildingPlanning/Planning/UnderReview/ProposedCS/Proposed-CS-Highway-1-Old-Banff-Coach-Road.pdf>

**Categories:** CityView Planning Attachment

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As a resident of Springbank I strongly disagree with the proposed development, not only will it compromise the water situation within the Springbank area but goes directly against the land development of 2 acre parcels that is in place.

I believe this development would compromise the road system on Old Banff Coach Road and would be determinantal to my property value.

If you require additional comments please let me know.

Bruce Borwick  
[REDACTED]

**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Subject:** [EXTERNAL] - Old Banff Commercial Development  
**Date:** January 13, 2021 1:06:44 PM

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Hello Jessica,

Over the past months I have been reading a number of emails regarding the proposed Qualico development on Rudiger ranch.

I am been a resident in [REDACTED] for the past 20 years. More specifically, our residence directly offsets the Old Banff Road. We have enjoyed our time and lifestyle in the Springbank area. Within the past couple years, we have noticed the increased traffic flow and incidents on the Old Banff Road. Extra policing has helped, nominally, but the cars and motorcycles continue to increase exponentially every year. Coupled with increased bike usage, it is a recipe for a major accident/casualties.

The subject Qualico development has it benefits, but many questions and concerns still need to addressed. Without proper consultation and defined traffic plans/controls, this proposed development

will have a negative impact on our lifestyles and property values in our neighborhood!

Accordingly, Qualico needs to address these concerns and commence productive dialogue amongst all concerned parties. It has been mentioned in prior emails a possible solution/compromise may exist. A recommendation that has merit is to restrict traffic on Old Banff to ONLY local residents. (Old Banff to be blocked off, as it mergers with Horizon View road). Traffic from highway 1 and the city would then be redirected to use Springbank road as the main traffic artery. Springbank road currently has the infrastructure to handle additional traffic. Also, Springbank road has the potential to be widen or expanded with minimal impact. In closing, I personally, at this time, do not support the Qualico request to amend the Springbank ASP, unless, as stated above, the Old Banff Road has been redesignated as a local residential road. In the event Qualico decides to proceed with its application, without proper consultation and a mutually agreeable solution from local residents, I personally with seek legal advice to defend our rights.

I am prepared to discuss same in greater detail.

Thank you for your attention in this outstanding matter.

Bruce Roberston  
[REDACTED]



**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Subject:** [EXTERNAL] - Application Number: PL2020087/083/084 , File Number: 04736002,04736011, Qualico proposal to amend ASP, Proposed Conceptual Schemes, Attention: Planning and Development Services Department  
**Date:** January 8, 2021 6:54:52 PM

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I am writing in response to the RVC letter of December 21,2020 notifying me of the above application. I reside at [REDACTED] and am directly affected by this proposal.

My comments and concerns are as follows:

1. This application appears to be premature. RVC has submitted a proposal to residents to split the ASP that it proposed in the spring of 2020 into separate ASPs for North and South. The deadline for comments on the application referenced above is well before the date for comments on the split ASPs closes, and well before the public hearing. The Qualico proposal purports to justify this on the basis that there is uncertainty as to the timing for the adoption of the new ASP. That seems both questionable and a poor justification. This proposal has been years in the making. To rush it through now seems like a transparent attempt to minimize citizen involvement. Surely the legitimate concerns of citizens and ensuring the integrity of the ASP adoption process takes priority over the commercial desires of this particular developer.

2. The proposal does not address, and indeed appears to disguise, the failure to address significant transportation issues associated with apparently expanding part of Old Banff Coach Road (OBCR) to a 4 lane artery with expanded access points. Section 4.0 deals with Transportation. Section 4.1.2 says that access locations will only be confirmed at the subdivision phase. How can we intelligently comment if this very pertinent information is not included? While section 4.2 deals comprehensively with the Internal Road System, the proposal says very little about the external involvement of OBCR. All it says is that the location of road approaches and commercial parcel access may be deferred to the Development Permit stage. This has the effect of marginalizing our affected landowners by delaying that to a point where all the major elements of the amendments and conceptual schemes have been put in place and this major concern is kicked down the road to a simple Development Permit application. I would suggest that is unacceptable and fails to deal responsibly with this important traffic issue. Figure 5.0 deals in detail with the internal roads but only shows additional access points from OBCR that are in addition to the already existing access points. It neatly sidesteps the issue of the existing supposedly "temporary " access that was created within the existing Westside ASP. That was promised to be closed. Yet we have heard nothing since and this proposal just adds incremental access points without addressing the safety and traffic issues. I can well understand the rationale for an access point on the far west near the existing interchange. I see no justification for 2 additional access points on the south side of the proposal area.

The Qualico proposal notes that traffic concerns were a major part of the initial feedback from residents, and notes that a network analysis for OBCR has been done. So, why don't we have that before us to assist us in commenting intelligently on this proposal? The withholding of this important information again marginalizes our ability to have both a comprehensive understanding and to provide fully detailed comments.

3. The proposal expresses an objective of providing a residential transition from the City. That is apparent on the east end, but on the south side provides only a small area at the east end that is residential and the area forming the south portion of Phase 1 is all to be DC-Com meaning that there will be no such residential transition. Instead you will have this intensive commercial development separated from an area shown in the proposed South ASP as Urban Interface solely by OBCR. This is inappropriate and inconsistent. There should be a residential buffer on the north side of OBCR in that Phase 1 area to avoid the hard transition from commercial to what is now 2 acre parcel country residential.
4. Both Water Supply and Sanitary Servicing are dependent upon the capacity of the existing Harmony facilities to handle this substantial additional load. I don't recall from the original Harmony application and proposals that this additional servicing load was contemplated. The Qualico proposal just states this as a fact without any backup to substantiate the adequacy and feasibility of this arrangement. Where is the due diligence on this aspect?
5. The proposal admits that it includes residential parcel sizes that are of a higher density than other areas within the MD. The supposed rationale is that this aligns with the densities in the Westview area of the City immediately to the East. That is the tail wagging the dog. This is not a sensible planning justification. The densities should be based on MD considerations, not simply adopting what the City allowed Qualico to do within the City limits. Qualico is on both sides of the fence here. Why wouldn't they just simply want to replicate what they have done in Westview? That doesn't mean you should swallow this whole. The densities in this area should be much lower to recognize that it is within the MD and is subject to considerations that are applicable within the County and respectful of the planning concerns about density that residents have been expressing many times over the recent past in public consultation forums. Rather than take the easy way out, we should be taking the time to do proper planning that reflects the concerns of the Central Springbank residents, not just mirroring whatever the City happens to be doing.
6. The proposal starts out by justifying the amendment to the existing Central Springbank ASP by claiming it is out of date. Yet when it comes to wildlife corridor concerns, they are dismissed in one sentence by saying that that same ASP done in 2001 doesn't show any on one of its maps. Surely this is too lazy to be accepted. Those of us who live in the area know the presence of wildlife in that area. Clearly this proposal is totally inconsistent with any consideration for wildlife corridors. Are you simply accepting this conclusion without requiring some more detailed consideration of the issue?
7. The proposal suggests that the customary dedication of 10% Municipal Reserve be deferred to a smaller parcel immediately adjacent to Artist View, and based upon supposed plans for Neighbourhood B within the Westview area of the City immediately to the east. However, in both cases these proposals are vague and give no assurance of appropriate municipal reserve being dedicated. Clearly the proposal puts a major emphasis on Neighbourhood B satisfying a number of the concerns to be addressed by Municipal Reserve. But that is totally outside the control of the County. The City will be the sole determinant of what happens there. And the suitability of deferring to the other parcel adjacent to Artist View can hardly be assessed at this point in light of the absence of any meaningful detail or enforceable commitments at this point. Qualice says it intends to prepare a separate submission for this other parcel, but how can the County take any comfort from such a vague assurance?
8. The proposal as it relates to Fire Suppression seems to be woefully lacking in detail and

substance. Those of us who have lived for a long time in the area know how vulnerable we are if a fire starts. Just today a house in Heritage Woods burned to the ground because we have no ability to fight fires outside of pumper trucks. Time and again we have seen this means total destruction. I can see nothing in this proposal that would suggest there will be hydrants with an appropriate water supply and pressure to address the very real concerns that come with fires in commercial areas. Simply requiring commercial and industrial uses to have fire suppression systems is inadequate. Why is there not more detail and a more comprehensive treatment required for this major commercial development? No doubt Qualico was required to do so in the Westview Area. Why not here?

9. Lastly I have to comment on the supposed job generation by this Qualico proposal. We are all used to various major project proposals providing lofty promises on job creation. Having done some research on this it turns out that most of these claims turn out to be greatly overstated but in respect of which there is little or no accountability. This proposal provides no substantiation for its bald assertions on job creation. Table 3 in Section 1.4 asserts that there will be 2,320 permanent jobs from the proposed commercial development. Surely this is a gross overstatement. I would hope that Council is sufficiently sophisticated to dismiss such unsubstantiated claims and not be influenced by such statements.

Cal Johnson

[REDACTED]

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**From:** [REDACTED]  
**Sent:** January 5, 2021 12:10 PM  
**To:** Jessica Anderson; Legislative Services Shared  
**Subject:** [EXTERNAL] - FW: Highway1-Old Banff Coach Road Applications - Landowner Notice - Rocky View County.pdf. File #04736002,04736011. APPLICATION #PL20200087/083/084

**Attachments:** Highway1-Old Banff Coach Road Applications - Landowner Notice - Rocky View County.pdf; Untitled attachment 00357.html

**Categories:** CityView Planning Attachment

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I whole-heartedly OPPOSE these applications for re-zoning, especially as neither one of these conform to the Springbank Area Structure plan.

The emails below express my thoughts exactly. I live on Springland Way, and have for 9 years. This application will really disrupt our quiet, rural way of life, as well, it does not fit with the area plans for Springbank.

If you have questions or need more information from me, just let me know,

Carla Berezowski  
[REDACTED] y

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**From:** [REDACTED]  
**Sent:** January 5, 2021 10:40 AM  
**To:** [REDACTED]  
**Subject:** Fwd: Highway1-Old Banff Coach Road Applications - Landowner Notice - Rocky View County.pdf. File #04736002,04736011. APPLICATION #PL20200087/083/084

Begin forwarded message:

**From:** Debbie Vickery [REDACTED]  
**Date:** January 4, 2021 8:28:59 PM MST  
**To:** Beth Balderston [REDACTED]  
**Cc:** Debbie Vickery [REDACTED]  
**Subject:** Highway1-Old Banff Coach Road Applications - Landowner Notice - Rocky View County.pdf. File #04736002,04736011. APPLICATION #PL20200087/083/084

Dear Residents of OBCR and Springbank area,

You may have received the email that was sent out by the Springbank Planning Association but if you haven't or haven't responded via email to [Janderson@rockyview.ca](mailto:Janderson@rockyview.ca) (Planning & Development Department) and [legislativeservices@rockyview.ca](mailto:legislativeservices@rockyview.ca), please do so to **stop** Urban Sprawl. We all moved and live in Springbank because we did not want to live in high density or commercial areas. Qualico Developments has now applied to Rockyview County to have their Conceptual Scheme approved and re-zone the Rudieger Ranch (corner of OBCR/RR31) to Commercial and Mid-density zoning. Firstly, Springbank has the North and South Area Structure Plan that provides a Conceptual Scheme for Springbank and Qualico has not submitted their plan to them for review. Only the residences within the 1.5 km received the **notice of the application that I have attached** below. Qualico's Conceptual Scheme link is in the email below if you would like to review the 51 pages and comment to the 2 email addresses noted at Rockyview. Two primary thoughts that we should be commenting on is the Application of the Qualico Conceptual Scheme presented to RE-ZONE the Rudieger Ranch to Commercial and Mid-density zoning, neither one of these conform to the Springbank Area Structure plan; if you go through the 51 page Qualico Conceptual Plan you will find many other issues to address to the county. Note that you can also ask for a time on the Virtual Hearing through the link below "Presenting to Council". **JANUARY 14, 2021** is the **deadline to submit to both of Rockyview Departments**. This is a chance to make a difference to do a little something but end in a big difference to Springbank Community!

Thank you,  
Deb Vickery on Behalf of many Springbank Residents

**From:** Springbank Community Planning Association  
[REDACTED]  
**Date:** January 4, 2021 at 1:31:34 PM MST  
**To:** Plan Springbank [REDACTED]  
**Subject:** Old Banff Coach Rd/Hwy 1 commercial development - comments by Jan. 14; Springbank ASPs - comments by Feb. 3; Land lease with Redwood Meadows townsite renewed; RVC Councilor Gautreau took CAO role in Manitoba

**Old Banff Coach Rd/Hwy 1 commercial development**  
The proposal to build a **large commercial mall** and turn Old Banff Coach Rd into a 4-lane road will be before RVC council as early as **Feb. 2021**. This is on land west of West View/Crestmont, south of Hwy 1, along Old Banff Coach Rd adjacent to the Rudieger Ranch house. To achieve their development, Qualico is asking RVC council to **AMEND the Central Springbank ASP**, just as Springbank residents are considering the details of the new draft Springbank ASPs. **This application should be REJECTED** until after the new Springbank ASP is in place. Springbank residents deserve to have their say. **Please send your comments before January 14, 2021 to RVC:** Jessica Anderson [janderson@rockyview.ca](mailto:janderson@rockyview.ca) Tel: 403-520-8184 **See the concept plan:** [Proposed-CS-Highway-1-Old-Banff-Coach-Road.pdf \(rockyview.ca\)](#)

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The draft Springbank ASPs will be presented for Council's consideration at Public Hearings on **February 16, 2021**.

The draft **Springbank ASPs** are available at:

- [North Springbank Area Structure Plan \(PDF\)](#)
- [South Springbank Area Structure Plan \(PDF\)](#)

Written comments on the Plans can be provided to the Municipal Clerk's Office up **until February 3, 2021**. Submit your comments via mail or email: [legislativeservices@rockyview.ca](mailto:legislativeservices@rockyview.ca)

Municipal Clerk's Office  
262075 Rocky View Point  
Rocky View County, AB, T4A 0X2

Alternatively, you are invited to **attend the Public Hearing to speak to Council**. Please visit [Presenting to Council](#) and our [COVID-19 Response page](#) for more information.

<https://www.rockyview.ca/springbank-area-structure-plan>

\*\*\*\*\*  
\*\*\*\*\*

**From:** Home [REDACTED]  
**Sent:** January 14, 2021 7:18 AM  
**To:** Jessica Anderson  
**Subject:** [EXTERNAL] - Qualico  
**Categories:** CityView Planning Attachment

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**COMMENTS on  
Qualico's Highway1/Old Banff Coach Road Conceptual Scheme (Nov/Dec 2020)  
File Number: 04736002, 04736011 Application Number: PL20200087/083/084**

2.1 REGIONAL LOCATION: "The Site has **direct access to Highway 1 via Old Banff Coach Road.**" **This is an inaccurate statement. Direct access would be just that, NOT via Old Banff Coach Road.**

**This statement also contradicts the later section 4.1.2:** "Access to the Site shall be generally in accordance with Figure 5.0, **with access locations off Old Banff Coach Road** to be confirmed at the subdivision phase and in accordance with Alberta Transportation requirements. **Direct access to Highway 1 shall not be permitted**

4.1 REGIONAL ROAD SYSTEM – **Qualico propose to build THREE new access roads onto Old Banff Coach Rd which is unacceptable.** Figure 5 shows these being at: the intersection of OBCR with Rge Rd 31; one at the intersection of OBCR with Township Rd 245; and the third access further east on OBCR, close to the "temporary" access road into Crestmont. **Old Banff Coach Rd was not designed to accommodate a high volume of traffic** and has many 90 degree turns and blind corners between Hwy 1 and Springbank Rd. **The intersection of OBCR/Twp Rd 245 is the most dangerous place on OBCR, where people have died in road accidents. This plan would put users of OBCR at even higher risk.** This could lead to closing OBCR east of the "temporary" Crestmont access. Alberta Transportation, Springbank residents and other OBCR users may not accept that.

5.1 PATHWAYS: The conceptual scheme proposes pathways and sidewalks that "provide(s) a connection for pedestrians and cyclists from the proposed West View development to the commercial area and on to Old Banff Coach Road." That is, not only from this development but from the rest of the City of Calgary – **pedestrians and cyclists being directed onto a busy provincial highway (i.e., OBC Rd)! This is a high-risk proposal for the lives of the pedestrians, cyclists and users of OBC Rd.**

Carolyn Moore-Robin



**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Subject:** [EXTERNAL] - File#: 04736002, 04736011  
**Date:** January 1, 2021 11:46:46 AM

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Application#: PL20200087/083/084

Jessica - what is the plan by RockyView County to upgrade the road system prior (I mean PRIOR) to this development actually "actually" starting?

"Cross Iron Mills" - road system is disappointing, it is not designed to handle the traffic and the road system is VERY unsafe in this area!!!!

Is RockyView County going to make the same mistakes development after development???

Totally unacceptable!!!

Colin Norman

[REDACTED]

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**From:** Daniel Maylan [REDACTED]  
**Sent:** January 11, 2021 9:55 AM  
**To:** Jessica Anderson  
**Subject:** [EXTERNAL] - OBC Rod  
**Categories:** CityView Planning Attachment

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Unacceptable PERIOD!

The photo of the big-box mall with huge parking lot on Page 7 shows four-lane highways on both sides. **Is Qualico anticipating turning Old Banff Coach Rd into a four-lane highway to accommodate their commercial mall development? Has Alberta Transportation agreed to that?** The commercial proposal is for over 700,000 sq ft, which is the equivalent of six big-box stores. **Qualico needs to provide more information.**

Dan Maylan

Sent from my iPhone

**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Subject:** [EXTERNAL] - Highway 1/Old Banff Coach Road Conceptual Scheme from Qualico  
**Date:** January 13, 2021 9:30:06 AM

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Re File number 04736002,04736011  
Application Number PL20200087/083/084

Good morning Jessica, and a happy New Year to you as we head into this next year.

My family has been residents in Artists View West for approximately 30 years. Much of the reason why we choose to move to Rocky View was our desire to live in a rural community, and we have very much enjoyed being in this community during these many years. However, over the past number of years, we have seen considerable developments slowly but surely beginning to spread to our community, some with seemingly appropriate development processes and outcomes, and others not quite so. Now I want to be very clear that I am NOT a “NIMBY” type of person. I realize that development is inevitable in certain circumstances, and I accept that. However, I am very concerned about what I have seen presented by Qualico in their Conceptual Scheme regarding their proposed Highway 1/Old Banff Coach road development. As a long time resident living in close proximity to this proposed development, and having reviewed their Conceptual Scheme, several matters of concern come to mind that I would like to share with you as follows:

1. It is my understanding that over the past few years, through the joint efforts of Rockyview Council and area residents/committees, an Area Structure Plan (ASP) for Central Springbank was developed and is also currently being reviewed once again. This was/is an important document that outlines guidelines and principles for any future development within the Central Springbank location. As such, any future development should be aligned with the terms of this revised ASP once it is approved again. Unfortunately, I do not see such alignment in several areas in the Conceptual Scheme proposed by Qualico, and this is very concerning. If the proper process with complete information and alignment with the existing ASP is accomplished, then fine, but if not, Qualico should be encouraged/challenged to revise their Scheme and work more closely with the MD to ensure that their proposal does meet the existing ASP and expectations therein of any further development. Perhaps waiting until the current ASP review has been completed would make sense?
2. As a resident in close proximity to this development, we did receive the notification about this development, but we certainly expected that there would be further consultations and open houses etc where correct information regarding this proposed development would have been presented and dialogue entered into to address concerns that would obviously be raised. I am not aware of this process having been undertaken?
3. I am VERY concerned about any changes being planned to the Old Banff Coach Road, especially if this entails making this a 4 lane highway simply to access this development! The Old Banff Coach Road was never meant to be a main/major highway, and with the significant curves and blind spots along its corridor, this would likely result in major safety issues and risk

to travelers on it. I speak from personal experience on this matter as years ago an older sister of mine was killed on this very Road by someone travelling too fast and not negotiating the curves in the road resulting in hitting my my sisters car head-on! Surely it would make way more sense to provide access directly off the #1 Highway into this commercial area and not use Old Banff Coach Road as an access route. It is simply unacceptable toto consider this very rural highway having the potential of three new access roads tying into it when this would not be necessary if the access was off the #1 Highway. I also have grave concerns about the potential use of the Old Banff Coach Road becoming an “short-cut” route back into the city from the commercial area. We see this happen periodically when traffic gets backed up on the #1 Highway form the construction going on there, and so vehicles simply use OBCR as a short cut route in to the city, and this road is simply not designed to handle that volume of traffic.

4. The density of this proposed scheme also seems to be in conflict with what the ASP outlines. We ARE a rural community with rural density, and Qualico seems to simply be envisioning the continuance of their adjacent development, seemingly wihtout demonstrating much awareness that there IS a difference in the density allowed in the ASP for Central Springbank. Again, if the proper process and understanding of what the current realities are in the communities existing ASP are adhered to, then an appropriate type of development can certainly take place. But if this is not the case, Qualico should be strongly encouraged to consider a revised process and Scheme that will meet the requirements of the existing ASP.
5. Finally, I am not an engineer by any stretch, but it does cause me concern to think through the utility services and the incredible costs of providing them and who funds these costs? I assume that any future development will fund the entire cost of any water and sewage upgrades or new facilities that are needed to support their development. It seems to me that they are relying/counting on water and sewage being available from, or tying into the Harmony water and treatment facilities. This “may” be feasible, but are the harmony residents and developers aware of this and is this really a feasible long term solution?

So all of this to simply encourage you and the MD Council to hold Qualico to an accountable process, complete with clearer information as to how their development will indeed be aligned with our current ASP, including a much clear understanding of the costs of this development and who/how will funds these costs? Honoring and adhering to the existing ASP of any community should be the starting point of any new proposed development, irrespective of whom they are or what their other developments have been.

Thanks for your work on behalf of all of the Central Springbank residents.

Sincerely,  
Dave Stinton



**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Subject:** [EXTERNAL] - Application PL20200087/083/084  
**Date:** December 31, 2020 10:47:19 AM

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No development should be approved until the wastewater lift station has been built. At this time the landowner on which this lift station (which is constantly shown on future development plans) has not even been contacted for the land to be purchased for this purpose.

Susanne Astley Smith  
On behalf of  
David Astley

**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Cc:** [Division 3, Kevin Hanson](#)  
**Subject:** [EXTERNAL] - RE: Highway1-Old Banff Coach Road Application Rocky View County.pdf. File #04736002,04736011. APPLICATION #PL20200087/083/084  
**Date:** January 13, 2021 7:42:57 PM

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My name is David Sutton. I am a landowner and live at [REDACTED]. There is currently an area structure plan (ASP) in place for Springbank . Given that the applicant for the above referenced application (the Applicant) is seeking an amendment to the ASP, this application presumably does not conform with the ASP. There is currently a defined process underway to update this ASP with two ASPs, namely the North Springbank Area Structure Plan (NSAP) and the South Springbank Area Structure Plan (SSAP). It is not clear whether the above referenced application conforms with the proposed NSAP as the NSAP has not been finalized and approved. The NSAP is intended to provide guidance and direction on how the area covered by the NSAP is to be developed. The Applicant seeks to have the existing ASP amended on the grounds that it is a number of years old. The whole purpose of the process to finalize the NSAP is to provide that update to the existing ASP. Accordingly, this application should be held in abeyance until both the NSAP and the SSAP have been finalized and then considered in the context of these ASPs. For Council to even consider this application earlier is an affront to virtually all residents residing in both the NSAP and the SSAP and puts in question the purpose and validity of these ASPs if Council should allow them to be so easily circumvented.

Respectfully submitted  
David Sutton

**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Subject:** [EXTERNAL] - Qualico Development Applications PL20200087 / 083 / 084: File Numbers: 04736002, 04736011  
**Date:** January 13, 2021 7:53:18 PM

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Dear Ms. Anderson

I am writing to you as a concerned resident who lives next to Old Banff Coach Road ("OBCR"), in Rocky View County ("RVC") within close proximity to the newly proposed developments. We moved here to enjoy quiet country living on an old country road with character.

I am writing to express my significant concern should Qualico's Rocky View County Applications PL20200087 / 083 / 084 regarding Highway 1 / Old Banff Coach Road Conceptual Scheme be approved. Should such approval be given, I have grave concerns with regard to the negative impact it would impose on my personal safety, enjoyment of my home, property value and general well being with regard to where I live. These concerns are not only for myself but also for the significant impact to my neighbours and the abundant wildlife that frequent our area. Over the past few years I continue to see an escalation in both dangerous speed on our road and significant increases in the volume and size of vehicles that pass by my home (e.g. large construction vehicles and transport trucks).

To familiarize you with our section of highway please let me explain... Back in the day OBCR was built and designed as the main highway between Calgary and Banff. At the time the road was designed for stage coach usage rather than motorized vehicles. Although over the decades it was paved for single lane usage but has retained this narrow upgrade with no shoulder and the original twists and sharp curves.

I am aware that there was plan put forward by Alberta Transportation (Castleglen Functional Plan) a few years ago that was supposed to address the traffic safety issue on OBCR and preserve the character of this community by closing it off to through traffic once the anticipated urban developments near highway 1 started to become reality. I am sure I don't need to remind you that the Crestmont community has already been developed with direct access to OBCR. This Qualico Application for Coach Creek as well as the proposed North Spingbank ASP that rezones the adjacent lands to be a significantly higher density "Urban Interface Area" are well underway. My question is, why hasn't the Alberta Transportation's plan to close off OBCR been implemented? Why isn't RVC demanding it! We need it now!

These new urban style communities need to be developed in a way that does not negatively impact their neighbouring country residents and who have deliberately chosen not to live in a dense urban environment. I would like an RVC representative to follow-up with me regarding these issue including what mitigation provisions are specifically being planned to protect and to provide space for, wildlife in the area.

Until OBCR is closed off to through traffic to protect our community and the abundant wildlife I am strongly against these applications.

I look forward to hearing from you.

Sincerely,  
Dawn Walls

**From:** [Michelle Mitton](#)  
**To:** [Jessica Anderson](#)  
**Subject:** FW: [EXTERNAL] - Qualico - APPLICATION - PL20200087/083/084. Highway1/Old Banff Coach Road Conceptual Scheme. And also copied to the NORTH AND SOUTH SPRINGBANK ASP  
**Date:** January 11, 2021 4:15:42 PM

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**MICHELLE MITTON, M.Sc**  
Legislative Coordinator | Legislative Services

**ROCKY VIEW COUNTY**  
262075 Rocky View Point | Rocky View County | AB | T4A 0X2  
Phone: 403-520- 1290 |  
[MMitton@rockyview.ca](mailto:MMitton@rockyview.ca) | [www.rockyview.ca](http://www.rockyview.ca)

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**From:** [REDACTED]  
**Sent:** January 11, 2021 2:57 PM  
**To:** Jessica Anderson <JAnderson@rockyview.ca>; Legislative Services Shared <LegislativeServices@rockyview.ca>  
**Subject:** [EXTERNAL] - Qualico - APPLICATION - PL20200087/083/084. Highway1/Old Banff Coach Road Conceptual Scheme. And also copied to the NORTH AND SOUTH SPRINGBANK ASP

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**Attention,**

**Below are more comments/ issues towards the Qualico APPLICATION - PL20200087/083/084.**

**And also copied to the NORTH AND SOUTH SPRINGBANK ASP for review.**

**Kindly,**

Debbie Maclean

[REDACTED]

[REDACTED]



Qualico's **Highway1/Old Banff Coach Road Conceptual Scheme** (dated Nov 2020 and Dec 2020)

1.2 VISION: The following Conceptual Scheme objectives (CS) are **NOT aligned with the existing Central Springbank Area Structure Plan (ASP)**:

b) and c) The Conceptual Scheme does NOT align with the existing Central Springbank ASP. Rocky View County is working with Springbank residents to develop a new ASP, which will go to Public Hearing next month. Until the details of the new ASP are agreed to by Rocky View County (RVC) and RVC residents, **there should be NO one-off amendments of the existing ASP. To do otherwise RVC would be putting developers ahead of RVC taxpayers. Qualico should bring this CS back when the new ASP is in place.**

e) **The CS should FIRST ensure that the development is compatible with future residential development within RVC, NOT the city of Calgary. This CS is NOT compatible with development policies in RVC/Springbank under the existing ASP.**

f) **What the CS is proposing is largely commercial, not residential and the residential is urban density, not rural density** (see existing ASP).

g) "To establish a servicing scheme and supporting policy framework appropriate for facilitation of the proposed development" – the servicing scheme described under 7.0 Utilities for water supply and sanitary wastewater is a monumental and expensive undertaking that will not be easily executed. Reality check – **what would the temporary solutions be during the years before these expensive projects could be completed? Trucking in water and trucking out sewage? These kind of temporary measures, which RVC residents have experienced in other parts of the county, are NOT acceptable.**

i) Notification and consultation: If Qualico had wanted to appropriately notify and consult surrounding residents and landowners and respond to community concerns, **they could have held virtual open house(s) and invited Springbank residents to attend virtually for discussion of their CS.** This kind of development affects more than just the handful of homeowners who were notified within the very limited (1.5 km) circulation area.

1.3 The photo of the big-box mall with huge parking lot on Page 7 shows four-lane highways on both sides. **Is Qualico anticipating turning Old Banff Coach Rd into a four-lane highway to accommodate their commercial mall development? Has Alberta Transportation agreed to that?** The commercial proposal is for over 700,000 sq ft, which is the

equivalent of six big-box stores. **Qualico needs to provide more information.**

1.4 RATIONALE FOR PROCEEDING WITH DEVELOPMENT: Table 4 Anticipated Population & Density – **the estimated population of 1,000 on 8 units/acre does NOT align with the policies of the existing ASP.**

2.1 REGIONAL LOCATION: “The Site has **direct access to Highway 1** via Old Banff Coach Road.” **This is an inaccurate statement. Direct access would be just that, NOT via Old Banff Coach Road.**

**This statement also contradicts the later section 4.1.2:** “Access to the Site shall be generally in accordance with Figure 5.0, **with access locations off Old Banff Coach Road** to be confirmed at the subdivision phase and in accordance with Alberta Transportation requirements. **Direct access to Highway 1 shall not be permitted.**

2.4 PHYSICAL SITE FEATURES: Discussion of the **existing large pond shown in two photographs in this section is incomplete.** This pond attracts migratory species, especially in spring and fall, e.g., many species of ducks, as well as swans, such as the **Trumpeter Swan which is a species at risk in Alberta. As well another species at risk in Alberta, the Peregrine Falcon** has been recorded hunting for prey there, during its breeding season.

**Biophysical Features:** “No species of management concern (listed provincially or federally) were identified.” As above, **at least two species of management concern have been recorded there, therefore this statement is misleading and WRONG.**

Also “The anthropogenic shallow open wetland (W13) was ranked moderate for songbird, waterfowl and bat habitat.” Qualico needs to provide more details on wildlife species and their use of this site.

3.1 LAND USE: “Land use districts proposed as part of this Conceptual Scheme ... The R-MID district is proposed ... to provide similar lot and housing typology outcomes, as well as density, intended to be facilitated within the adjacent West View development.” **It cannot be clearer that Qualico have designed this development to fit with and match their adjacent development in Calgary. They have ignored that this land is in Rocky View County where these densities are NOT part of the existing or new draft ASP for Springbank.**

“For the commercial areas of the Site, a direct control (DC) district is proposed...” apparently so that Qualico can include “additional uses to align with the vision of the Conceptual Scheme.” **Again, Qualico is**

**ignoring the existing or new draft ASP for Springbank.**

3.2 CONCEPT LAYOUT & SUBDIVISION: “Single family residential development is proposed in the eastern extents of the Site and will involve similar housing product/typologies to the proposed residential development located within the West View development immediately east of the Site” in the City of Calgary. **Qualico’s proposal ignores the existing and new draft ASP for Springbank and instead models itself after the city ASP.**

“One future development scenario may include the **closure of a portion of Old Banff Coach Road**, and consolidation of these lands with the balance of the quarter section. This would be subject to Alberta Transportation (AT) and Rocky View County coordination.”

Have there been discussions with AT that indicate that they would approve their provincial highway, i.e., Old Banff Coach Rd (OBCR) being closed? **AT have stated in the past that they do not allow the creation of discontinuous provincial highways.**

4.1 REGIONAL ROAD SYSTEM – **Qualico propose to build THREE new access roads onto Old Banff Coach Rd which is unacceptable.** Figure 5 shows these being at: the intersection of OBCR with Rge Rd 31; one at the intersection of OBCR with Township Rd 245; and the third access further east on OBCR, close to the “temporary” access road into Crestmont. **Old Banff Coach Rd was not designed to accommodate a high volume of traffic** and has many 90 degree turns and blind corners between Hwy 1 and Springbank Rd. **The intersection of OBCR/Twp Rd 245 is the most dangerous place on OBCR, where people have died in road accidents. This plan would put users of OBCR at even higher risk.** This could lead to closing OBCR east of the “temporary” Crestmont access. Alberta Transportation, Springbank residents and other OBCR users may not accept that.

5.1 PATHWAYS: The conceptual scheme proposes pathways and sidewalks that “provide(s) a connection for pedestrians and cyclists from the proposed West View development to the commercial area and on to Old Banff Coach Road.” That is, not only from this development but from the rest of the City of Calgary – **pedestrians and cyclists being directed onto a busy provincial highway (i.e., OBC Rd)! This is a high-risk proposal for the lives of the pedestrians, cyclists and users of OBC Rd.**

5.2 Municipal Reserve (MR) - **RV County should REJECT the proposal of the Conceptual Scheme “to defer the full 10% MR requirement for the Site (equivalent to 4.6 ha) to another parcel (Block 2 Plan 7510024) owned by the Applicant”. That land parcel is NOT close enough for**

**walking or cycling (2 to 3 km away) to qualify as a substitute.** Also, that land parcel does not have any conceptual scheme and is currently zoned agricultural. Therefore, **this proposal for MR should be rejected.**

6.0 “Development standards and supplementary architectural guidelines will be used at the subdivision and development permit stages to ensure that all developments will be compatible with adjacent land uses” – **given that existing uses in all the adjacent and surrounding lands is agricultural** (except for the Rudiger Ranch house site), **this does not make sense.**

6.11 ROCKY VIEW/CALGARY INTERFACE: Qualico claims that the proposed Conceptual Scheme “policies have been identified to assist in establishing a seamless **transition between Calgary (West View development) and Rocky View (Highway 1/Old Banff Coach Road Site)**”. In other words, **the transition between Qualico’s urban development in the City and Qualico’s mid to high-density residential/commercial development in Rocky View County.** However, the **Intermunicipal Development Plan (IDP) addresses the transition between urban city developments and the rural Rocky View land uses.** Qualico proposes “more urban density to transition to residential densities” in the city as transition to their planned commercial mall. What the IDP calls for is the developer to address the transition from urban to rural. **This Conceptual Scheme is completely missing any ROCKY VIEW/CALGARY INTERFACE.**

6.12 COMMERCIAL/ RESIDENTIAL INTERFACE: The CS states “(refer to sections provided on the following page)” but **the Key Map on Page 34 is entirely different than the other transportation maps in the CS. This shows there is a problem with the accuracy of details in Qualico’s Conceptual Scheme.**

7.0 Utilities – Qualico states that “The Conceptual Scheme does not propose, nor is it necessary, for any utilities to tie into City of Calgary utility networks.” This confirms that the City of Calgary has continually refused to extend its utilities to developments in RVC. However, **this section does NOT say who pays for the proposed servicing infrastructure to be built.** See below.

7.1 **WATER SUPPLY:** “**Water supply for the Conceptual Scheme is proposed to be provided via connection of a 200mm water feedermain to the existing Harmony Drinking Water Treatment Plant.**” “**Provided**” by whom? **Is Qualico anticipating future infrastructure that would be paid for by RVC taxpayers? Or, if Qualico intends to pay or share the costs of building private water/wastewater infrastructure, then the CS should state that clearly here. The cost of the proposed 10 km-long water feedermain to/from Harmony would be prohibitive for this**

**Conceptual Scheme alone. Qualico needs to provide more information.**

**Does a 200mm water feedermain fit the recommendations of *Springbank ASP Servicing Strategy* for RVC by ISL Engineering (October 2020)?**

Also, I believe that the Alberta Environment water license given to Harmony restricts them from trading part their water allocation to other developments. If so, this proposal to get water from Harmony is a non-starter. Qualico should state if Alberta Environment has approved (under the Water Act) that Harmony can trade part of its water allocation, prior to RVC considering this Conceptual Scheme. Qualico needs to provide more information.

**7.2 SANITARY WASTEWATER** – Qualico proposes that the Conceptual Scheme will have a “sanitary main that connects to a wastewater lift station north of Highway 1 before **connecting to the existing Harmony Wastewater Treatment Plant.**” **What is the estimated cost of piping wastewater 9 km to Harmony?** Prohibitive for this Conceptual Scheme alone and, therefore, unlikely to be a possible solution. **What is Qualico proposing as a temporary solution until the sanitary main is built? Trucking out their wastewater? That would be unacceptable to Springbank residents.**

What is the current capacity of the Harmony Wastewater Treatment Plant and wouldn't the capacity need to be increased to accommodate new development(s) as well as Harmony's own build-out? **Qualico needs to provide more information.**

**Does the proposed wastewater pipeline fit the recommendations of *Springbank ASP Servicing Strategy* for RVC by ISL Engineering (October 2020)?**

Figure 6 – **Why is “East Springbank” written across the Artists View community? Artists View has never been in East Springbank. This is another inaccurate detail that Qualico have not been aware of.**

**9.0 Public Consultation:** “Public consultation was completed in tandem with the Conceptual Scheme application informing landowners within a 1.5-mile radius of the proposed Conceptual Scheme in addition to the ASP amendment and land use redesignation applications.” If they had wanted to appropriately notify and consult surrounding residents and landowners and respond to community concerns, **Qualico could have held virtual open house(s) and invited Springbank residents to attend virtually for discussion of their CS. This kind of development affects more**

**than just the handful of homeowners who were notified within the very limited (1.5 km) circulation area.**

“Feedback was received from a total of 13 respondents and responses were provided either via email or phone call.” The low number of respondents is directly equal to the lack of effort to fully consult the Springbank community. **It is no surprise that “the majority of comments focused on traffic and safety implications on Old Banff Coach Road.”**

NOTE: Qualico should have provided properly oriented maps/figures for reviewing in the online version of this Conceptual Scheme. That is, they should be oriented horizontally, not vertically. Most of the maps/figures in this CS are presented in the wrong orientation which makes it difficult, if not impossible, to review these maps properly.



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I am a concerned resident of Rocky View County who lives near Old Banff Coach Road (OBCR) and will be directly impacted by this development. I am writing to you to express my deep concern over Rocky View County Applications PL20200087 / 083 /084 regarding the Highway 1 / Old Banff Coach Road Conceptual Scheme. If approved and adopted, these applications will have a significant negative impact on my personal ability to enjoy my property and on the greater country residential community, particularly on the increased and significant public safety conditions along OBCR. Incremental traffic onto OBCR coming from the proposed Coach Creek development directly impacts my safety and impacts enjoyment of my property and its value. We do NOT want to see 70% Commercial and mid density house backing onto our acreage living! We moved to the country to enjoy the country living. And new development should be required to fit into the current acreage look, with the required number and type of trees, parks (20+ acre per ¼ section of land)

## Background

- "The Old Banff Coach Road" is a historic and unique road that was never designed to handle these growing traffic flows. The section between Westbluff Road and Horizon View Road is particularly narrow and winding and over the years has developed into a quiet country residential neighbourhood with direct access to multiple cul-de-sac communities and multiple residential driveways and side streets. Many people now use the road for cycling, walking their dogs, getting their mail, running, etc. It is also a significant wildlife corridor with residents regularly seeing moose, deer, coyotes, cougars, and bobcats. I along with many other residents of this area have a strong desire to address the growing safety issues while maintaining the character of this country road. Over the past few years, the traffic types, volume and speeds along OBCR have continued to increase as it is used by an ever-growing Calgary west-end population as a back-and-forth cut-through route to go elsewhere in Calgary. This is very unsafe and inconsistent with its residential orientation.
- OBCR falls under Alberta Transportation ("AT") jurisdiction. However, with heavy investment into upgrading Highway 1 and construction of the West Ring Road, AT has confirmed that OBCR should operate as a local road in the future and appropriately transferred to Rocky View County. The design of OBCR does not meet current public safety standards. These activities were all clearly prescribed in the Castleglenn Study which provided expert technical assessment and recommendations by an independent consultant representing AT rather than developers.
- Studies funded by AT have identified that OBCR cannot safely accommodate the expected incremental traffic from proposed new development and given the "local road" vision for OBCR, efforts should be made to discourage new traffic onto OBCR... and as per the June 2014 Castleglenn Study "protect local residents" along OBCR. The Study recommended constructing cul-de-sacs on OBCR as the solution. It should be further noted that local residents were engaged in focus groups in the development of the Castleglenn Study, Municipal representatives participated in and provided input to the Study, the recommendations were supported by local residents, presented to Rocky View County and the City of Calgary, and representations made to the stakeholders that the

recommendations in the Study would be implemented when development growth pressures on adjacent lands materialized. Resident concerns were not anti-development but rather to be safely protected from incremental traffic and the Constitutional right to quiet enjoyment of their property and lifestyle.

- Local residents presented their concerns on what appeared to be lack of follow-through of the Castleglenn Study on OBCR, to RVC Policy and Priorities Committee on June 5<sup>th</sup>, 2018. As part of this presentation, over 150 signatures were also delivered expressing these same concerns. To date RVC has not addressed these concerns and reached out to the affected residents. Despite the above, recent public discussions with RVC administration re Coach Creek have indicated that they are not aware of concerns with OBCR.

## **Specific Concerns**

- New dense urban style development within the City of Calgary at Qualico's Crestmont that uses direct access to OBCR, has been underway for some time. Despite the Castleglenn Study, access to OBCR was approved by AT with no objections by RVC under the premise that a second exit was required out of Crestmont for safety reasons and that no alternatives were available. Traffic entering and existing Crestmont onto OBCR is material and expanding. Proposed expansion of Qualico's Crestmont and Coach Creek under this arrangement will dramatically increase new traffic making the public safety situation extremely unsafe and completely unacceptable for the residents of our community.
- Rocky View County is also proposing, through the North Springbank Area Structure Plan, to approve additional extensive urban interface development adjacent to OBCR for Lands in the N-1/2-25-24-03-W05M which will add even more incremental traffic further jeopardizing public safety.
- One of my main concern with these applications is the level of traffic volumes and speeds that are (and will) travel on a road not designed for city traffic flows and also being used by cyclists and pedestrians which clearly and materially increases public safety concerns on an already safety compromised road. Providing these new urban style communities with direct access to OBCR, which encourages traffic to cut through quiet country residential areas in order to travel south and east, is not the answer! All traffic in and out of these new communities should flow through major arteries that can handle the traffic volumes and speeds.
- The other concern is having 70% or any Commercial at all and Mid Density Residential. This a country setting in the immediate area of OBCR consisting of the communities of Shantara Grove, Artistview (West, Point, East), Solace Ridge. Current acreage owners invested in RVC because that was the setting they loved. We see and accept proposals that contain Commercial to one area Springbank of RVC. Currently that area is along RANGE RD 33, we DO NOT want Commercial spread out in pockets. Currently Bing Crossing has been sitting undeveloped, farmland is sitting idle with big dug outs, and it is a ugly site. We currently have spaces not used in the current Commercial area on RR31. We do not want vacant commercial land. We do



not see nice gradual allocation of lands that move from 2.5 acre parcels to 2 acre, to 1.5 acre, to 1 acre and into Mid Density zoning. This would make the change not so subtle, and yes it does take planning but at the end the community looks planned. We did not see the Pathway Group consulted in this Qualico Conceptual Scheme. Does Rockyview County have a plan and criteria around park land requirements for ¼ section development that ties in pathway systems for use by each community??? Does Rockyview County have criteria of number of trees and types of trees required in the approval of Conceptual Schemes for approval by developers such as Qualico. Springbank is a highly established area and we want it kept that way, NO corner convenience stores or shopping malls.

## **Solution**

1. As previously referenced, in 2014, anticipating the significant urban style development that is now occurring, Alberta Transportation conducted a Functional Planning Study that included extensive public consultation (i.e. Castleglenn Study - Highway 1 Interchange [Between Range Road 33 and Stoney Trail]). The recommendation report, formally accepted by Alberta Transportation in June 2014, was developed with direct involvement and input from Rocky View County and the City of Calgary. After having participated in the study's public consultation process, I was heartened by the recognition of my safety concerns in the final report. It included specific recommendations to address the anticipated safety issues on OBCR as these dense urban communities were developed. Specifically, it called for the OBCR to be made discontinuous and cease to function as a through corridor. Traffic would be diverted to other roads that were identified as long term primary arterials.
2. The 2014 Functional Plan recommendations are even more relevant and important now than ever, as the urban development of the Qualico lands foreseen in the Castleglenn Study is happening and the public safety issues on OBCR, which it sought to address, are growing by the day.
3. Making OBCR discontinuous does not prevent any of the proposed future development in the area but would address the public safety concerns as specifically recommended in the Castleglenn Study. Much safer travel alternatives are readily available for the new developments, including the upgraded Hwy 1 and the new Ring Road.
4. OBCR straddles Municipal boundaries and falls within an Inter-Municipal Planning Area. At the time of the Castleglenn Study, the pace of development and the ability to integrate road infrastructure across Municipalities was unclear. Qualico has now aggregated various land holdings across Municipal boundaries and is actively pursuing development approvals across the lands. This provides a huge opportunity to align and integrate road infrastructure across their developments and Municipal jurisdictions to mitigate negative impacts on neighbouring communities in line with regional growth management objectives. Qualico conceptual plans clearly identify opportunities to this alignment. Furthermore, the cost of such road infrastructure could be optimized and better distributed to development rather than to taxpayers.

## Summary and Closing

1. I am generally supportive of development, but I believe the “cumulative effects” of the urban style Qualico developments, Melcor developments, and adjacent North Springbank ASP Urban Interface Area will have a large negative impact on me and my community.
2. I want to maintain the quiet country living that attracted me to purchase my home in this location. These new urban style communities need to be developed in a way that does not negatively impact their neighbouring country residents who have deliberately chosen not to live in a dense urban environment.
3. There MUST be follow-through. Until the recommendation of the 2014 Castleglenn Functional Planning study (to close off Old Banff Coach Road to through traffic) is implemented to protect our community I cannot support these applications.
4. **I REPEAT:** 70% or any Commercial at all and Mid Density Residential is not welcomed for all the reasons stated in the context of this document. This a country setting in the immediate area of OBCR consisting of the communities of Shantara Grove, Artistview (West, Point, East), Solace Ridge. Current acreage owners invested in RVC because that was the setting they loved. We see and accept proposals that contain Commercial to one area Springbank of RVC. Currently that area is along RANGE RD 33, we **DO NOT want Commercial spread out in pockets**. Currently **Bing Crossing has been sitting undeveloped**, farmland is sitting idle with big dug outs, and it is a ugly site. We currently have spaces not used in the current Commercial area on RR31. We do not want vacant commercial land. **We do not see nice gradual allocation of lands that move from 2.5 acre parcels to 2 acre, to 1.5 acre, to 1 acre and into Mid Density zoning**. This would make the change not so subtle, and yes it does take planning but at the end the community looks planned. **We did not see the Pathway Group consulted in this Qualico Conceptual Scheme. Does Rockyview County have a plan and criteria around park land requirements for ¼ section development that ties in pathway systems for use by each community???** **Does Rockyview County have criteria of number of trees and types of trees required in the approval of Conceptual Schemes for approval by developers such as Qualico.** Springbank is a highly established area and we want it kept that way, **NO corner convenience stores or shopping malls**.

## Questions

1. Please provide data on expected traffic growth from Coach Creek development onto OBCR especially during peak hours.
2. There is lack of clarity on road infrastructure to service Coach Creek. Please provide the latest road design proposed for Coach Creek.
3. Please provide CUMULATIVE traffic growth expectations on OBCR from both Coach Creek and full development of Crestmont especially during peak hours.
4. Please provide CUMULATIVE traffic growth expectations on OBCR from full development as proposed in the current draft of the North Springbank Area Structure Plan.
5. Please identify which Rocky View communities will be impacted by incremental traffic growth from proposed new development growth from Coach Creek and the other proposed Special Planning Areas in the draft ASP.
6. Despite County resident presentations and concerns directly to the County on public safety issues on OBCR, the County has not reached out to residents to clarify concerns or mitigation opportunities. **Please provide a summary of stakeholder engagement by the County to resolve public safety concerns on OBCR.**
7. **Please provide a summary of meetings and minutes of meetings** with Alberta Transportation that were held to address resident concerns.
8. ROCKYVIEW COUNTY HAS A LETTER OF support from the **previous Reeve** of Rocky View County expressing support for implementing the Castleglenn Study. **Please advise when we can expect this to be implemented? How is the County managing implementation of this with AT?**
9. **What are County plans for upgrading RR31 between Hwy 1 and Springbank Road?**
10. This area is an intermunicipal planning area. **Please provide dates of meetings and summaries of integration and alignment of infrastructure development.**
11. Please **provide a summary of meetings held with the City of Calgary and minutes to address adjacent growth in Crestmont and Melcor lands (north of Hwy 1) and its impact on Rocky View County residents particularly south of Hwy 1. Please summarize mitigation opportunities on Rocky View residents.**
12. Qualico as a large and intermunicipal land holder and developer in this area has developed conceptual (and in some cases detailed development plans) for both Crestmont and Coach Creek developments. **Please provide a summary of how road infrastructure can be optimized to serve both areas and divert traffic from OBCR.**

13. One mitigation activity to divert traffic from OBCR is to develop a new partial interchange on Hwy 1 near 133 St. **Please provide the timing for its construction and mitigation activities to manage development traffic from Crestmont onto OBCR prior to partial interchange construction.**
14. We have heard that Qualico has engaged in discussions for additional County land purchases south of OBCR across from Crestmont. **How would development of these lands impact traffic on OBCR?**
15. Does **County policy require administration to respond to written questions submitted by residents on Area Structure Plans and Conceptual Schemes for developments.**
16. The Coach Creek Conceptual Scheme identifies two different design proposals for OBCR (page/Fig 5 page 24 vs Key Map page 34) **Has County Planning approved both designs? Please explain why there are two different designs and which one is the one that will be accepted by Council?**
17. On what basis did Rocky View County distribute earlier plans that showed OBCR widened to 4 lanes and with traffic lights. **Was AT consulted prior to making this a public document?**
18. Please explain in simple terms if Rocky View County sees any concerns with OBCR in its current level of traffic volumes and under scenarios post development of Crestmont West, Coach Creek, and Special Planning Areas drafted into the North Springbank ASP?
19. **What is the role of the County-to-County residents living adjacent to OBCR with respect to their concerns re OBCR?**
20. What steps and position has the **County taken to address the concerns previously identified by residents re OBCR?**
21. **We did not see the Pathway Group consulted in this Qualico Conceptual Scheme. Does Rockyview County have a plan and criteria around park land requirements for ¼ section development that ties in pathway systems for use by each community??? Was the Pathway Group consulted on the Qualico Conceptual Plan? Will the Pathway Group be included in approving the Qualico Conceptual Plan??**
22. **Does Rockyview County have criteria of number of trees and types of trees required in the approval of Conceptual Schemes for approval by developers such as Qualico? How does RVC ensure that Qualico will develop a community with trees??**
23. **We do not see nice gradual allocation of lands that move from 2.5 acre parcels to 2 acre, to 1.5 acre, to 1 acre and into Mid Density zoning. How does RVC ensure that we appreciate the current acreage owners that do not want to be in the middle of Urban Sprawl??? If RVC or Qualico don't see this**

**as being important then why? And how can we listen to the acreage neighbors to the Qualico Development??**

I look forward to hearing back on all my concerns and issues presented. Also that prior to this Conceptual Scheme by Qualico being approved. And we would like a win win for all parties involved Qualico Developments, RVC and the current acreage owners that reside with in the 5 km of this Application. We do approve planned community development that does not put crap in their neighbor's yard. This smells like crap.

Kindly,  
Deb Vickery,



**From:** Deepak Saini [REDACTED]  
**Sent:** January 12, 2021 8:02 AM  
**To:** Jessica Anderson  
**Subject:** [EXTERNAL] - Qualico's Highway1/Old Banff Coach Road Conceptual Scheme

**Categories:** CityView Planning Attachment

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To Whom it may concern,

Please see my comments below on

**Qualico's Highway1/Old Banff Coach Road Conceptual Scheme**

**File Number: 04736002, 04736011 Application Number: PL20200087/083/084**

I am a concerned resident of Rocky View County who lives near Old Banff Coach Road (OBCR) and will be directly impacted by this development. I am writing to you to express my deep concern over Rocky View County Applications PL20200087 / 083 /084 regarding the Highway 1 / Old Banff Coach Road Conceptual Scheme. If approved and adopted, these applications will have a significant negative impact on my personal ability to enjoy my property and on the greater country residential community, particularly on the increased and significant public safety conditions along OBCR. Incremental traffic onto OBCR coming from the proposed Coach Creek development directly impacts my safety and impacts enjoyment of my property and its value.

"The Old Banff Coach Road" is a historic and unique road that was never designed to handle these growing traffic flows. The section between Westbluff Road and Horizon View Road is particularly narrow and winding and over the years has developed into a quiet country residential neighbourhood with direct access to multiple cul-de-sac communities and multiple residential driveways and side streets. Many people now use the road for cycling, walking their dogs, getting their mail, running, etc. It is also a significant wildlife corridor with residents regularly seeing moose, deer, coyotes, cougars, and bobcats. I along with many other residents of this area have a strong desire to address the growing safety issues while maintaining the character of this country road.

Over the past few years, the traffic types, volume and speeds along OBCR have continued to increase as it is used by an ever-growing Calgary west-end population as a back-and-forth cut-through route to go elsewhere in Calgary. This is very unsafe and inconsistent with its residential orientation.

OBCR falls under Alberta Transportation ("AT") jurisdiction. However, with heavy investment into upgrading Highway 1 and construction of the West Ring Road, AT has confirmed that OBCR should operate as a local road in the future and appropriately transferred to Rocky View County. The design of OBCR does not meet current public safety standards. These activities were all clearly prescribed in the Castleglenn Study which provided expert technical assessment and recommendations by an independent consultant representing AT rather than developers.

Studies funded by AT have identified that OBCR cannot safely accommodate the expected incremental traffic from proposed new development and given the "local road" vision for OBCR,

efforts should be made to discourage new traffic onto OBCR... and as per the June 2014 Castleglenn Study “protect local residents” along OBCR. The Study recommended constructing cul-de-sacs on OBCR as the solution. It should be further noted that local residents were engaged in focus groups in the development of the Castleglenn Study, Municipal representatives participated in and provided input to the Study, the recommendations were supported by local residents, presented to Rocky View County and the City of Calgary, and representations made to the stakeholders that the recommendations in the Study would be implemented when development growth pressures on adjacent lands materialized. Resident concerns were not anti-development but rather to be safely protected from incremental traffic and the Constitutional right to quiet enjoyment of their property and lifestyle.

Local residents presented their concerns on what appeared to be lack of follow-through of the Castleglenn Study on OBCR, to RVC Policy and Priorities Committee on June 5<sup>th</sup>, 2018. As part of this presentation, over 150 signatures were also delivered expressing these same concerns. To date RVC has not addressed these concerns and reached out to the affected residents. Despite the above, recent public discussions with RVC administration re Coach Creek have indicated that they are not aware of concerns with OBCR.

New dense urban style development within the City of Calgary at Qualico’s Crestmont that uses direct access to OBCR, has been underway for some time. Despite the Castleglenn Study, access to OBCR was approved by AT with no objections by RVC under the premise that a second exit was required out of Crestmont for safety reasons and that no alternatives were available. Traffic entering and existing Crestmont onto OBCR is material and expanding. Proposed expansion of Qualico’s Crestmont and Coach Creek under this arrangement will dramatically increase new traffic making the public safety situation extremely unsafe and completely unacceptable for the residents of our community.

Rocky View County is also proposing, through the North Springbank Area Structure Plan, to approve additional extensive urban interface development adjacent to OBCR for Lands in the N-1/2-25-24-03-W05M which will add even more incremental traffic further jeopardizing public safety.

My main concern with these applications is the level of traffic volumes and speeds that are (and will) travel on a road not designed for city traffic flows and also being used by cyclists and pedestrians which clearly and materially increases public safety concerns on an already safety compromised road. Providing these new urban style communities with direct access to OBCR, which encourages traffic to cut through quiet country residential areas in order to travel south and east, is not the answer! All traffic in and out of these new communities should flow through major arteries that can handle the traffic volumes and speeds.

### Solutions

As previously referenced, in 2014, anticipating the significant urban style development that is now occurring, Alberta Transportation conducted a Functional Planning Study that included extensive public consultation (i.e. Castleglenn Study - Highway 1 Interchange [Between Range Road 33 and Stoney Trail]). The recommendation report, formally accepted by Alberta Transportation in June 2014, was developed with direct involvement and input from Rocky View County and the City of Calgary. After having participated in the study’s public consultation process, I was heartened by the recognition of my safety concerns in the final report. It included specific recommendations to address the anticipated safety issues on OBCR as these dense urban communities were developed. Specifically, it called for the OBCR to be made discontinuous and cease to function as a through corridor. Traffic would be diverted to other roads that were identified as long term primary arterials.

The 2014 Functional Plan recommendations are even more relevant and important now than ever, as the urban development of the Qualico lands foreseen in the Castleglenn Study is happening and the public safety issues on OBCR, which it sought to address, are growing by the day.

Making OBCR discontinuous does not prevent any of the proposed future development in the area but would address the public safety concerns as specifically recommended in the Castleglenn Study. Much safer travel alternatives are readily available for the new developments, including the upgraded Hwy 1 and the new Ring Road.

OBCR straddles Municipal boundaries and falls within an Inter-Municipal Planning Area. At the time of the Castleglenn Study, the pace of development and the ability to integrate road infrastructure across Municipalities was unclear. Qualico has now aggregated various land holdings across Municipal boundaries and is actively pursuing development approvals across the lands. This provides a huge opportunity to align and integrate road infrastructure across their developments and Municipal jurisdictions to mitigate negative impacts on neighbouring communities in line with regional growth management objectives. Qualico conceptual plans clearly identify opportunities to this alignment. Furthermore, the cost of such road infrastructure could be optimized and better distributed to development rather than to taxpayers.

### Summary

I am generally supportive of development, but I believe the “cumulative effects” of the urban style Qualico developments, Melcor developments, and adjacent North Springbank ASP Urban Interface Area will have a large negative impact on me and my community.

I want to maintain the quiet country living that attracted me to purchase my home in this location. These new urban style communities need to be developed in a way that does not negatively impact their neighbouring country residents who have deliberately chosen not to live in a dense urban environment.

There MUST be follow-through. Until the recommendation of the 2014 Castleglenn Functional Planning study (to close off Old Banff Coach Road to through traffic) is implemented to protect our community I cannot support these applications.

Sincerely,  
Deepak Saini  
Artist View

### Additional Questions I have:

There is lack of clarity on road infrastructure to service Coach Creek. Please provide the latest road design proposed for Coach Creek.

Please provide data on expected traffic growth from Coach Creek development onto OBCR especially during peak hours.

Please provide CUMULATIVE traffic growth expectations on OBCR from both Coach Creek and full development of Crestmont especially during peak hours.



Please provide CUMULATIVE traffic growth expectations on OBCR from full development as proposed in the current draft of the North Springbank Area Structure Plan.

Please identify which Rocky View communities will be impacted by incremental traffic growth from proposed new development growth from Coach Creek and the other proposed Special Planning Areas in the draft ASP.

Despite County resident presentations and concerns directly to the County on public safety issues on OBCR, the County has not reached out to residents to clarify concerns or mitigation opportunities. Please provide a summary of stakeholder engagement by the County to resolve public safety concerns on OBCR.

Please provide a summary of meetings and minutes of meetings with Alberta Transportation that were held to address resident concerns.

Attached is a letter of support from the previous Reeve of Rocky View County expressing support for implementing the Castleglenn Study. Please advise when we can expect this to be implemented? How is the County managing implementation of this with AT?

What are County plans for upgrading RR31 between Hwy 1 and Springbank Road?

This area is an intermunicipal planning area. Please provide dates of meetings and summaries of integration and alignment of infrastructure development.

Please provide a summary of meetings held with the City of Calgary and minutes to address adjacent growth in Crestmont and Melcor lands (north of Hwy 1) and its impact on Rocky View County residents particularly south of Hwy 1. Please summarize mitigation opportunities on Rocky View residents.

Qualico as a large and intermunicipal land holder and developer in this area has developed conceptual (and in some cases detailed development plans) for both Crestmont and Coach Creek developments. Please provide a summary of how road infrastructure can be optimized to serve both areas and divert traffic from OBCR.

One mitigation activity to divert traffic from OBCR is to develop a new partial interchange on Hwy 1 near 133 St. Please provide the timing for its construction and mitigation activities to manage development traffic from Crestmont onto OBCR prior to partial interchange construction.

We have heard that Qualico has engaged in discussions for additional County land purchases south of OBCR across from Crestmont. How would development of these lands impact traffic on OBCR?

Does County policy require administration to respond to written questions submitted by residents on Area Structure Plans and Conceptual Schemes for developments.

The Coach Creek Conceptual Scheme identifies two different design proposals for OBCR (page/fig 5 page 24 vs Key Map page 34) Has County Planning approved both designs? Please explain why there are two different designs and which one is the one that will be accepted by Council?

On what basis did Rocky View County distribute earlier plans that showed OBCR widened to 4 lanes and with traffic lights. Was AT consulted prior to making this a public document?

Please explain in simple terms if Rocky View County sees any concerns with OBCR in its current level of traffic volumes and under scenarios post development of Crestmont West, Coach Creek, and Special Planning Areas drafted into the North Springbank ASP?

What is the role of the County-to-County residents living adjacent to OBCR with respect to their concerns re OBCR?

What steps and positions has the County taken to address the concerns previously identified by residents re OBCR?

**TO:** Jessica Anderson, Planning, RVC

**EM:** janderson@rockyview.ca

**FROM:** Denise & Dwayne Lesack

**EM:**

**DATE:** January 12, 2021

**VOTE:** Our vote is to **REJECT** Qualico's Conceptual Scheme. We agree with all of the concerns that have been detailed below.

#### **COMMENTS on**

**Qualico's Highway1/Old Banff Coach Road Conceptual Scheme (Nov/Dec 2020)**

**File Number: 04736002, 04736011 Application Number: PL20200087/083/084**  
(RVC Planning & Development Dept has asked us to add these File & Application #s)

General comments:

- Nowhere in the Conceptual Scheme (CS) has Qualico addressed the issues caused by the **cumulative effects** of their new development in addition to the adjacent developments proposed within the West View ASP in the City of Calgary west of Crestmont, as well as Melcor's large development plans immediately north of Hwy 1, west of Valley Ridge, and the yet-to-be-developed Bingham Crossing just to the west.

- Qualico has not provided any information on the City of Calgary's review of this CS.

1.2 VISION: The following Conceptual Scheme objectives (CS) are **NOT aligned with the existing Central Springbank Area Structure Plan (ASP)**:

b) and c) The Conceptual Scheme does NOT align with the existing Central Springbank ASP. Rocky View County is working with Springbank residents to develop a new ASP, which will go to Public Hearing next month. Until the details of the new ASP are agreed to by Rocky View County (RVC) and RVC residents, **there should be NO one-off amendments of the existing ASP. To do otherwise RVC would be putting developers ahead of RVC taxpayers. Qualico should bring this CS back when the new ASP is in place.**

e) **The CS should FIRST ensure that the development is compatible with future residential development within RVC, NOT the city of Calgary. This CS is NOT compatible with development policies in RVC/Springbank under the existing ASP.**

f) **What the CS is proposing is largely commercial, not residential and the residential is urban density, not rural density** (see existing ASP).

g) “To establish a servicing scheme and supporting policy framework appropriate for facilitation of the proposed development” – the servicing scheme described under 7.0 Utilities for water supply and sanitary wastewater is a monumental and expensive undertaking that will not be easily executed. Reality check – **what would the temporary solutions be during the years before these expensive projects could be completed? Trucking in water and trucking out sewage?** These kind of temporary measures, which RVC residents have experienced in other parts of the county, are NOT acceptable.

i) Notification and consultation: If Qualico had wanted to appropriately notify and consult surrounding residents and landowners and respond to community concerns, **they could have held virtual open house(s) and invited Springbank residents to attend virtually for discussion of their CS.** This kind of development affects more than just the handful of homeowners who were notified within the very limited (1.5 km) circulation area.

1.3 The photo of the big-box mall with huge parking lot on Page 7 shows four-lane highways on both sides. **Is Qualico anticipating turning Old Banff Coach Rd into a four-lane highway to accommodate their commercial mall development? Has Alberta Transportation agreed to that?** The commercial proposal is for over 700,000 sq ft, which is the equivalent of six big-box stores. **Qualico needs to provide more information.**

1.4 RATIONALE FOR PROCEEDING WITH DEVELOPMENT: Table 4 Anticipated Population & Density – **the estimated population of 1,000 on 8 units/acre does NOT align with the policies of the existing ASP.**

2.1 REGIONAL LOCATION: “The Site has **direct access to Highway 1** via Old Banff Coach Road.” **This is an inaccurate statement. Direct access would be just that, NOT via Old Banff Coach Road.**

**This statement also contradicts the later section 4.1.2**

4.1.2 “Access to the Site shall be generally in accordance with Figure 5.0, **with access locations off Old Banff Coach Road** to be confirmed at the subdivision phase and in accordance with Alberta Transportation requirements. **Direct access to Highway 1 shall not be permitted.**

2.4 PHYSICAL SITE FEATURES: Discussion of the **existing large pond shown in two photographs in this section is incomplete.** This pond attracts migratory species, especially in spring and fall, e.g., many species of ducks, as well as swans, such as the **Trumpeter Swan which is a species at risk in Alberta. As well another species at risk in Alberta, the Peregrine Falcon** has been recorded hunting for prey there, during its breeding season.

**Biophysical Features:** “No species of management concern (listed provincially or federally) were identified.” As above, **at least two species of management concern have been recorded there, therefore this statement is misleading and WRONG.** Also “The anthropogenic shallow open wetland (W13) was ranked moderate for songbird, waterfowl and bat habitat.” Qualico needs to provide more details on wildlife species and their use of this site.

3.1 LAND USE: “Land use districts proposed as part of this Conceptual Scheme ... The R-MID district is proposed ... to provide similar lot and housing typology outcomes, as well as density, intended to be facilitated within the adjacent West View development.” **It cannot be clearer that Qualico have designed this development to fit with and match their adjacent development in Calgary. They have ignored that this land is in Rocky View County where these densities are NOT part of the existing or new draft ASP for Springbank.**

“For the commercial areas of the Site, a direct control (DC) district is proposed...” apparently so that Qualico can include “additional uses to align with the vision of the Conceptual Scheme.” **Again, Qualico is ignoring the existing or new draft ASP for Springbank.**

3.2 CONCEPT LAYOUT & SUBDIVISION: “Single family residential development is proposed in the eastern extents of the Site and will involve similar housing product/typologies to the proposed residential development located within the West View development immediately east of the Site” in the City of Calgary. **Qualico’s proposal ignores the existing and new draft ASP for Springbank and instead models itself after the city ASP.**

“One future development scenario may include the **closure of a portion of Old Banff Coach Road**, and consolidation of these lands with the balance of the quarter section. This would be subject to Alberta Transportation (AT) and Rocky View County coordination.”

Have there been discussions with AT that indicate that they would approve their provincial highway, i.e., Old Banff Coach Rd (OBCR) being closed? **AT have stated in the past that they do not allow the creation of discontinuous provincial highways.**

4.1 REGIONAL ROAD SYSTEM – **Qualico propose to build THREE new access roads onto Old Banff Coach Rd which is unacceptable.** Figure 5 shows these being at: the intersection of OBCR with Rge Rd 31; one at the intersection of OBCR with Township Rd 245; and the third access further east on OBCR, close to the “temporary” access road into Crestmont. **Old Banff Coach Rd was not designed to accommodate a high volume of traffic** and has many 90 degree turns and blind corners between Hwy 1 and Springbank Rd. **The intersection of OBCR/Twp Rd 245 is the most dangerous place on OBCR, where people have died in road accidents. This plan would put users of OBCR at even higher risk.** This could lead to closing

OBCR east of the “temporary” Crestmont access. Alberta Transportation, Springbank residents and other OBCR users may not accept that.

5.1 PATHWAYS: The conceptual scheme proposes pathways and sidewalks that “provide(s) a connection for pedestrians and cyclists from the proposed West View development to the commercial area and on to Old Banff Coach Road.” That is, not only from this development but from the rest of the City of Calgary – **pedestrians and cyclists being directed onto a busy provincial highway (i.e., OBC Rd)! This is a high-risk proposal for the lives of the pedestrians, cyclists and users of OBC Rd.**

5.2 Municipal Reserve (MR) - **RV County should REJECT the proposal of the Conceptual Scheme “to defer the full 10% MR requirement for the Site (equivalent to 4.6 ha) to another parcel (Block 2 Plan 7510024) owned by the Applicant”. That land parcel is NOT close enough in terms of walking or cycling (2 to 3 km away) to qualify as a substitute.** Also, that land parcel does not have any conceptual scheme and is currently zoned agricultural. Therefore, **this proposal for MR should be rejected.**

6.0 “Development standards and supplementary architectural guidelines will be used at the subdivision and development permit stages to ensure that all developments will be compatible with adjacent land uses” – **given that existing uses in all the adjacent and surrounding lands is agricultural (except for the Rudiger Ranch house site), this does not make sense.**

6.11 ROCKY VIEW/CALGARY INTERFACE: Qualico claims that the proposed Conceptual Scheme “policies have been identified to assist in establishing a seamless **transition between Calgary (West View development) and Rocky View (Highway 1/Old Banff Coach Road Site)**”. In other words, **the transition between Qualico’s urban development in the City and Qualico’s mid to high-density residential/commercial development in Rocky View County.** However, the **Intermunicipal Development Plan (IDP) addresses the transition between urban city developments and the rural Rocky View land uses.** Qualico proposes “more urban density to transition to residential densities” in the city as transition to their planned commercial mall. What the IDP calls for is the developer to address the transition from urban to rural. **This Conceptual Scheme is completely missing any ROCKY VIEW/CALGARY INTERFACE.**

6.12 COMMERCIAL/ RESIDENTIAL INTERFACE: The CS states “(refer to sections provided on the following page)” but **the Key Map on Page 34 is entirely different than the other transportation maps in the CS. This shows there is a problem with the accuracy of details in Qualico’s Conceptual Scheme.**

7.0 Utilities – **Qualico states that “The Conceptual Scheme does not propose, nor is it necessary, for any utilities to tie into City of Calgary utility networks.”** This confirms that the City of Calgary has continually refused to extend its utilities to developments in

RVC. However, **this section does NOT say who pays for the proposed servicing infrastructure to be built.** See below.

7.1 **WATER SUPPLY:** “Water supply for the Conceptual Scheme is proposed to be provided via connection of a 200mm water feedermain to the existing Harmony Drinking Water Treatment Plant.” “Provided” by whom? Is Qualico anticipating future infrastructure that would be paid for by RVC taxpayers?

Or, if Qualico intends to pay or share the costs of building private water/wastewater infrastructure, then the CS should state that clearly here. The cost of the proposed 10 km-long water feedermain to/from Harmony would be prohibitive for this Conceptual Scheme alone. Qualico needs to provide more information.

**Does a 200mm water feedermain fit the recommendations of *Springbank ASP Servicing Strategy* for RVC by ISL Engineering (October 2020)?**

Also, I believe that the Alberta Environment water license given to Harmony restricts them from trading part their water allocation to other developments. If so, this proposal to get water from Harmony is a non-starter. Qualico should state if Alberta Environment has approved (under the Water Act) that Harmony can trade part of its water allocation, prior to RVC considering this Conceptual Scheme. Qualico needs to provide more information.

7.2 **SANITARY WASTEWATER** – Qualico proposes that the Conceptual Scheme will have a “sanitary main that connects to a wastewater lift station north of Highway 1 before connecting to the existing Harmony Wastewater Treatment Plant.” **What is the estimated cost of piping wastewater 9 km to Harmony?** Prohibitive for this Conceptual Scheme alone and, therefore, unlikely to be a possible solution. **What is Qualico proposing as a temporary solution until the sanitary main is built? Trucking out their wastewater? That would be unacceptable to Springbank residents.**

What is the current capacity of the Harmony Wastewater Treatment Plant and wouldn't the capacity need to be increased to accommodate new development(s) as well as Harmony's own build-out? **Qualico needs to provide more information.**

**Does the proposed wastewater pipeline fit the recommendations of *Springbank ASP Servicing Strategy* for RVC by ISL Engineering (October 2020)?**

Figure 6 – **Why is “East Springbank” written across the Artists View community? Artists View has never been in East Springbank. This is another inaccurate detail that Qualico have not been aware of.**

9.0 **Public Consultation:** “Public consultation was completed in tandem with the Conceptual Scheme application informing landowners within a 1.5-mile radius of the proposed Conceptual Scheme in addition to the ASP amendment and land use redesignation applications.” If they had wanted to appropriately notify and consult

surrounding residents and landowners and respond to community concerns, **Qualico could have held virtual open house(s) and invited Springbank residents to attend virtually for discussion of their CS. This kind of development affects more than just the handful of homeowners who were notified within the very limited (1.5 km) circulation area.**

“Feedback was received from a total of 13 respondents and responses were provided either via email or phone call.” The low number of respondents is directly equal to the lack of effort to fully consult the Springbank community. **It is no surprise that “the majority of comments focused on traffic and safety implications on Old Banff Coach Road.”**

NOTE: Qualico should have provided properly oriented maps/figures for reviewing in the online version of this Conceptual Scheme. That is, they should be oriented horizontally, not vertically. Most of the maps/figures in this CS are presented in the wrong orientation which makes it difficult, if not impossible, to review these maps properly.



**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Subject:** [EXTERNAL] - File 04736002,04736011  
**Date:** January 6, 2021 12:31:10 PM

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Please do not allow Qualico Conceptual Scheme or their application to rezone the Rudiger Ranch to Commercial and mid-density be accepted.

We in Springbank moved here to get away from Urban sprawl, high density living and commercial area.

Think of the environmental impact, not to mention increased traffic, increased crime and vandalism.

Please leave this beautiful Springbank the way it is. Let people enjoy the wild life, peace and quiet as well as the fresh clean air.

We have enough commercial areas in the city of Calgary, sitting empty....that's what should be occupied.

Thank you

Donna and Larry Slywka

Sent from my iPad

**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Subject:** [EXTERNAL] - Qualico Concept Rudiger Land  
**Date:** January 5, 2021 11:15:19 AM

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We are residents of [REDACTED] and strongly disagree with any zoning change prior to the concept plans being completed and turning Old Banff Coach Road into a 4 lane road is a serious alteration in our quality of life in Springbank.

Doug and Trish Biggs

**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Subject:** [EXTERNAL] - Proposed Qualico Development Springbank PL20200087/083/084  
**Date:** January 13, 2021 8:03:52 PM

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**Qualico's Highway1/Old Banff Coach Road Conceptual Scheme (Nov/Dec 2020)**  
**File Number: 04736002, 04736011 Application Number: PL20200087/083/084**

I am writing to express great frustration with process and concerns with Rocky View County's apparent rush to approve urban style development of the above Qualico's Coach Creek Conceptual Scheme. My understanding that this dense commercial and residential development proposal is submitted as a variance to the Central Springbank Area Structure Plan but will be aligned with the much larger Urban Interface Areas in conjunction with greatly expanded areas of dense urban style development proposed under the North Springbank Area Structure Plan. This dense commercial and residential proposal does not attempt to transition urban to rural guidelines despite what County wording. Rather it is simply an extension of the City of Calgary. This scheme together with proposed commercial developments along 101 St will have extensive cumulative effects on the eastern Springbank area particularly on public safety on Old Banff Coach Road ("OBCR"), quality of life, wildlife corridors, and property values.

As an active transportation user of OBCR, incremental traffic onto OBCR coming from the proposed Coach Creek development directly impacts my safety and impacts enjoyment of my property and its value. I do not support the above Conceptual Scheme in its current form. I would seriously consider support for the above scheme if OBCR was made discontinuous and better clarity of the cumulative impacts of adjacent developments rather than a SILO APPROACH to development approvals.

Although residents recognize the great development pressures acting on our residential communities, I believe that there is an obligation for Rocky View County to identify and acknowledge the negative cumulative impacts on existing residents, and in good faith to actively develop and pursue ways to mitigate resident concerns. OBCR is heavily used as a short cut for City of Calgary residents to travel between Crestmont and 85 St S.W. Residents have met and developed numerous ideas to address their concerns, however residents have been fettered and ignored through restrictive County policies including limited distribution of notices, unresponsive representatives, redirection of queries to other jurisdictions, and indications that they are unable to discuss specifics on developments, etc. It has also been indicated that previous unresolved concerns brought forward by residents associated with local development pressures must be resubmitted under a new silo. The County stakeholder engagement process has become one huge circular, and unresolved loop.

New dense urban style development within the City of Calgary at Qualico's Crestmont that uses direct access to OBCR, has been underway for some time. Despite the public safety and design concerns on OBCR identified in the Alberta Transportation CastleGlenn Study 2014, access to OBCR

was approved by Alberta Transportation (“AT”) after no objections to the access were identified by RVC. Traffic entering and existing Crestmont onto OBCR is material and expanding. Further proposed expansion of Qualico’s Crestmont and Coach Creek under this arrangement will dramatically increase new traffic and highly stress public safety which is completely unacceptable for the residents of our community.

A: OBCR does not meet current road design standards for existing volumes of traffic. Traversing through several rural residential neighbourhoods and with heavy active transportation usage from both local and transient users, there is an existing public safety issue that should have already been addressed.

B: Ongoing development in Crestmont (City of Calgary) combined with Qualico’s Coach Creek development have and will continue to increase the cumulative unresolved traffic impacts on OBCR re great public safety implications. Silo management and approvals of development applications have ignored the negative impacts on the broader community and infrastructure as someone else’s problem ....i.e. local residents

C: Three jurisdictions (AT, RVC, Calgary) have cumulatively enabled and facilitated significant public safety issues to materialize. Ongoing silo approvals of new development applications make the cumulative impact even bigger. These cumulative issues are not being recognized/owned, integrated or much less addressed by any jurisdiction and demonstrate a failure in intermunicipal growth management. Low-cost mitigation opportunities on OBCR supporting development have been identified in studies but there has been a failure to take responsibility or accountability to act.

D: Most local residents simply wish to be safely protected from the growth that the County is projecting along Hwy 1... and for traffic generated from those developments to be encouraged to use high capacity road infrastructure available on Hwy 1 and the Ring Roads. The CastleGlenn Study identified under a joint review a low-cost solution to made OBCR discontinuous to protect local residents.

At least as early as June 2014 development problems have been evident. The CastleGlenn Study (“Study”) commissioned by Alberta Transportation and which included direct participation by Rocky View County (through designate Byron Riemann GM of Infrastructure and Operations Services at the time) and was then fully presented to RVC Council, clearly foresaw new development from both City of Calgary and Rocky View County and its material negative impacts on existing County residents.

The newly drafted North Springbank Area Structure Plan further proposes to enable substantially even more development and density than CastleGlenn had envisioned. The cumulative impact of the Qualico County proposals makes addressing the public safety concerns on OBCR critical. This does NOT negate the findings of the study but rather is a call to ACCELERATE MITIGATIVE actions. Upgrades to Hwy 1 and the construction of the West Ring Road have built much capacity to service new development along Hwy 1. Despite the fact that OBCR falls under AT jurisdiction, I believe the County has an obligation to acknowledge the concerns and recommendations within the CastleGlenn Study that it participated in, and collaborate on mitigating the public safety concerns being experienced by County residents. A presentation was given to Rocky View Council Policy & Priorities Committee June 5<sup>th</sup>, 2018 in addition to delivering letters signed by approximately 175 local residents expressing concerns over the approval of a new access road from Crestmont onto OBCR.

1. Why is this Qualico proposal being considered before the new proposed Area Structure Plans are approved when the greater impact of more extensive development is factored in?
2. A significant number of residents living adjacent to OBCR that previously expressed written concerns about public safety upon incremental development were not specifically notified by mail of the above Qualico scheme. Does the County view those previous concerns as addressed and closed and thus these local residents not impacted nor required to be on distribution lists?
3. Are 175 signed letters of concern for OBCR safety not considered important for the County to resolve prior to considering new developments?
4. Please identify what actions the County has undertaken to address public safety concerns on OBCR experienced by County residents inside the County from Qualico development.
5. Do the upgrades on Hwy 1 and the new West Ring Road not provide sufficient road capacity for traffic from new developments along Hwy 1 including the Qualico scheme above?
6. Why can't Qualico exit Coach Creek onto RR31 instead of OBCR and be encouraged onto Hwy 1?
7. Should residents review and negotiate mitigation with Qualico directly given the inability for the County or AT to represent or manage this on residents' behalf?
8. Is it correct that I cannot discuss specific aspects of the Qualico application with my local Councillor?

Despite public safety concerns identified by that Study and the recommendation to both protect local residents from the negative impacts of new development and to cul de sac "OBCR" actions to address those concerns are missing in the County planning documents. Public assurances expressed both verbally and in writing by Byron Riemann and Greg Boehlke (Reeve at that time) to support Alberta Transportation with implementation of the CastleGlenn Study, these no longer appear either in good faith or in writing to be included in subsequent County planning or proposed Area Structure Plan documents. AT has proceeded with upgrading Hwy 1 capacity (which was the primary study area for the CastleGlenn Study) via upgrading Hwy 1 and a new interchange is proposed near 133 St. which provides safe made for purpose infrastructure capacity.

9. The County representatives identified above remain at the County. Please confirm that the County acknowledges the public safety concerns identified in the CastleGlenn Study and supports the need to protect County residents from the negative impacts of proposed new Qualico developments.
10. Please confirm that the CastleGlenn Study will be included as relevant ancillary documents for consideration of approval for this Qualico Scheme.
11. The recent Stantec Network Study undertaken for Qualico confirmed issues on OBCR and potential for a future cul de sac. Please confirm the County's proposed and planned actions and objectives to support the implementation of the CastleGlenn Study recommendations by Alberta Transportation to mitigate public issues on OBCR given AT upgrades of Hwy 1 and the latest Qualico development application.

12. Residents have attempted to get in contact with local representatives of Alberta Transportation. Our messages have not been returned. Can you please provide a summary of your meetings with AT and communicate the plans and timing for OBCR.

The County has identified long term primary road infrastructure arteries under County jurisdiction specifically for RR31 and Springbank Road. OBCR is not designed to safely handle high traffic volumes. AT has also confirmed that upgrade of OBCR is not included in their capital planning projections. Traffic studies by other parties have identified the need to divert/deter traffic from OBCR to other arteries (i.e. Stantec Network Study). In addition to stop signs on OBCR to deter traffic, there is an obvious and effective solution to safely manage new traffic flows generated from new developments via new 4 lane integrated arteries inside these new developments. The building blocks for internal roads are already included in conceptual drawings prepared by Qualico. Traffic studies required for infrastructure development require data assumptions and I understand the County undertook a traffic review across Springbank for new ASP development:

13. There is lack of clarity on road infrastructure to service Coach Creek. Please provide the latest road design proposed for Coach Creek.
14. The Coach Creek Conceptual Scheme identifies two different design proposals for OBCR (page/Fig 5 page 24 vs Key Map page 34) Has County Planning approved both designs? Please explain why there are two different road designs and which one is the one that will be presented for approval by Council?
15. What guidance and principles has the County provided to Qualico to address new traffic from its development without access to OBCR and contributing to public safety issues
16. Please provide data on expected traffic growth from Coach Creek development onto OBCR especially during peak hours.
17. Please provide CUMULATIVE traffic growth expectations on OBCR from both Coach Creek and full development of Crestmont especially during peak hours.
18. Please provide CUMULATIVE traffic growth expectations on OBCR from full development as proposed in the current draft of the North Springbank Area Structure Plan.
19. Please provide CUMULATIVE traffic growth expectations on OBCR from full development as proposed in the current draft of the North Springbank Area Structure Plan and County development along 101 St.
20. Please identify which Rocky View communities (and the number of residents) that will be impacted by incremental traffic growth from proposed new development growth from Coach Creek and the other proposed Special Planning Areas in the draft ASP.
21. Despite County resident presentations and concerns directly to the County on public safety issues on OBCR, the County has not reached out to residents along OBCR to clarify concerns or offer mitigation opportunities. Please provide a summary of resident stakeholder engagement by the County to resolve public safety concerns on OBCR.
22. Please provide a summary of meetings and minutes of meetings with Alberta Transportation that were held to address resident concerns about OBCR safety.
23. What are County plans and timing for upgrading RR31 between Hwy 1 and Springbank Road?

24. This area the Conceptual Scheme falls within is an intermunicipal planning area requiring consultation between jurisdictions. Please provide dates of meetings and summaries of integration and alignment of infrastructure development with other jurisdictions.
25. Please provide a summary of meetings held with the City of Calgary and minutes to address adjacent growth in Crestmont and Melcor lands (north of Hwy 1) West View ASP and its impact on Rocky View County residents particularly south of Hwy 1. Please summarize mitigation opportunities of this growth on Rocky View residents.
26. Did the County approve the West View ASP and specific access points into the County?
27. Qualico as a large and intermunicipal land holder and developer in this area has developed conceptual (and in some cases detailed development plans) for both Crestmont and Coach Creek developments. Please provide a summary of how road infrastructure can be optimized and integrated to serve both areas and divert traffic from OBCR.
28. One mitigation activity to divert traffic from OBCR is to develop a new partial interchange on Hwy 1 near 133 St. Please provide the timing for its construction and mitigation activities to manage development traffic from Crestmont onto OBCR prior to partial interchange construction. This will impact traffic flow through the County.
29. We have heard that Qualico has engaged in discussions for additional County land purchases south of OBCR across from Crestmont. How would development of these lands impact traffic on OBCR and is this proposed to include similar commercial and dense residential development?
30. The Coach Creek Conceptual Scheme identifies two different road design proposals for OBCR (page/Fig 5 page 24 vs Key Map page 34) Has County Planning approved both designs? Please explain why there are two different designs and which one is the one that will be presented to be accepted by Council?
31. On what basis did Rocky View County distribute earlier plans that showed OBCR widened to 4 lanes and with traffic lights. Was AT consulted prior to making this a public document?
32. Please explain in simple terms if Rocky View County sees any concerns with OBCR in its current level of traffic volumes and under scenarios post development of Crestmont West, Coach Creek, and Special Planning Areas drafted into the North Springbank ASP?
33. What is the role of the County to address issues of County residents living adjacent to OBCR with respect to their concerns re OBCR?
34. I believe the draft North Springbank ASP showed extensive wildlife corridors within the Qualico lands. How will wildlife corridors be managed within a dense commercial residential Qualico development?

This conceptual scheme, other adjacent urban infill areas proposed in draft ASPs (that are under discussion with Qualico) together with proposed commercial developments along 101 St will have extensive cumulative effects on the eastern Springbank area particularly on public safety on Old Banff Coach Road ("OBCR"), quality of life, wildlife corridors, and property values. As an active transportation user of OBCR, incremental traffic onto OBCR coming from the proposed Coach Creek development directly and severely impacts my personal safety and impacts enjoyment of my

property and its value. I am on OBCR (without road shoulders) daily during the spring/summer given there are no alternate pathways. I do not support the above Qualico Conceptual Scheme in its current form given the public safety issues and the dense development being proposed is counter to County urban rural transition visions.

I also do not appreciate the one-off SILO approach the County is taking for new development approvals which appears to be an effort to avoid accounting for cumulative negative effects when it is evident that multiple developers are in discussion with the County within this area.



January 12th, 2021

Rocky View County  
262075 Rocky View Point  
Rocky View County, AB T4A 0X2

Attention Planning and Development Services Department

Sent by e-mail to [janderson@rockyview.ca](mailto:janderson@rockyview.ca)

Re: File Number 04736002, 04736011.  
Application number PL20200087/083/0843 (Proposed Development)

I am writing with regard to the proposal for development at the intersection of Old Banff Coach Road and Highway 1. My home is nearby on Range Road 31.

It is my feeling that this is neither the time nor the place for a commercial development such as the one being proposed.

The site of this development is a beautiful piece of rural land. The residents of this area have chosen to live here to be a part of this landscape and to get away from cookie cutter malls and places developed for the benefit of developers rather than for the residents of the neighbourhood. We are not in need of fast food outlets or box stores. If those travelling into the city of Calgary are in need of these things, they can drive another 5 minutes east to where the next nearest malls are being built. There are commercial malls two miles west of this location that are sitting empty or changing vendors regularly. What is the logic behind building more spaces to potentially sit empty on this beautiful land - especially during this time of enormous change in commerce? Other developments slated for RVC near this area have not fared well - Bingham Crossing, Harmony. The city itself has rejected proposals for developments on the city's outskirts. It seems to me that this is a sign that now is the time for careful consideration regarding such expansion.

This development touts that thousands of jobs will be brought to the area. Are these jobs that our residents are clamouring for? No. And what of the extra traffic that will be rolling by our pastoral views bringing the workers and the customers to this place? It is not addressed. Not at all. I am an avid cyclist and have for years loved to ride the roads in and around this area. Traffic has increased in recent years, but if this development is successful, the exponential increase in the use of our rural roads will certainly not be conducive to safe and comfortable road cycling. I am sure the horseback riders in the area will feel the same pressure.

We are in unprecedented times. Covid-19 has not yet been dealt with in a way that ensures our economy will be soon be back to pre-pandemic activity. Is now really the time to be pressing for a quick approval for such a project? I do not believe so.

My family has lived in Springbank for over four decades. We have lived here, raised families here, been part of the fabric of this community. We have chosen to stay for the country lifestyle, wildlife and beauty that are in abundance here. We and our neighbours are not in need of the “improvements” that this development proposes.

The photos below are from the proposal – they illustrate the change that is being proposed. Please do not go ahead with this development.

Sincerely,

Elaine Lehto



[REDACTED]

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**From:** Elizabeth Foster [REDACTED]  
**Sent:** January 13, 2021 11:07 AM  
**To:** Jessica Anderson; Legislative Services Shared  
**Subject:** [EXTERNAL] - Qualico - APPLICATION - PL20200087/083/084. Highway1/Old Banff Coach Road Conceptual Scheme

**Categories:** CityView Planning Attachment

Do not open links or attachments unless sender and content are known.

To whom it may concern:

Submitted by:  
Elizabeth J. Foster

[REDACTED]

[REDACTED]

Qualico's **Highway1/Old Banff Coach Road Conceptual Scheme** (dated Nov 2020 and Dec 2020)

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1.4 RATIONALE FOR PROCEEDING WITH DEVELOPMENT: Table 4 Anticipated Population & Density – **the estimated population of 1,000 on 8 units/acre does NOT align with the policies of the existing ASP.**

2.1 REGIONAL LOCATION: “The Site has **direct access to Highway 1 via Old Banff Coach Road.**” **This is an inaccurate statement. Direct access would be just that, NOT via Old Banff Coach Road.**

**This statement also contradicts the later section 4.1.2:** “Access to the Site shall be generally in accordance with Figure 5.0, **with access locations off Old Banff Coach Road** to be confirmed at the subdivision phase and in accordance with Alberta Transportation requirements. **Direct access to Highway 1 shall not be permitted.**

2.4 PHYSICAL SITE FEATURES: Discussion of the **existing large pond shown in two photographs in this section is incomplete.** This pond attracts migratory species, especially in spring and fall, e.g., many species of ducks, as well as swans, such as the **Trumpeter Swan which is a species at risk in Alberta. As well another species at risk in Alberta, the Peregrine Falcon** has been recorded hunting for prey there, during its breeding season.

**Biophysical Features:** “No species of management concern (listed provincially or federally) were identified.” As above, **at least two species of management concern have been recorded there, therefore this statement is misleading and WRONG.**

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“For the commercial areas of the Site, a direct control (DC) district is proposed...” apparently so that Qualico can include “additional uses to align with the vision of the Conceptual Scheme.” **Again, Qualico is ignoring the existing or new draft ASP for Springbank.**

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“One future development scenario may include the **closure of a portion of Old Banff Coach Road**, and consolidation of these lands with the balance of the quarter section. This would be subject to Alberta Transportation (AT) and Rocky View County coordination.”

Have there been discussions with AT that indicate that they would approve their provincial highway, i.e., Old Banff Coach Rd (OBCR) being closed? **AT have stated in the past that they do not allow the creation of discontinuous provincial highways.**

4.1 REGIONAL ROAD SYSTEM – **Qualico propose to build THREE new access roads onto Old Banff Coach Rd which is unacceptable.** Figure 5 shows these being at: the intersection of OBCR with Rge Rd 31; one at the intersection of OBCR with Township Rd 245; and the third access further east on OBCR, close to the “temporary” access road into Crestmont. **Old Banff Coach Rd was not designed to accommodate a high volume of traffic** and has many 90 degree turns and blind corners between Hwy [1 and Springbank Rd](#). **The intersection of OBCR/Twp Rd 245 is the most dangerous place on OBCR, where people have died in road accidents. This plan would put users of OBCR at even higher**

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6.0 “Development standards and supplementary architectural guidelines will be used at the subdivision and development permit stages to ensure that all developments will be compatible with adjacent land uses” – **given that existing uses in all the adjacent and surrounding lands is agricultural** (except for the Rudiger Ranch house site), **this does not make sense.**

6.11 ROCKY VIEW/CALGARY INTERFACE: Qualico claims that the proposed Conceptual Scheme “policies have been identified to assist in establishing a seamless **transition between Calgary (West View development) and Rocky View (Highway 1/Old Banff Coach Road Site)**”. In other words, **the transition between Qualico’s urban development in the City and Qualico’s mid to high-density residential/commercial development in Rocky View County.** However, the **Intermunicipal Development Plan (IDP) addresses the transition between urban city developments and the rural Rocky View land uses.** Qualico proposes “more urban density to transition to residential densities” in the city as transition to their planned commercial mall. What the IDP calls for is the developer to address the transition from urban to rural. **This Conceptual Scheme is completely missing any ROCKY VIEW/CALGARY INTERFACE.**

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utility networks.” This confirms that the City of Calgary has continually refused to extend its utilities to developments in RVC. However, **this section does NOT say who pays for the proposed servicing infrastructure to be built.** See below.

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**9.0 Public Consultation:** “Public consultation was completed in tandem with the Conceptual Scheme application informing landowners within a 1.5-mile radius of the proposed Conceptual Scheme in addition to the ASP amendment and land use redesignation applications.” If they had wanted to appropriately notify and consult surrounding residents and landowners and respond to community concerns, **Qualico could have held virtual open house(s) and invited Springbank residents to attend virtually for discussion of their CS. This kind of development affects more than just the handful of homeowners who were notified within the very limited (1.5 km) circulation area.**

“Feedback was received from a total of 13 respondents and responses were provided either via email or phone call.” The low number of respondents is directly equal to the lack of effort to fully consult the Springbank community. **It is no surprise that “the majority of comments focused on traffic and safety implications on Old Banff Coach Road.”**

NOTE: Qualico should have provided properly oriented maps/figures for reviewing in the online version of this Conceptual Scheme. That is, they should be oriented horizontally, not vertically. Most of the maps/figures in this CS are presented in the wrong orientation which makes it difficult, if not impossible, to review these maps properly.

Sent from my iPad



To: Jessica Anderson, Planning & Development, Rocky View County

**Re: Highway1/Old Banff Coach Road Conceptual Scheme (Nov/Dec 2020)**

**File Number: 04736002, 04736011**

**Application Number: PL20200087/083/084**

General comments:

- Nowhere in the Conceptual Scheme (CS) has Qualico addressed the issues caused by the **cumulative effects** of their new development in addition to the adjacent developments proposed within the West View ASP in the City of Calgary west of Crestmont, as well as Melcor's large development plans immediately north of Hwy 1, west of Valley Ridge, and the yet-to-be-developed Bingham Crossing just to the west.

- Qualico has not provided any information on the City of Calgary's review of this CS.

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Ena Spalding

████████████████████  
████████████████████

January 10, 2020

From: [REDACTED]  
To: [Jessica Anderson](#)  
Cc: [REDACTED]  
Subject: [EXTERNAL] -  
Date: January 12, 2021 8:48:35 AM

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Do not open links or attachments unless sender and content are known.

Good morning,

Over the Holiday Season I had the opportunity to review the Conceptual Plan put forward by Qualico for their development just west of Calgary in Rockyview.

I have many concerns about the proposed development and based on the current economic situation in Alberta I see no need to rush this proposal forward until all questions are answered, RV council takes the time to consult, area plans are updated and then the proposal could be once again assessed.

#### **COMMENTS on**

**Qualico's Highway1/Old Banff Coach Road Conceptual Scheme** (Nov/Dec 2020)

**File Number: 04736002, 04736011 Application Number: PL20200087/083/084**

General comments:

- Nowhere in the Conceptual Scheme (CS) has Qualico addressed the issues caused by the **cumulative effects** of their new development in addition to the adjacent developments proposed within the West View ASP in the City of Calgary west of Crestmont, as well as Melcor's large development plans immediately north of Hwy 1, west of Valley Ridge, and the yet-to-be-developed Bingham Crossing just to the west.
- Qualico has not provided any information on the City of Calgary's review of this CS.

1.2 VISION: The following Conceptual Scheme objectives (CS) are **NOT aligned with the existing Central Springbank Area Structure Plan (ASP)**:

b) and c) The Conceptual Scheme does NOT align with the existing Central Springbank ASP. Rocky View County is working with Springbank residents to develop a new ASP, which will go to Public Hearing next month. Until the details of the new ASP are agreed to by Rocky View County (RVC) and RVC residents, **there should be NO one-off amendments of the existing ASP. To do otherwise RVC would be putting developers ahead of RVC taxpayers. Qualico should bring this CS back when the new ASP is in place.**

e) **The CS should FIRST ensure that the development is compatible with future residential development within RVC, NOT the city of Calgary. This CS is NOT compatible with**

**development policies in RVC/Springbank under the existing ASP.**

f) **What the CS is proposing is largely commercial, not residential and the residential is urban density, not rural density** (see existing ASP).

g) “To establish a servicing scheme and supporting policy framework appropriate for facilitation of the proposed development” – the servicing scheme described under 7.0 Utilities for water supply and sanitary wastewater is a monumental and expensive undertaking that will not be easily executed. Reality check – **what would the temporary solutions be during the years before these expensive projects could be completed? Trucking in water and trucking out sewage? These kind of temporary measures, which RVC residents have experienced in other parts of the county, are NOT acceptable.**

i) Notification and consultation: If Qualico had wanted to appropriately notify and consult surrounding residents and landowners and respond to community concerns, **they could have held virtual open house(s) and invited Springbank residents to attend virtually for discussion of their CS.** This kind of development affects more than just the handful of homeowners who were notified within the very limited (1.5 km) circulation area.

1.3 The photo of the big-box mall with huge parking lot on Page 7 shows four-lane highways on both sides. **Is Qualico anticipating turning Old Banff Coach Rd into a four-lane highway to accommodate their commercial mall development? Has Alberta Transportation agreed to that?** The commercial proposal is for over 700,000 sq ft, which is the equivalent of six big-box stores. **Qualico needs to provide more information.**

1.4 RATIONALE FOR PROCEEDING WITH DEVELOPMENT: Table 4 Anticipated Population & Density – **the estimated population of 1,000 on 8 units/acre does NOT align with the policies of the existing ASP.**

2.1 REGIONAL LOCATION: “The Site has **direct access to Highway 1** via Old Banff Coach Road.” **This is an inaccurate statement. Direct access would be just that, NOT via Old Banff Coach Road.**

**This statement also contradicts the later section 4.1.2:** “Access to the Site shall be generally in accordance with Figure 5.0, **with access locations off Old Banff Coach Road** to be confirmed at the subdivision phase and in accordance with Alberta Transportation requirements. **Direct access to Highway 1 shall not be permitted.**

2.4 PHYSICAL SITE FEATURES: Discussion of the **existing large pond shown in two photographs in this section is incomplete.** This pond attracts migratory species, especially in spring and fall, e.g., many species of ducks, as well as swans, such as the **Trumpeter Swan which is a species at risk in Alberta. As well another species at risk in Alberta, the Peregrine**

**Falcon** has been recorded hunting for prey there, during its breeding season.

**Biophysical Features:** “No species of management concern (listed provincially or federally) were identified.” As above, **at least two species of management concern have been recorded there, therefore this statement is misleading and WRONG.**

Also “The anthropogenic shallow open wetland (W13) was ranked moderate for songbird, waterfowl and bat habitat.” Qualico needs to provide more details on wildlife species and their use of this site.

3.1 LAND USE: “Land use districts proposed as part of this Conceptual Scheme ... The R-MID district is proposed ... to provide similar lot and housing typology outcomes, as well as density, intended to be facilitated within the adjacent West View development.” **It cannot be clearer that Qualico have designed this development to fit with and match their adjacent development in Calgary. They have ignored that this land is in Rocky View County where these densities are NOT part of the existing or new draft ASP for Springbank.**

“For the commercial areas of the Site, a direct control (DC) district is proposed...” apparently so that Qualico can include “additional uses to align with the vision of the Conceptual Scheme.” **Again, Qualico is ignoring the existing or new draft ASP for Springbank.**

3.2 CONCEPT LAYOUT & SUBDIVISION: “Single family residential development is proposed in the eastern extents of the Site and will involve similar housing product/typologies to the proposed residential development located within the West View development immediately east of the Site” in the City of Calgary. **Qualico’s proposal ignores the existing and new draft ASP for Springbank and instead models itself after the city ASP.**

“One future development scenario may include the **closure of a portion of Old Banff Coach Road**, and consolidation of these lands with the balance of the quarter section. This would be subject to Alberta Transportation (AT) and Rocky View County coordination.”

Have there been discussions with AT that indicate that they would approve their provincial highway, i.e., Old Banff Coach Rd (OBCR) being closed? **AT have stated in the past that they do not allow the creation of discontinuous provincial highways.**

4.1 REGIONAL ROAD SYSTEM – **Qualico propose to build THREE new access roads onto Old Banff Coach Rd which is unacceptable.** Figure 5 shows these being at: the intersection of OBCR with Rge Rd 31; one at the intersection of OBCR with Township Rd 245; and the third access further east on OBCR, close to the “temporary” access road into Crestmont. **Old Banff Coach Rd was not designed to accommodate a high volume of traffic** and has many 90 degree turns and blind corners between Hwy 1 and Springbank Rd. **The intersection of OBCR/Twp Rd 245 is the most dangerous place on OBCR, where people have died in road accidents. This plan would put users of OBCR at even higher risk.** This could lead to closing OBCR east of the “temporary” Crestmont access. Alberta Transportation, Springbank residents and other OBCR users may not accept that.



5.1 PATHWAYS: The conceptual scheme proposes pathways and sidewalks that “provide(s) a connection for pedestrians and cyclists from the proposed West View development to the commercial area and on to Old Banff Coach Road.” That is, not only from this development but from the rest of the City of Calgary – **pedestrians and cyclists being directed onto a busy provincial highway (i.e., OBC Rd)! This is a high-risk proposal for the lives of the pedestrians, cyclists and users of OBC Rd.**

5.2 Municipal Reserve (MR) - **RV County should REJECT the proposal of the Conceptual Scheme “to defer the full 10% MR requirement for the Site (equivalent to 4.6 ha) to another parcel (Block 2 Plan 7510024) owned by the Applicant”. That land parcel is NOT close enough in terms of walking or cycling (2 to 3 km away) to qualify as a substitute.** Also, that land parcel does not have any conceptual scheme and is currently zoned agricultural. Therefore, **this proposal for MR should be rejected.**

6.0 “Development standards and supplementary architectural guidelines will be used at the subdivision and development permit stages to ensure that all developments will be compatible with adjacent land uses” – **given that existing uses in all the adjacent and surrounding lands is agricultural (except for the Rudiger Ranch house site), this does not make sense.**

6.11 ROCKY VIEW/CALGARY INTERFACE: Qualico claims that the proposed Conceptual Scheme “policies have been identified to assist in establishing a seamless **transition between Calgary (West View development) and Rocky View (Highway 1/Old Banff Coach Road Site)**”. In other words, **the transition between Qualico’s urban development in the City and Qualico’s mid to high-density residential/commercial development in Rocky View County.** However, the **Intermunicipal Development Plan (IDP) addresses the transition between urban city developments and the rural Rocky View land uses.** Qualico proposes “more urban density to transition to residential densities” in the city as transition to their planned commercial mall. What the IDP calls for is the developer to address the transition from urban to rural. **This Conceptual Scheme is completely missing any ROCKY VIEW/CALGARY INTERFACE.**

6.12 COMMERCIAL/ RESIDENTIAL INTERFACE: The CS states “(refer to sections provided on the following page)” but **the Key Map on Page 34 is entirely different than the other transportation maps in the CS. This shows there is a problem with the accuracy of details in Qualico’s Conceptual Scheme.**

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**7.1 WATER SUPPLY:** “Water supply for the Conceptual Scheme is proposed to be provided via connection of a 200mm water feedermain to the existing Harmony Drinking Water Treatment Plant.” “Provided” by whom? Is Qualico anticipating future infrastructure that would be paid for by RVC taxpayers? Or, if Qualico intends to pay or share the costs of building private water/wastewater infrastructure, then the CS should state that clearly here. The cost of the proposed 10 km-long water feedermain to/from Harmony would be prohibitive for this Conceptual Scheme alone. Qualico needs to provide more information. Does a 200mm water feedermain fit the recommendations of *Springbank ASP Servicing Strategy for RVC* by ISL Engineering (October 2020)?

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Thanks. I look forward to council listening to and acting on behalf of residents and not developers.

Garth Smith



**From:** [Michelle Mitton](#)  
**To:** [Jessica Anderson](#)  
**Subject:** FW: [EXTERNAL] - Qualico - Application -PL20200087/083/084. Highway 1/Old Banff Coach Road Conceptual Scheme - And also copy to the North and South Springbank ASP.  
**Date:** January 11, 2021 1:38:42 PM  
**Attachments:** [conceptschemeQualicoRudigerRanch0121.docx](#)

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**MICHELLE MITTON, M.Sc**  
Legislative Coordinator | Legislative Services

**ROCKY VIEW COUNTY**  
262075 Rocky View Point | Rocky View County | AB | T4A 0X2  
Phone: 403-520- 1290 |  
[MMitton@rockyview.ca](mailto:MMitton@rockyview.ca) | [www.rockyview.ca](http://www.rockyview.ca)

This e-mail, including any attachments, may contain information that is privileged and confidential. If you are not the intended recipient, any dissemination, distribution or copying of this information is prohibited and unlawful. If you received this communication in error, please reply immediately to let me know and then delete this e-mail. Thank you.

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**From:** Garth Vickery [REDACTED]  
**Sent:** January 10, 2021 3:26 PM  
**To:** Jessica Anderson <[JAnderson@rockyview.ca](mailto:JAnderson@rockyview.ca)>; Legislative Services Shared <[LegislativeServices@rockyview.ca](mailto:LegislativeServices@rockyview.ca)>  
**Subject:** [EXTERNAL] - Qualico - Application -PL20200087/083/084. Highway 1/Old Banff Coach Road Conceptual Scheme - And also copy to the North and South Springbank ASP.

Do not open links or attachments unless sender and content are known.

Attention:

Below are more issues related to the Qualico development application.

And also copy to the North and South ASP for further review.

Garth Vickery. [REDACTED] [REDACTED]  
[REDACTED]  
[REDACTED]

Qualico's **Highway1/Old Banff Coach Road Conceptual Scheme** (dated Nov 2020 and Dec 2020)

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Rudiger Ranch Application

File Number:04736002, 04736011

Application Number: PL20200087 / 083 / 084

Good morning Council,

This application and conceptual scheme **must fail**:

1. No townhall was held. Council requirement not met.  
Instead calls to individuals which ended up providing different outcomes, including re-introducing the idea of four lanes for Old Banff Coach Road (which RVC just finished taking out of the proposed ASPs)
2. A new access onto Old Banff Coach Road right at the steep-hill junction to Township Road 245. This will cause exponential increase in hazards.
3. Water is proposed to come 10+/- miles from Harmony. Harmony's licenses, 00231686-00-00 and 00414326-00-00, both clearly state that the licenses are for the ONLY the lands within the legal description of the Harmony approval.  
So the "notion" that "someone" under a cost recovery plan would spend \$568M to bring that pipeline to this application is nonsense. NO. (RVC took another \$2.2M out of our tax stabilization fund to cover unmet repayment for East Balzac. That must be almost depleted now, so no more "help" is available.)
4. Wastewater: again, a pipeline is proposed to come all the way from Harmony's lift station. This is another multimillion-dollar cost not only for the pipeline, but the lift station itself must be increased in capacity. Another "notion" under cost recovery. NO.
5. The RVC study done by Tate Economic Research, in figure 5, demonstrates that there is NO need for new commercial to handle the region – "Springbank residents are adequately served \_\_\_\_".
6. Stormwater is proposed to run straight to the Bow River. We have been protecting a heron rookery right at that Bow location for years. This influx will destroy that sight.
7. Despite knowing that the proposed North Springbank ASP considers some "urban" type density, if and when it is approved, this application is rushing to have R-MID approved. What's the rush? Where's the market?
8. Focus of the application is ONLY on the commercial portion. This commercial is to serve the existing Crestmont development in the City, BUT who pays the price? RVC taxpayers in Springbank (see all the above points)

IF correct time would be taken, the Rudiger Ranch site should be saved as a **heritage site**. I believe it is already listed in the binders which we (Springbankers) gave to RVC listing all such sites in Springbank. It was the first Charolais ranch in Western Canada and operated both here and in 100 Mile House.

Please deny this application outright.

Respectfully,

Gloria Wilkinson

Grant M. Harms P. Eng.

14 January 2021

[REDACTED]

Jessica Anderson  
Planning and Development Services Department  
Rocky View County  
262075 Rocky View Point  
Rocky View County AB  
T4A 0X2

RE: Conceptual Scheme Highway 1/Old Banff Coach Road  
File Number: 04736002, 04736011  
Application Number: PL20200087 / 083 / 084

Dear Ms. Anderson,

I am writing to oppose the proposed Qualico "Highway 1/Old Banff Coach Road Conceptual Scheme". I am primarily seriously concerned about the lack of water supply and plans for interim wastewater management. Also, of immediate concern to our family are the increased and significant public safety conditions along Old Banff Coach Road.

Regarding utilities, Qualico states that "The Conceptual Scheme does not propose, nor is it necessary for any utilities to tie into City of Calgary utility networks." Primary users of the proposed development are residents of Crestmont, within the limits of the City of Calgary. Are Rocky View taxpayers expected to pay for infrastructure? What are the properly engineered cost estimates for a 9 km wastewater pipeline to the Harmony Wastewater Treatment Plant? What are the additional costs of a 10 km water main to the existing Harmony Drinking Water Treatment Plant? What is proposed in the interim? Are defined timelines available for utility development or will water and wastewater be trucked in and out for years? What will be the contractual commitments in this regard?

Regarding traffic and safety, Old Banff Coach Road is a historic country road with narrow and winding sections. The Artist View neighbourhoods are named after one of the stopping points which falls within our area. We and our neighbours participated in The Castleglenn Study in 2014 conducted by an independent consultant representing Alberta Transportation.

Studies funded by AT have identified that OBCR cannot safely accommodate the expected incremental traffic from proposed new development and given the "local road" vision for OBCR, efforts should be made to discourage new traffic onto OBCR, and as per the June 2014 Castleglenn Study "protect local residents" along OBCR. The Study recommended constructing cul-de-sacs on OBCR as the solution. It should be further noted that local residents were engaged in focus groups in the development of the Castleglenn Study, Municipal representatives participated in and provided input to the Study, the recommendations were supported by local residents, presented to Rocky View County and the City of Calgary, and representations made to the stakeholders that the recommendations in the Study would be implemented when development growth pressures on adjacent lands materialized.

After having participated in the study's public consultation process, I was pleased to see the recognition of my safety concerns in the final report. It included specific recommendations to address the anticipated safety issues on OBCR as these dense urban communities were developed. Specifically, it called for the OBCR to be made discontinuous and cease to function as a through corridor. Traffic would be diverted to other roads that were identified as long term primary arterials. Making OBCR discontinuous does not prevent any of the proposed future development in the area but would address the public safety concerns as specifically recommended in the Castleglenn Study. Much safer travel alternatives are readily available and far more appropriate for the new developments, including the upgraded Hwy 1 and the new Ring

Road. The Study, its conclusions and the buy-in of all local stakeholders is absolutely relevant at this time and needs to be honoured.

At this time, the Conceptual Scheme does not align with the existing Central Springbank Area Structure Plan. It is also incompatible with future residential development within Rocky View County as it proposes an urban density residential zone (rather than rural density) within a primarily commercial development. These densities are not part of the existing or new draft ASP. Until the details of the new ASP are agreed to by Springbank Residents and Rocky View County, absolutely no amendments should be even be considered.

Twenty five years ago, we chose to live in Springbank. We appreciate the excellent schools, the recreation opportunities and the rural community. We realize some development is inevitable, however, the interface between new urban style communities and established rural residential neighbourhoods must be a primary consideration. There must be follow through on the recommendations of the Castleglenn Functional Planning study which anticipated future development such as Crestmont/Coach Creek.

Finally, I would like to note that our experience with this developer has been less than satisfactory. The community agreed to a 'temporary access' road to Cresmont off of Old Banff Coach Road, which is, in fact, clearly permanent unless anyone can show me signed commitment to remove it by a certain date. There has been an abject lack of effort to communicate with affected landowners. It is plainly obvious that the attempt to amend an ASP during its final approval by residents does not demonstrate bargaining in good faith. We see this conceptual scheme as solely serving the economic benefit of the developer at the expense of the residents of Springbank in terms of safety, property values, taxes and environment.

Please record my opposition to this application.

Sincerely,

A handwritten signature in cursive script, appearing to read "Grant Harms".

Grant Harms

[REDACTED]

---

**From:** Greg Roy [REDACTED]  
**Sent:** January 13, 2021 12:35 PM  
**To:** Jessica Anderson  
**Subject:** [EXTERNAL] - Highway1/Old Banff Coach Road Conceptual Scheme Comments  
**Attachments:** conceptschemeQualicoRudigerRanch0121rev.docx

**Categories:** CityView Planning Attachment

Do not open links or attachments unless sender and content are known.

Hi Jessica,

I wanted to let you know that as a Springbank resident that uses the Old Banff Coach road interchange every day, I \*\*\* oppose \*\*\* the proposed development for many reasons.

Rather than repeat all the valid points that the Springbank Community Planning Association has made below, I want to reiterate some of the most important points.

1) Given that the proposed development does not conform to the Springbank ASP, and the new Springbank ASP is not yet complete, it makes no sense to move forward with this proposal now. Doing so would only make the purpose and utility of having ASPs, to guide community planning, more dubious.

2) Notification and Consultation. This basically hasn't happened.

It's silly to presume that only residents within the 1.5 KM will be impacted. Anyone that uses the interchange area will be impacted.

Notification needs to happen at a minimum to those within a 5 KM radius. Also, Qualico needs to hold a virtual open house so that residents get a chance to understand the plan, and a chance to ask questions.

Thanks very much,  
Greg

----- Forwarded message -----

**From:** Springbank Community Planning Association [REDACTED]  
**Date:** Mon, Jan 11, 2021 at 10:19 PM  
**Subject:** Highway1/Old Banff Coach Road Conceptual Scheme - PLEASE send your email by Thursday, Jan. 14  
**To:** Plan Springbank [REDACTED]

Please pick and choose from the following information (also attached), personalize and customize it and send your email to Rocky View County prior to Thursday, Jan. 14 deadline.

Send your comments to: Jessica Anderson, Planning Email: [janderson@rockyview.ca](mailto:janderson@rockyview.ca)

You can review the Conceptual Scheme on the RVC website:

[Proposed-CS-Highway-1-Old-Banff-Coach-Road.pdf](#) ([rockyview.ca](http://rockyview.ca)) (RVC Planning & Development Dept has asked us to add the File & Application #s given below)

COMMENTS on

General comments:

- Nowhere in the Conceptual Scheme (CS) has Qualico addressed the issues caused by the cumulative effects of their new development in addition to the adjacent developments proposed within the West View ASP in the City of Calgary west of Crestmont, as well as Melcor's large development plans immediately north of Hwy 1, west of Valley Ridge, and the yet-to-be-developed Bingham Crossing just to the west.

- Qualico has not provided any information on the City of Calgary's review of this CS.

1.2 VISION: The following Conceptual Scheme objectives (CS) are NOT aligned with the existing Central Springbank Area Structure Plan (ASP):

b) and c) The Conceptual Scheme does NOT align with the existing Central Springbank ASP. Rocky View County is working with Springbank residents to develop a new ASP, which will go to Public Hearing next month. Until the details of the new ASP are agreed to by Rocky View County (RVC) and RVC residents, there should be NO one-off amendments of the existing ASP. To do otherwise RVC would be putting developers ahead of RVC taxpayers. Qualico should bring this CS back when the new ASP is in place.

e) The CS should FIRST ensure that the development is compatible with future residential development within RVC, NOT the city of Calgary.

This CS is NOT compatible with development policies in RVC/Springbank under the existing ASP.

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Has Alberta Transportation agreed to that? The commercial proposal is for over 700,000 sq ft, which is the equivalent of six big-box stores. Qualico needs to provide more information.

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Direct access to Highway 1 shall not be permitted.

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“One future development scenario may include the closure of a portion of Old Banff Coach Road, and consolidation of these lands with the balance of the quarter section. This would be subject to Alberta Transportation (AT) and Rocky View County coordination.”

Have there been discussions with AT that indicate that they would approve their provincial highway, i.e., Old Banff Coach Rd (OBCR) being closed? AT have stated in the past that they do not allow the creation of discontinuous provincial highways.



4.1 REGIONAL ROAD SYSTEM – Qualico propose to build THREE new access roads onto Old Banff Coach Rd which is unacceptable. Figure 5 shows these being at: the intersection of OBCR with Rge Rd 31; one at the intersection of OBCR with Township Rd 245; and the third access further east on OBCR, close to the “temporary” access road into Crestmont. Old Banff Coach Rd was not designed to accommodate a high volume of traffic and has many 90 degree turns and blind corners between Hwy 1 and Springbank Rd. The intersection of OBCR/Twp Rd 245 is the most dangerous place on OBCR, where people have died in road accidents. This plan would put users of OBCR at even higher risk. This could lead to closing OBCR east of the “temporary” Crestmont access. Alberta Transportation, Springbank residents and other OBCR users may not accept that.

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Is Qualico anticipating future infrastructure that would be paid for by RVC taxpayers? Or, if Qualico intends to pay or share the costs of building private water/wastewater infrastructure, then the CS should state that clearly here. The cost of the proposed 10 km-long water feedermain to/from Harmony would be prohibitive for this Conceptual Scheme alone. Qualico needs to provide more information.

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--  
Greg

[REDACTED]

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**From:** Gregg Lindstrom [REDACTED]  
**Sent:** January 13, 2021 11:28 AM  
**To:** Jessica Anderson; Legislative Services Shared  
**Subject:** [EXTERNAL] - Qualico - APPLICATION - PL20200087/083/084. Highway1/Old Banff Coach Road Conceptual Scheme

**Categories:** CityView Planning Attachment

Do not open links or attachments unless sender and content are known.

Gregg Lindstrom  
[REDACTED]

Qualico's **Highway1/Old Banff Coach Road Conceptual Scheme** (dated Nov 2020 and Dec 2020)

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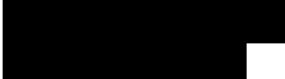


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Gregg Lindstrom R.E.T, MBA



Sent from my iPad

**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Subject:** [EXTERNAL] - Qualico's Highway1/Old Banff Coach Road Conceptual Scheme  
**Date:** January 11, 2021 12:09:53 PM

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Do not open links or attachments unless sender and content are known.

Good afternoon Jessica,

As a long time resident of Springbank, and one who uses Old Banff Coach Rd regularly, I absolutely oppose this development. Qualico clearly does not have the interest of Springbank residents in mind and even more appallingly, they clearly disregard the safety of current and future residents. There are several reasons that I oppose this development plan, the largest being the safety of residents. Furthermore, this development would disrupt a significantly larger number of residents as Old Banff Coach Rd is used by countless Springbank residents to get in and out of the city. By disrupting this road Qualico would disrupt the entire South Springbank community. Additionally, this proposal to change the land use is in direct violation of Springbank's allowed land use of the residential property on 2-acre parcels. This is a cornerstone of Springbank and a significant driving factor for people to live here, losing this piece of our identity would not only diminish our community but would also lower the desire to live in Springbank as a unique community.

Thank your time, if you need anything else from me please do not hesitate to reach out.

-Hayden Borwick

[REDACTED]

January 12, 2021

Jessica Anderson  
Municipal Planner  
Planning and Development Services Department  
Rocky View County  
262075 Rocky View Point  
Rocky View County, AB, T4A 0X2  
janderson@rockyview.ca

**Re: Development Applications:** PL20200087 / 083 / 084  
**File Numbers:** 04736002, 04736011

Dear Ms. Anderson:

I am a concerned resident of Rocky View County ("RVC") who lives near Old Banff Coach Road ("OBCR") and will be directly impacted by this development. I am writing to you to express my deep concern over Rocky View County Applications PL20200087 / 083 / 084 regarding the Highway 1 / Old Banff Coach Road Conceptual Scheme. If approved and adopted, these applications will have a significant negative impact on my personal ability to enjoy my property and on the greater country residential community, particularly on the increased and significant public safety conditions along OBCR. Incremental traffic onto OBCR coming from the proposed Coach Creek development directly impacts my safety and impacts enjoyment of my property and its value.

"The Old Banff Coach Road" is a historic and unique road (see Attachment B) that was never designed to handle these growing urban traffic flows. The section between Westbluff Road and Horizon View Road is particularly narrow and winding and over the years has developed into a quiet country residential neighbourhood with direct access to multiple cul-de-sac communities and multiple residential driveways and side streets. Many people now use the road for cycling, walking their dogs, getting their mail, running, etc. It is also a significant wildlife corridor with residents regularly seeing moose, deer, coyotes, cougars, and bobcats. I along with many other residents of this area have a strong desire to address the growing safety issues while maintaining the character of this country road.

Over the past few years, the traffic types, volume and speeds along OBCR have continued to increase as it is used by an ever-growing Calgary west-end population as a back-and-forth cut-through route to go elsewhere in Calgary. New dense urban style development within the City of Calgary at Qualico's Crestmont that uses direct access to OBCR, has been underway for some time. Proposed expansion of Qualico's Crestmont and Coach Creek under this arrangement will dramatically increase new traffic on OBCR making the public safety situation extremely unsafe, inconsistent with its residential orientation and completely unacceptable for the residents of our community. Furthermore, RVC is also proposing, through the North Springbank Area Structure Plan, to approve additional extensive and dense urban interface development adjacent to OBCR for Lands in the N-1/2-25-24-03-W05M. The proposed zoning is very dense, relative to the adjacent country residential properties, stipulating 30% commercial, 70% residential with 6 to 10 units per acre. If approved this will add significant incremental traffic even further jeopardizing public safety along OBCR.

OBCR falls under Alberta Transportation (“AT”) jurisdiction. In 2014, anticipating the significant urban style development that is now occurring, Alberta Transportation conducted a Functional Planning Study that included extensive public consultation (i.e. Castleglenn Study - Highway 1 Interchange [Between Range Road 33 and Stoney Trail]). The recommendation report, formally accepted by Alberta Transportation in June 2014, was developed with direct involvement and input from RVC and the City of Calgary. Local residents were engaged in focus groups in the development of the Study and after having personally participated in the study’s public consultation process, I was heartened by the recognition of my safety concerns in the final report. It included specific recommendations to address the anticipated safety issues on OBCR as these dense urban communities were developed. Specifically, it called for the OBCR to be made discontinuous and cease to function as a through corridor and recommended constructing cul-de-sacs on OBCR as the solution.

Representations were made to the stakeholders that the recommendations in the Castleglenn Study would be implemented when development growth pressures on adjacent lands materialized. Traffic would be diverted to other roads that were identified as long-term primary arterials. Despite these representations, Crestmont access to OBCR was approved by AT with no objections by RVC under the premise that a second exit was required out of Crestmont for safety reasons and that no alternatives were available. Local residents presented their concerns regarding the lack of follow-through of the Castleglenn Study on OBCR, to RVC Policy and Priorities Committee on June 5th, 2018. As part of this presentation, over 150 letters, signed by OBCR residents, were also delivered expressing these same concerns. To date RVC has not addressed these concerns, however I did receive a letter from the Reeve clarifying the County’s position regarding the Castleglenn Study (see Attachment C).

In Summary, the 2014 Castleglenn recommendations are even more relevant and important now than ever, as the urban development of the Qualico lands foreseen in this Study is happening and the public safety issues on OBCR, which it sought to address, are growing by the day. Making OBCR discontinuous does not prevent any of the proposed future development in the area but would address the public safety concerns as specifically recommended in the Castleglenn Study. Much safer travel alternatives are readily available for the new developments, including the upgraded Hwy 1 and the new Ring Road. In fact, with its heavy investment into upgrading Highway 1 and construction of the West Ring Road, AT has confirmed to residents that OBCR should operate as a local road in the future and be appropriately transferred to RVC.

I am generally supportive of development, but I believe the “cumulative effects” of the urban style Qualico developments, Melcor developments, and adjacent North Springbank ASP Urban Interface Area will have a large negative impact on me and my community. These new urban style communities need to be developed in a way that does not negatively impact their neighbouring country residents who have deliberately chosen not to live in a dense urban environment.

Until there is follow-through and the recommendation of the 2014 Castleglenn Functional Planning study (to close off Old Banff Coach Road to through traffic) is implemented to protect our community I cannot support these applications. Attached are information requests and questions that I have (see Attachment A).

Sincerely,

Hayward Walls

cc: Miranda Rosin, MLA For Banff Kananaskis  
Jerry Lau, Alberta Transportation  
Dominic Kazmierczak, Rocky View County

Daniel Henn, Reeve, Rocky View County  
Ben Mercer, Qualico Communities



## **Attachment A      Information Requests and Questions for Rocky View County**

Development Applications: PL20200087 / 083 / 084

File Numbers: 04736002, 04736011

- There is lack of clarity on road infrastructure to service Coach Creek. Please provide the latest road design proposed for Coach Creek.
- Please provide cumulative traffic growth expectations on OBCR (especially during peak hours) from Coach Creek, full development of Crestmont, and from full development of the Urban Interface Area as proposed in the current draft of the North Springbank Area Structure Plan.
- What role does RVC see itself having, with regard to working with other government bodies, to address the public safety concerns of its County residents who live adjacent to OBCR?
- County residents living along OBCR have made presentations to Council, written multiple letters and expressed concerns directly to the County regarding public safety issues on OBCR. Please provide a summary of stakeholder engagement by the County to help resolve public safety concerns on OBCR.
- Please provide a summary of meetings and minutes of meetings with Alberta Transportation that were held to address OBCR resident concerns.
- Please provide a summary of meetings held with the City of Calgary and minutes to address adjacent growth in Crestmont and Melcor lands (north of Hwy 1) and its impact on Rocky View County residents particularly south of Hwy 1. Please summarize mitigation opportunities for Rocky View residents.
- This area is an intermunicipal planning area. Please provide dates of meetings and summaries of integration and alignment of infrastructure development discussed at any intermunicipal planning bodies.
- Qualico as a large and intermunicipal land holder and developer in this area has developed conceptual (and in some cases detailed development plans) for both Crestmont and Coach Creek developments. Please provide a summary of how road infrastructure can be optimized to serve both areas and divert traffic from OBCR.
- One mitigation activity to divert traffic from OBCR is to develop a new partial interchange on Hwy 1 near 133 St. Please provide the timing for its construction as well as mitigation activities to manage development traffic from Crestmont/Coach Creek onto OBCR prior to partial interchange construction.
- What are County plans for upgrading RR31 between Hwy 1 and Springbank Road?
- As referenced in my letter, attached is a letter from RVC outlining the County's support for implementing the Castleglenn Study recommendations. Please advise when I can expect this to be implemented? How is the County managing implementation of this with Alberta Transportation?

# the Old Banff Coach Road



Historic Resource Assessment  
May 1995



## Summary

This study presents a visual survey and analysis of the Old Banff Coach Road from downtown Calgary to the southern outskirts of Cochrane. It shows how the historic corridor is deeply woven into the landscape, demonstrating the many ways that the antique road's sometimes fragmented remains forge physical and thematic links in the culture and history of the area west of Calgary. The old road offers a snapshot of a bygone era and is a legacy of generations of change.

The study also discusses the implications of various cultural resource management strategies for the protection of the Old Banff Coach Road. While it argues that some portions of this complex artifact cannot and indeed perhaps should not be interfered with, it also recommends a combination of historic site designation for outstanding portions of the road and the conservation of other relatively durable and intact sections as protected easements and/or recreational and interpretive trails.

## Acknowledgements

I wish to thank Gordon and Belle Hall, John Hutchinson, William (Curly) Rowan and Sunni Turner who took the time to share their knowledge and recollections of the Old Banff Coach Road and area with me. Special thanks also to Curly Rowan whose guidance enabled me to follow a particularly interesting and obscure portion of the road. I am grateful to Ethelle Patrick of the Rocky View Trails Association for her assistance, and to the Historic Sites and Archives Service, Government of Alberta, for its support with vehicles and camera supplies.

Prepared for  
The Rocky View  
Trails Association

May 1995



 by Fraser Shaw





December 19, 2018

Mr. Hayward Walls  
[REDACTED]  
[REDACTED]

Via email: [REDACTED]

Dear Mr. Walls

**Re: Highway 563 (Old Banff Coach Road) Public Safety Concerns**

The County received your letter, dated December 3, 2018, regarding public safety concerns on Old Banff Coach Road, and your concerns with your understanding of Rocky View County's position on the implementation of the Alberta Transportation 2014 Functional Planning Study. In response to your concerns, we would like to provide clarification on the temporary access from the Crestmont development to Highway 563, and the County's position with the recommendations and implementation of the 2014 Study.

Alberta Transportation issued a Roadside Development Permit for a temporary access from the Crestmont development to Highway 563 and indicated that the access would be closed on October 31, 2018; however, Qualico sought to keep this access open past the specified closure date. In response, the County expressed its support of Alberta Transportation's decision to close the temporary access due to concerns expressed by residents, and technical concerns with the updated transportation analysis. Alberta Transportation has now indicated that the temporary access will be closed to the public on December 31, 2018.

The County is supportive of the implementation of the recommendations of the Alberta Transportation 2014 Functional Planning Study if all improvements and recommendations are implemented. If the recommendation of discontinuing Highway 563 is partially implemented with cul-de-sacs and not the other improvements identified in the 2014 Study, negative impacts to the surrounding County road network would result.

Recently, County Administration has been invited to attend meetings regarding a possible partial interchange at Highway 1, east of Highway 563; this partial interchange would provide an additional access to the Crestmont and Qualico lands from Highway 1. If this partial interchange were to be implemented, it may reduce traffic along Highway 563 and eliminate the need for the temporary access. County Administration will continue to review the transportation studies for the Highway 1 and Highway 563 area, and will be supportive of solutions that propose Highway 563 becoming a discontinuous local road while also providing necessary improvements to the surrounding network.





If you require additional information, please do not hesitate to contact Byron Riemann at  
[REDACTED]

Regards,  
**Rocky View County**

A handwritten signature in blue ink, appearing to read "Greg Boehlke".

Reeve Greg Boehlke  
**Reeve**

cc: Rocky View County Council  
Brian Mason, Transportation Minister, Government of Alberta  
Al Hoggan, Chief Administrative Officer, Rocky View County  
Edmond Wittstock, County Resident

**ATTACHMENTS:**  
ATTACHMENT '1': Letter from residents

Submission to Jessica Anderson Rocky View County, [janderson@rockyview.ca](mailto:janderson@rockyview.ca) regarding:  
FILE 04736002 – 04736011

January 7<sup>th</sup>, 2021

Notice of Objection to the Hwy1/OBCR Conceptual Scheme.

We object to changing the Central Springbank ASP in order to accommodate the proposed Hwy1/OBCR CS. We also object to the proposed Hwy1/OBCR CS as it is completely out of character/purpose of the surrounding area.

Vision – The Springbank area is viewed as a rural, residential, country area. It is taken as a scenic, tranquil, light traffic community. These being the reasons the residents have chosen to live here. “Central Springbank offers a rural lifestyle that blends residential uses with its agricultural heritage.” (CSASP, Vision Statement).

The proposed development does not support the vision, growth, needs, or desires of the surrounding residential community.

Some of the negative impacts and considerations:

1. The commercial proposal is for over 700,000 sqft. This is equivalent to six (6) Home Depot stores.
2. Proposed 2,320 jobs. A workforce of this size will cause traffic and logistical concerns for the area. Considering one (1) Home Depot has 200 'associates', the source of these jobs is unclear.
3. The added increase of destination and workforce traffic.
4. Regarding traffic, there is reference to a Traffic Impact Assessment (TIA) and a Network Analysis, but no details are provided.
5. Sufficient commercial development opportunity currently exists at the HWY1/RR33 intersection.
6. The visual effects of large big box stores to the community.

Opportunity – An opportunity exists to have a very small scale (25,000 sqft), community service centre, rather than a concrete shopping mall.

In conclusion, the commercial development in the proposed conceptual scheme is not compatible with the neighbourhood.

Thank you for your time and consideration.

Heather and Richard Clark – landowners within the development area.

[REDACTED]

[REDACTED]

Below is some information previously submitted.

=====

Regarding the **Hwy1/OBCR proposal** by Qualico

This reminds me of a song with the words – “they paved paradise and put up a parking lot”.

We are:

- In favour of **removing** the commercial segment on the west side.
- Supportive of the residential segment.
- In favour of upgrading OBCR. Residents have long wanted wider shoulders to facilitate walking. Straightening and adding a 1.5 meter shoulder would increase safety, and provide more recreational/healthy opportunities.

It is interesting that an applicant can “redline” an ASP to suit their objectives.

“Springbank will principally offer a tranquil rural lifestyle... “(SB ASP Draft 2020)

=====

Hello Mr. Mercer (Qualico); Thank you for the response, as it is much appreciated. May I elaborate on a few items.

**ASP** – The original Central SB ASP had mention of ‘rural lifestyle’. In the draft NSB ASP that has been removed. Section 11 of the draft appears to give the go ahead for development. This is a change. As a resident, and casual observer, it is a challenge to keep up with all the details.

Rather than a parking lot and big box, can consideration be given to smaller commercial. An example might be the Cornerstone Square in Discovery Ridge.

**OBCR** – OBCR is in good condition and well maintained. It is a fully capable road to handle traffic. Of course, improvements can be made.

There is a vocal group that wishes to close off the road to create a closed community. This action has consequences to the area. Traffic would be dumped on to other area roads, creating more problems. The OBCR acts as distribution of traffic, providing alternate access to fire and safety services.

The OBCR has a ROW width of about 20 meters, similar to other roads in the area. There is room to make changes. I believe that Alberta Transportation has been reluctant to do work, as they wish to transfer it to RVC. Some jurisdiction will take it on. There is ample fill being generated from the West Ring Road. There has been talk of the removal of residents in order to upgrade the road – false as can be seen on maps or driving the road.

**Vision** – It seems that common practice is to build shopping malls and roads – like Phoenix? Perhaps there is another approach – small neighborhood stores and services. Maintain a country, rural atmosphere. When you leave the #1 Hwy, enter into a slower country area. We have been fortunate to experience areas like this in Europe, Austria in particular, and Japan. Commercial is integrated into residential.

Thank you for your time. / Richard Clark

/ end

**From:** [REDACTED]  
**To:** [Jessica Anderson](#); [Legislative Services Shared](#)  
**Subject:** [EXTERNAL] - RE: Qualico - APPLICATION - PL20200087/083/084. Highway1/Old Banff Coach Road Conceptual Scheme. And also copied to the NORTH AND SOUTH SPRINGBANK ASP  
**Date:** January 11, 2021 3:45:35 PM

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**To:** Janderson@rockyview.ca; legislativeservices@rockyview.ca  
**Subject:** RE: Qualico - APPLICATION - PL20200087/083/084. Highway1/Old Banff Coach Road Conceptual Scheme. And also copied to the NORTH AND SOUTH SPRINGBANK ASP

**Attention,**

**Below are more comments/ issues towards the Qualico APPLICATION - PL20200087/083/084.**

**And also copied to the NORTH AND SOUTH SPRINGBANK ASP for review.**

**Kindly,**

Helena Maier  
[REDACTED]  
[REDACTED]

Qualico's **Highway1/Old Banff Coach Road Conceptual Scheme** (dated Nov 2020 and Dec 2020)

**1.2 VISION: The following Conceptual Scheme objectives (CS) are NOT aligned with the existing Central Springbank Area Structure Plan (ASP):**

b) and c) The Conceptual Scheme does NOT align with the existing Central Springbank ASP. Rocky View County is working with Springbank residents to develop a new ASP, which will go to Public Hearing next month. Until the details of the new ASP are agreed to by Rocky View County (RVC) and RVC residents, **there should be NO one-off amendments of the existing ASP. To do otherwise RVC would be putting developers ahead of RVC taxpayers. Qualico should bring this CS back when the new ASP is in place.**

e) **The CS should FIRST ensure that the development is compatible with future residential development within RVC, NOT the city of Calgary. This CS is NOT compatible with development policies in RVC/Springbank under the existing**

## ASP.

f) **What the CS is proposing is largely commercial, not residential and the residential is urban density, not rural density (see existing ASP).**

g) “To establish a servicing scheme and supporting policy framework appropriate for facilitation of the proposed development” – the servicing scheme described under 7.0 Utilities for water supply and sanitary wastewater is a monumental and expensive undertaking that will not be easily executed. Reality check – **what would the temporary solutions be during the years before these expensive projects could be completed? Trucking in water and trucking out sewage? These kind of temporary measures, which RVC residents have experienced in other parts of the county, are NOT acceptable.**

i) Notification and consultation: If Qualico had wanted to appropriately notify and consult surrounding residents and landowners and respond to community concerns, **they could have held virtual open house(s) and invited Springbank residents to attend virtually for discussion of their CS.** This kind of development affects more than just the handful of homeowners who were notified within the very limited (1.5 km) circulation area.

1.3 The photo of the big-box mall with huge parking lot on Page 7 shows four-lane highways on both sides. **Is Qualico anticipating turning Old Banff Coach Rd into a four-lane highway to accommodate their commercial mall development? Has Alberta Transportation agreed to that?** The commercial proposal is for over 700,000 sq ft, which is the equivalent of six big-box stores. **Qualico needs to provide more information.**

1.4 RATIONALE FOR PROCEEDING WITH DEVELOPMENT: Table 4 Anticipated Population & Density – **the estimated population of 1,000 on 8 units/acre does NOT align with the policies of the existing ASP.**

2.1 REGIONAL LOCATION: “The Site has **direct access to Highway 1** via Old Banff Coach Road.” **This is an inaccurate statement. Direct access would be just that, NOT via Old Banff Coach Road.**

**This statement also contradicts the later section 4.1.2:** “Access to the Site shall be generally in accordance with Figure 5.0, **with access locations off Old Banff Coach Road** to be confirmed at the subdivision phase and in accordance with Alberta Transportation requirements. **Direct access to Highway 1 shall not be permitted.**

2.4 PHYSICAL SITE FEATURES: Discussion of the **existing large pond shown in two photographs in this section is incomplete.** This pond attracts migratory species, especially in spring and fall, e.g., many species of ducks, as well as swans, such as the **Trumpeter Swan which is a species at risk in Alberta. As well another species at risk in Alberta, the Peregrine Falcon** has been recorded hunting for prey there, during its breeding season.

**Biophysical Features:** “No species of management concern (listed provincially or federally) were identified.” As above, **at least two species of management concern have been recorded there, therefore this statement is misleading and WRONG.**

Also “The anthropogenic shallow open wetland (W13) was ranked moderate for songbird, waterfowl and bat habitat.” Qualico needs to provide more details on wildlife species and their use of this site.

3.1 LAND USE: “Land use districts proposed as part of this Conceptual Scheme ... The R-MID district is proposed ... to provide similar lot and housing typology outcomes, as well as density, intended to be facilitated within the adjacent West View development.” **It cannot be clearer that Qualico have designed this development to fit with and match their adjacent development in Calgary. They have ignored that this land is in Rocky View County where these densities are NOT part of the existing or new draft ASP for Springbank.**

“For the commercial areas of the Site, a direct control (DC) district is proposed...” apparently so that Qualico can include “additional uses to align with the vision of the Conceptual Scheme.” **Again, Qualico is ignoring the existing or new draft ASP for Springbank.**

3.2 CONCEPT LAYOUT & SUBDIVISION: “Single family residential development is proposed in the eastern extents of the Site and will involve similar housing product/typologies to the proposed residential development located within the West View development immediately east of the Site” in the City of Calgary. **Qualico’s proposal ignores the existing and new draft ASP for Springbank and instead models itself after the city ASP.**

“One future development scenario may include the **closure of a portion of Old Banff Coach Road**, and consolidation of these lands with the balance of the quarter section. This would be subject to Alberta Transportation (AT) and Rocky View County coordination.”

Have there been discussions with AT that indicate that they would approve their provincial highway, i.e., Old Banff Coach Rd (OBCR) being closed? **AT have stated in the past that they do not allow the creation of discontinuous provincial highways.**

4.1 REGIONAL ROAD SYSTEM – **Qualico propose to build THREE new access roads onto Old Banff Coach Rd which is unacceptable.** Figure 5 shows these being at: the intersection of OBCR with Rge Rd 31; one at the intersection of OBCR with Township Rd 245; and the third access further east on OBCR, close to the “temporary” access road into Crestmont. **Old Banff Coach Rd was not designed to accommodate a high volume of traffic** and has many 90 degree turns and blind corners between Hwy 1 and Springbank Rd. **The intersection of OBCR/Twp Rd 245 is the most dangerous place on OBCR, where people have died in road**

**accidents. This plan would put users of OBCR at even higher risk.** This could lead to closing OBCR east of the “temporary” Crestmont access. Alberta Transportation, Springbank residents and other OBCR users may not accept that.

5.1 PATHWAYS: The conceptual scheme proposes pathways and sidewalks that “provide(s) a connection for pedestrians and cyclists from the proposed West View development to the commercial area and on to Old Banff Coach Road.” That is, not only from this development but from the rest of the City of Calgary – **pedestrians and cyclists being directed onto a busy provincial highway (i.e., OBC Rd)! This is a high-risk proposal for the lives of the pedestrians, cyclists and users of OBC Rd.**

5.2 Municipal Reserve (MR) - **RV County should REJECT the proposal of the Conceptual Scheme “to defer the full 10% MR requirement for the Site (equivalent to 4.6 ha) to another parcel (Block 2 Plan 7510024) owned by the Applicant”. That land parcel is NOT close enough for walking or cycling (2 to 3 km away) to qualify as a substitute.** Also, that land parcel does not have any conceptual scheme and is currently zoned agricultural. Therefore, **this proposal for MR should be rejected.**

6.0 “Development standards and supplementary architectural guidelines will be used at the subdivision and development permit stages to ensure that all developments will be compatible with adjacent land uses” – **given that existing uses in all the adjacent and surrounding lands is agricultural (except for the Rudiger Ranch house site), this does not make sense.**

6.11 ROCKY VIEW/CALGARY INTERFACE: Qualico claims that the proposed Conceptual Scheme “policies have been identified to assist in establishing a seamless **transition between Calgary (West View development) and Rocky View (Highway 1/Old Banff Coach Road Site)**”. In other words, **the transition between Qualico’s urban development in the City and Qualico’s mid to high-density residential/commercial development in Rocky View County.** However, **the Intermunicipal Development Plan (IDP) addresses the transition between urban city developments and the rural Rocky View land uses.** Qualico proposes “more urban density to transition to residential densities” in the city as transition to their planned commercial mall. What the IDP calls for is the developer to address the transition from urban to rural. **This Conceptual Scheme is completely missing any ROCKY VIEW/CALGARY INTERFACE.**

6.12 COMMERCIAL/ RESIDENTIAL INTERFACE: The CS states “(refer to sections provided on the following page)” but **the Key Map on Page 34 is entirely different than the other transportation maps in the CS. This shows there is a problem with the accuracy of details in Qualico’s Conceptual Scheme.**

7.0 Utilities – Qualico states that “The Conceptual Scheme does not propose, nor is it necessary, for any utilities to tie into City of Calgary utility networks.” This confirms that the City of Calgary has continually refused to extend its utilities to developments

in RVC. However, **this section does NOT say who pays for the proposed servicing infrastructure to be built.** See below.

**7.1 WATER SUPPLY:** “Water supply for the Conceptual Scheme is proposed to be provided via connection of a 200mm water feedermain to the existing Harmony Drinking Water Treatment Plant.” “Provided” by whom? Is Qualico anticipating future infrastructure that would be paid for by RVC taxpayers? Or, if Qualico intends to pay or share the costs of building private water/wastewater infrastructure, then the CS should state that clearly here. The cost of the proposed 10 km-long water feedermain to/from Harmony would be prohibitive for this Conceptual Scheme alone. Qualico needs to provide more information.

**Does a 200mm water feedermain fit the recommendations of *Springbank ASP Servicing Strategy* for RVC by ISL Engineering (October 2020)?**

Also, I believe that the Alberta Environment water license given to Harmony restricts them from trading part their water allocation to other developments. If so, this proposal to get water from Harmony is a non-starter. Qualico should state if Alberta Environment has approved (under the Water Act) that Harmony can trade part of its water allocation, prior to RVC considering this Conceptual Scheme. Qualico needs to provide more information.

**7.2 SANITARY WASTEWATER** – Qualico proposes that the Conceptual Scheme will have a “sanitary main that connects to a wastewater lift station north of Highway 1 before connecting to the existing Harmony Wastewater Treatment Plant.” **What is the estimated cost of piping wastewater 9 km to Harmony?** Prohibitive for this Conceptual Scheme alone and, therefore, unlikely to be a possible solution. **What is Qualico proposing as a temporary solution until the sanitary main is built? Trucking out their wastewater? That would be unacceptable to Springbank residents.**

What is the current capacity of the Harmony Wastewater Treatment Plant and wouldn't the capacity need to be increased to accommodate new development(s) as well as Harmony's own build-out? **Qualico needs to provide more information.**

**Does the proposed wastewater pipeline fit the recommendations of *Springbank ASP Servicing Strategy* for RVC by ISL Engineering (October 2020)?**

Figure 6 – **Why is “East Springbank” written across the Artists View community? Artists View has never been in East Springbank. This is another inaccurate detail that Qualico have not been aware of.**

**9.0 Public Consultation:** “Public consultation was completed in tandem with the Conceptual Scheme application informing landowners within a 1.5-mile radius of the proposed Conceptual Scheme in addition to the ASP amendment and land use



redesignation applications.” If they had wanted to appropriately notify and consult surrounding residents and landowners and respond to community concerns, **Qualico could have held virtual open house(s) and invited Springbank residents to attend virtually for discussion of their CS. This kind of development affects more than just the handful of homeowners who were notified within the very limited (1.5 km) circulation area.**

“Feedback was received from a total of 13 respondents and responses were provided either via email or phone call.” The low number of respondents is directly equal to the lack of effort to fully consult the Springbank community. **It is no surprise that “the majority of comments focused on traffic and safety implications on Old Banff Coach Road.”**

NOTE: Qualico should have provided properly oriented maps/figures for reviewing in the online version of this Conceptual Scheme. That is, they should be oriented horizontally, not vertically. Most of the maps/figures in this CS are presented in the wrong orientation which makes it difficult, if not impossible, to review these maps properly.

Hi Jessica,

Re: Qualico proposal Old Banff

I would say I that I am opposed to the low quality development in this submission. What makes this development represent Springbank? What are the planners doing here to make this commercial area suit Springbank? And historical Old Banff Coach Road? Development is fine as long as Rocky View makes sure that it suits the areas that new development is proposed in. This does not say anything about Springbank and being part of our community and our place in Alberta and its history. It is time to raise the bar in how this development goes forward.

I have the following concerns:

1. Does it reflect a Springbank concept and support the vision for Springbank or is it gasoline alley and Calgary sprawl?
2. Concerned about bulldozing the site and letting it sit for years like Bingham. How has Rockyview changed the rules so that does not happen again and again?
3. I am very concerned about separate titles and how this could turn into a big mess due to separate ownership, timelines and responsibilities.
4. The regional pathway is a joke and needs to connect to the outside communities at all corners and not just be a city sidewalk in the pavement.
5. There are a great number of bikers and walkers on Old Banff. I do not see any bike lanes or planning for the existing uses of this area.
6. The pond is a nice idea but again, who will pay for the access and the upkeep for the community use?
7. I do not agree with the deferred MR on a future possibility and there must be a backup plan for money to be paid to Rockyview on the MR that is utilized in the community for future parks.
8. Rockyview should be asking that the massive parking lots be pavers or have the pavement broken up with pavers so that the water run-off is kept onsite and absorbed on site.
9. The basic landscaping that Rockyview requires is not enough for this very visible site. Additional landscaping should be used to create a made in Springbank Character. If we do good planning and create character for each individual area of Rocky view, then Rockyview will benefit from the uniqueness it will have. Or we can just look like Red Deer or more Calgary.....
10. Springbank is older than Alberta. We have asked for its history to be honoured with every new development through use of historical names. I would put out there that calling this Old Banff Coach Road would be appropriate should it warrant such a fine name.

10. Change is part of reality. But creating beautiful, smart and economically advancing change should be the goal. Does this meet that challenge.?

Let's do developments we can embrace and be proud to have in our community.

Thank.-you,

Jan Erisman

**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Subject:** [EXTERNAL] - Qualico's Highway1/Old Banff Coach Road Conceptual Scheme (dated Nov 2020 and Dec 2020)  
**Date:** January 13, 2021 6:42:58 AM

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Jessica, regarding above I understand you have a Jan 14/21 deadline for comments.

Let me begin by asking where the objective of 'growth' for Rocky View (RVC) comes from? As I understand what the Rocky View political and beurocracy means or is implying is really growth of tax revenue. I would suggest that in a government setting this is the opposite of managing ... it is a lazy cop out to justify lack of control with current levels of tax base, out of scope spending, excess, inefficiency, ... and rather than 'managing' ... bureaucracy and politicians hide behind the hope / wish of 'growth' no matter the effect against base. I would be happy to discuss the point with the Reeve or anyone else in RVC... growth is not an objective that has been vetted, but I understand how easy it is to just imply and have people blindly accept the notion.

Regarding the proposed Qualico development and future developments along Old Banff Coach Road (OBCR) including the hidden details within the proposed ASP, it is interesting to me ... under the guise of 'growth' ... that RVC wants to push commercial and residential density to enrich themselves , developers and water rights via Harmony at the expense of devaluing existing residents and tax payers.... once again a wealth transfer lead by governments who are elected to represent... but in truth have zero intention of representing anyone other than themselves (with personal interests in many cases).

Specific to the Qualico proposal, while I have no issue with developing the property, I do have issue with impacts to my property value, quality of life and safety. The development(s) will spill further increased traffic onto OBCR and the specific area of concern is the stretch of road between Horizon and West Bluff. I noticed that studies and the uniformed 'experts' quickly revert to making OBCR more capable of traffic increases, (which is completely a waste of my tax dollars along with further safety issues and property devaluation) when in fact, the traffic flows should be forced onto Highway 1 and / or Springbank Road as the main east / west corridors. This can be done easily and without any significant expense by:

1. After the Highway 1 / Stoney Trail interchange is open, then make OBCR non-continuous by creating a cul-de-sac at the OBCR / Horizon View intersection. If a western end entry is needed for emergency vehicle access... then easily accomplished by gate.
2. The commercial proposal and residential density being proposed in both ASP and Qualico proposal is unacceptable for the area. I noticed that you are going about renaming area / creating misconceptions, half truths throughout the documentation to spin...
3. Who and how is paying for the water and sewer infrastructure from Harmony? I understand this is a privately owned corporation / utility... I also understand that gaining water access from Harmony blocks City of Calgary from further annexation / "growth" but I do not agree with any RVC tax (my tax) dollars being put into water and sewer infrastructure to somehow justify/enable this development

I would expect that this Qualico and the ASP both are 'not approved' for Second / 3<sup>rd</sup> / final or what ever reading you are currently at within your processes – until significant adjustments are made with respect to 1) agreement for OBCR cul-de-sac at Horizon View and 2) development density details are reduced in keeping with existing Springbank and Artist View neighbourhoods. 3) road system created on the property itself leading from Crestmont to Qualico proposal to Highway 1.

Jeff Diederichs



Sent from [Mail](#) for Windows 10

**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Subject:** [EXTERNAL] - Old Banff Coach /Hwy 1/Qualico development  
**Date:** December 28, 2020 6:31:44 AM

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Do not open links or attachments unless sender and content are known.

I have reviewed the conceptual scheme that was sent out. I find it very surprising that this is being considered ahead of the completion and approval of an Area Structural plan in the area. Surely the ASP needs to happen first? Also, nowhere does the conceptual scheme deal with traffic on Old Banff Coach east of the proposed site. The last plan for Old Banff Coach (OBC) was for it to become a local service road only and terminate without connection to Hwy 1 or the Qualico Development. Then a road was built that connects OBC to Crestmont and the traffic increased dramatically, while the lowered speed limit to 50 km/h does nothing more than provide revenue from traffic fines. What is the plan for OBC east if the conceptual scheme? This winding road cannot safely support more traffic at any speed and the rural acreage houses are beside the road. Will the traffic be sent down horizon view road and on to Springbank road which is designed as a thoroughfare? Please advise.

Jennifer Stevenson

[REDACTED]

Over 20 years paying Rockyview taxes

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** January 12, 2021 9:29 AM  
**To:** Jessica Anderson  
**Cc:** [REDACTED]; plan.springbank@gmail.com  
**Subject:** [EXTERNAL] - FW: Highway1/Old Banff Coach Road Conceptual Scheme - PLEASE send your email by Thursday, Jan. 14  
**Attachments:** conceptschemeQualicoRudigerRanch0121.docx  
**Categories:** CityView Planning Attachment

Do not open links or attachments unless sender and content are known.

Hi Jessica,

We wanted to add our view and opinion as 22 year residents of Springbank and daily users of Old Banff coach.

We have enjoyed the rural setting for al these years and it is inevitable to see development on the lands between the School/Calaway Park area and City of Calgary.

What we do object to is the complete lack of transportation and water planning, as this will affect residents and travelers for any years.

There has to be road infrastructure put in place and paid for by the developers for expanded roadways, not just slapped on exits and entrances.

There needs to be 4 lanes with proper turn lanes and expanded bridge decks to accommodate the new traffic flow.

The Rockyview ASP must be the overriding document for any developments in Springbank, even if they are next to city owned lands.

We also left the SCPA info attached in this email, as they tell the complete story of what we need to see from any new development

We are not anti-development, but DO not agree with doing what they want without community input, including SCPA.

Thank you  
Jim Brownlee

---

**From:** Springbank Community Planning Association [REDACTED]  
**Sent:** January 10, 2021 2:35 PM  
**To:** Plan Springbank [REDACTED]  
**Subject:** Highway1/Old Banff Coach Road Conceptual Scheme - PLEASE send your email by Thursday, Jan. 14

Please pick and choose from the following information (also attached) and send your email to Rocky View County prior to Thursday, Jan. 14 deadline.

Send your comments to: Jessica Anderson, Planning Email: [janderson@rockyview.ca](mailto:janderson@rockyview.ca)

You can review the Conceptual Scheme on the RVC website: [Proposed-CS-Highway-1-Old-Banff-Coach-Road.pdf](https://www.rockyview.ca/Proposed-CS-Highway-1-Old-Banff-Coach-Road.pdf) ([rockyview.ca](https://www.rockyview.ca))

Qualico's **Highway1/Old Banff Coach Road Conceptual Scheme** (dated Nov 2020 and Dec 2020)

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“One future development scenario may include the **closure of a portion of Old Banff Coach Road**, and consolidation of these lands with the balance of the quarter section. This would be subject to Alberta Transportation (AT) and Rocky View County coordination.”

Have there been discussions with AT that indicate that they would approve their provincial highway, i.e., Old Banff Coach Rd (OBCR) being closed? **AT have stated in the past that they do not allow the creation of discontinuous provincial highways.**

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6.12 COMMERCIAL/ RESIDENTIAL INTERFACE: The CS states “(refer to sections provided on the following page)” but **the Key Map on Page 34 is entirely different than the other transportation maps in the CS**. **This shows there is a problem with the accuracy of details in Qualico’s Conceptual Scheme**.

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**sanitary main is built? Trucking out their wastewater? That would be unacceptable to Springbank residents.**

What is the current capacity of the Harmony Wastewater Treatment Plant and wouldn't the capacity need to be increased to accommodate new development(s) as well as Harmony's own build-out?

**Qualico needs to provide more information.**

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**From:** [REDACTED]  
**To:** [Jessica Anderson](#); [Legislative Services Shared](#)  
**Subject:** [EXTERNAL] - Qualico - APPLICATION - PL20200087/083/084. Highway1/Old Banff Coach Road Conceptual Scheme. And also copied to the NORTH AND SOUTH SPRINGBANK ASP  
**Date:** January 11, 2021 8:17:52 PM

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Do not open links or attachments unless sender and content are known.

Hi There,

Please see the comments/issues below towards the Qualico APPLICATION - PL20200087/083/084.

Thanks

Jin Li

[REDACTED]  
[REDACTED]

**COMMENTS on  
Qualico's Highway1/Old Banff Coach Road Conceptual Scheme (Nov/Dec 2020)  
File Number: 04736002, 04736011 Application Number: PL20200087/083/084**

General comments:

- Nowhere in the Conceptual Scheme (CS) has Qualico addressed the issues caused by the **cumulative effects** of their new development in addition to the adjacent developments proposed within the West View ASP in the City of Calgary west of Crestmont, as well as Melcor's large development plans immediately north of Hwy 1, west of Valley Ridge, and the yet-to-be-developed Bingham Crossing just to the west.
- Qualico has not provided any information on the City of Calgary's review of this CS.

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**From:** [Michelle Mitton](#)  
**To:** [Jessica Anderson](#)  
**Subject:** FW: [EXTERNAL] - Comments re Qualico Application  
**Date:** January 11, 2021 1:39:34 PM

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**MICHELLE MITTON, M.Sc**  
Legislative Coordinator | Legislative Services

**ROCKY VIEW COUNTY**  
262075 Rocky View Point | Rocky View County | AB | T4A 0X2  
Phone: 403-520- 1290 |  
[MMitton@rockyview.ca](mailto:MMitton@rockyview.ca) | [www.rockyview.ca](http://www.rockyview.ca)

This e-mail, including any attachments, may contain information that is privileged and confidential. If you are not the intended recipient, any dissemination, distribution or copying of this information is prohibited and unlawful. If you received this communication in error, please reply immediately to let me know and then delete this e-mail. Thank you.

---

**From:** Jodi A Gould [REDACTED]  
**Sent:** January 10, 2021 7:20 PM  
**To:** [janderson@rockyviewcounty.ca](mailto:janderson@rockyviewcounty.ca)  
**Subject:** [EXTERNAL] - Comments re Qualico Application

Do not open links or attachments unless sender and content are known.

**Attention,**  
**Below are more comments/ issues towards the Qualico APPLICATION - PL20200087/083/084.**

**Jodi Gould**  
[REDACTED]

Qualico's **Highway1/Old Banff Coach Road Conceptual Scheme** (dated Nov 2020 and Dec 2020)

1.2 VISION: The following Conceptual Scheme objectives (CS) are **NOT aligned with the existing Central Springbank Area Structure Plan (ASP):**

b) and c) The Conceptual Scheme does NOT align with the existing Central Springbank ASP. Rocky View County is working with Springbank residents to develop a new ASP, which will go to Public Hearing next month. Until the details of the new ASP are agreed to by Rocky View County (RVC) and RVC residents, **there should be NO one-off amendments of the existing ASP. To do otherwise RVC would be**

**putting developers ahead of RVC taxpayers. Qualico should bring this CS back when the new ASP is in place.**

**e) The CS should FIRST ensure that the development is compatible with future residential development within RVC, NOT the city of Calgary. This CS is NOT compatible with development policies in RVC/Springbank under the existing ASP.**

**f) What the CS is proposing is largely commercial, not residential and the residential is urban density, not rural density (see existing ASP).**

g) “To establish a servicing scheme and supporting policy framework appropriate for facilitation of the proposed development” – the servicing scheme described under 7.0 Utilities for water supply and sanitary wastewater is a monumental and expensive undertaking that will not be easily executed. Reality check – **what would the temporary solutions be during the years before these expensive projects could be completed? Trucking in water and trucking out sewage? These kind of temporary measures, which RVC residents have experienced in other parts of the county, are NOT acceptable.**

i) Notification and consultation: If Qualico had wanted to appropriately notify and consult surrounding residents and landowners and respond to community concerns, **they could have held virtual open house(s) and invited Springbank residents to attend virtually for discussion of their CS.** This kind of development affects more than just the handful of homeowners who were notified within the very limited (1.5 km) circulation area.

1.3 The photo of the big-box mall with huge parking lot on Page 7 shows four-lane highways on both sides. **Is Qualico anticipating turning Old Banff Coach Rd into a four-lane highway to accommodate their commercial mall development? Has Alberta Transportation agreed to that?** The commercial proposal is for over 700,000 sq ft, which is the equivalent of six big-box stores. **Qualico needs to provide more information.**

1.4 RATIONALE FOR PROCEEDING WITH DEVELOPMENT: Table 4 Anticipated Population & Density – **the estimated population of 1,000 on 8 units/acre does NOT align with the policies of the existing ASP.**

2.1 REGIONAL LOCATION: “The Site has **direct access to Highway 1 via Old** Banff Coach Road.” **This is an inaccurate statement. Direct access would be just that, NOT via Old Banff Coach Road.**

**This statement also contradicts the later section 4.1.2: “Access to the Site shall be generally in accordance with Figure 5.0, with access**

**locations off Old Banff Coach Road** to be confirmed at the subdivision phase and in accordance with Alberta Transportation requirements. **Direct access to Highway 1 shall not be permitted.**

2.4 PHYSICAL SITE FEATURES: Discussion of the **existing large pond shown in two photographs in this section is incomplete.** This pond attracts migratory species, especially in spring and fall, e.g., many species of ducks, as well as swans, such as the **Trumpeter Swan which is a species at risk in Alberta. As well another species at risk in Alberta, the Peregrine Falcon** has been recorded hunting for prey there, during its breeding season.

**Biophysical Features:** “No species of management concern (listed provincially or federally) were identified.” As above, **at least two species of management concern have been recorded there, therefore this statement is misleading and WRONG.**

Also “The anthropogenic shallow open wetland (W13) was ranked moderate for songbird, waterfowl and bat habitat.” Qualico needs to provide more details on wildlife species and their use of this site.

3.1 LAND USE: “Land use districts proposed as part of this Conceptual Scheme ... The R-MID district is proposed ... to provide similar lot and housing typology outcomes, as well as density, intended to be facilitated within the adjacent West View development.” **It cannot be clearer that Qualico have designed this development to fit with and match their adjacent development in Calgary. They have ignored that this land is in Rocky View County where these densities are NOT part of the existing or new draft ASP for Springbank.**

“For the commercial areas of the Site, a direct control (DC) district is proposed...” apparently so that Qualico can include “additional uses to align with the vision of the Conceptual Scheme.” **Again, Qualico is ignoring the existing or new draft ASP for Springbank.**

3.2 CONCEPT LAYOUT & SUBDIVISION: “Single family residential development is proposed in the eastern extents of the Site and will involve similar housing product/typologies to the proposed residential development located within the West View development immediately east of the Site” in the City of Calgary. **Qualico’s proposal ignores the existing and new draft ASP for Springbank and instead models itself after the city ASP.**

“One future development scenario may include the **closure of a portion of Old Banff Coach Road**, and consolidation of these lands with the balance of the quarter section. This would be subject to Alberta Transportation (AT) and Rocky View County coordination.”

Have there been discussions with AT that indicate that they would approve their provincial highway, i.e., Old Banff Coach Rd (OBCR) being closed? **AT have stated in the past that they do not allow the creation of discontinuous provincial highways.**

4.1 REGIONAL ROAD SYSTEM – **Qualico propose to build THREE new access roads onto Old Banff Coach Rd which is unacceptable.** Figure 5 shows these being at: the intersection of OBCR with Rge Rd 31; one at the intersection of OBCR with Township Rd 245; and the third access further east on OBCR, close to the “temporary” access road into Crestmont. **Old Banff Coach Rd was not designed to accommodate a high volume of traffic** and has many 90 degree turns and blind corners between Hwy [1 and Springbank Rd](#). **The intersection of OBCR/Twp Rd 245 is the most dangerous place on OBCR, where people have died in road accidents. This plan would put users of OBCR at even higher risk.** This could lead to closing OBCR east of the “temporary” Crestmont access. Alberta Transportation, Springbank residents and other OBCR users may not accept that.

5.1 PATHWAYS: The conceptual scheme proposes pathways and sidewalks that “provide(s) a connection for pedestrians and cyclists from the proposed West View development to the commercial area and on to Old Banff Coach Road.” That is, not only from this development but from the rest of the City of Calgary – **pedestrians and cyclists being directed onto a busy provincial highway (i.e., OBC Rd)! This is a high-risk proposal for the lives of the pedestrians, cyclists and users of OBC Rd.**

5.2 Municipal Reserve (MR) - **RV County should REJECT the proposal of the Conceptual Scheme “to defer the full 10% MR requirement for the Site (equivalent to 4.6 ha) to another parcel (Block 2 Plan [7510024](#)) owned by the Applicant”. That land parcel is NOT close enough for walking or cycling (2 to 3 km away) to qualify as a substitute.** Also, that land parcel does not have any conceptual scheme and is currently zoned agricultural. Therefore, **this proposal for MR should be rejected.**

6.0 “Development standards and supplementary architectural guidelines will be used at the subdivision and development permit stages to ensure that all developments will be compatible with adjacent land uses” – **given that existing uses in all the adjacent and surrounding lands is agricultural (except for the Rudiger Ranch house site), this does not make sense.**

6.11 ROCKY VIEW/CALGARY INTERFACE: Qualico claims that the proposed Conceptual Scheme “policies have been identified to assist in establishing a seamless **transition between Calgary (West View development) and Rocky View (Highway 1/Old Banff Coach Road Site)**”. In other words, **the transition between Qualico’s urban**

**development in the City and Qualico's mid to high-density residential/commercial development in Rocky View County.** However, the **Intermunicipal Development Plan (IDP) addresses the transition between urban city developments and the rural Rocky View land uses.** Qualico proposes "more urban density to transition to residential densities" in the city as transition to their planned commercial mall. What the IDP calls for is the developer to address the transition from urban to rural. **This Conceptual Scheme is completely missing any ROCKY VIEW/CALGARY INTERFACE.**

6.12 COMMERCIAL/ RESIDENTIAL INTERFACE: The CS states "(refer to sections provided on the following page)" but **the Key Map on Page 34 is entirely different than the other transportation maps in the CS. This shows there is a problem with the accuracy of details in Qualico's Conceptual Scheme.**

7.0 Utilities – Qualico states that "The Conceptual Scheme does not propose, nor is it necessary, for any utilities to tie into City of Calgary utility networks." This confirms that the City of Calgary has continually refused to extend its utilities to developments in RVC. However, **this section does NOT say who pays for the proposed servicing infrastructure to be built.** See below.

7.1 **WATER SUPPLY:** "Water supply for the Conceptual Scheme is proposed to be provided via connection of a 200mm water feedermain to the existing Harmony Drinking Water Treatment Plant." "Provided" by whom? Is Qualico anticipating future infrastructure that would be paid for by RVC taxpayers? Or, if Qualico intends to pay or share the costs of building private water/wastewater infrastructure, then the CS should state that clearly here. The cost of the proposed 10 km-long water feedermain to/from Harmony would be prohibitive for this Conceptual Scheme alone. Qualico needs to provide more information.

**Does a 200mm water feedermain fit the recommendations of *Springbank ASP Servicing Strategy* for RVC by ISL Engineering (October 2020)?**

Also, I believe that the **Alberta Environment water license given to Harmony restricts them from trading part their water allocation to other developments.** If so, this proposal to get water from Harmony is a non-starter. Qualico should state if Alberta Environment has approved (under the Water Act) that Harmony can trade part of its water allocation, prior to RVC considering this Conceptual Scheme. Qualico needs to provide more information.

7.2 **SANITARY WASTEWATER** – Qualico proposes that the Conceptual

Scheme will have a “sanitary main that connects to a wastewater lift station north of Highway 1 before **connecting to the existing Harmony Wastewater Treatment Plant.**” **What is the estimated cost of piping wastewater 9 km to Harmony?** Prohibitive for this Conceptual Scheme alone and, therefore, unlikely to be a possible solution. **What is Qualico proposing as a temporary solution until the sanitary main is built? Trucking out their wastewater? That would be unacceptable to Springbank residents.**

What is the current capacity of the Harmony Wastewater Treatment Plant and wouldn't the capacity need to be increased to accommodate new development(s) as well as Harmony's own build-out? **Qualico needs to provide more information.**

**Does the proposed wastewater pipeline fit the recommendations of *Springbank ASP Servicing Strategy* for RVC by ISL Engineering (October 2020)?**

Figure 6 – **Why is “East Springbank” written across the Artists View community? Artists View has never been in East Springbank. This is another inaccurate detail that Qualico have not been aware of.**

**9.0 Public Consultation:** “Public consultation was completed in tandem with the Conceptual Scheme application informing landowners within a 1.5-mile radius of the proposed Conceptual Scheme in addition to the ASP amendment and land use redesignation applications.” If they had wanted to appropriately notify and consult surrounding residents and landowners and respond to community concerns, **Qualico could have held virtual open house(s) and invited Springbank residents to attend virtually for discussion of their CS. This kind of development affects more than just the handful of homeowners who were notified within the very limited (1.5 km) circulation area.**

“Feedback was received from a total of 13 respondents and responses were provided either via email or phone call.” The low number of respondents is directly equal to the lack of effort to fully consult the Springbank community. **It is no surprise that “the majority of comments focused on traffic and safety implications on Old Banff Coach Road.”**

NOTE: Qualico should have provided properly oriented maps/figures for reviewing in the online version of this Conceptual Scheme. That is, they should be oriented horizontally, not vertically. Most of the maps/figures in this CS are presented in the wrong orientation which makes it difficult, if not impossible, to review these maps properly.





**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Subject:** [EXTERNAL] - New Springbank " Plan"  
**Date:** January 10, 2021 8:15:24 PM

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This so-called " PLAN" has not taken into account the reason why citizens moved to Springbank in the first place. They desired the Rural aspects of life(Animals & such.

**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Subject:** [EXTERNAL] - File number04736002.,04736011 Application number PL20200087/083/0843 (proposed development)  
**Date:** January 13, 2021 10:04:24 PM

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Attn: Jessica Anderson

From :John and Kathy Paulsen

We purchased our property in 1993 and built our home the year following. We moved to Springbank to get away from city life and the noise and traffic. The latest proposal to build a shopping mall at the end of our range road, followed by planning high density residential development up to Carriage Lane, is exactly what we don't want and goes against all the reason we live here. There has to be a better solution planned where we can all live together and the residents who built this community receive some consideration. We do not support this proposal for the following reasons.

1. The present ASP[area structure plan] does not seem to support the proposed kind of development in Springbank. The vision, I believe, was to create an entrance to Calgary that was attractive and rural based to welcome visitors to our city from the west. I also see that Rocky View County has now created a new ASP to justify their planing and vision, though not yet approved. I was also surprised when months ago the site was being graded for development. My hope was that it was going to be something beneficial to our community, like a seniors home or recreations facility but it was for the mall construction. I have spoken to many people in our community and the consensus is that a mall is not needed or wanted here.
2. The economic climate for a new shopping mall is very poor as is shown by all the commercial properties along Hwy #1 between Calaway Park and COP that are empty, have failed, or have been turned into unsightly storage areas. If planners have identified a need for more comercial space then there is lots of available space not far from the proposed site, that may be better suited to fill the need, as opposed to turning some of the best land in Springbank into a big box store mall.
3. Over the last two years we have seen a marked increase in traffic on Range Road 31 and Springbank Road. A lot of the traffic is also heavy trucks and haulers as the road bans on weight seem to have been lifted. As residents, most of us have accepted that it is due to the ring road construction on Hwy #1 and hope it will return to normal once that project is completed. Presently the roads are not conducive to cycling or walking along as traffic is constant. If a mall is built at the end of Range Road 31 ,traffic loads will continue during construction and after.
4. As many of the parcels of land around us have little developemnt , outside of homes and barns, we have the pleasure of seeing wildlife on a regular basis. This includes deer, coyotes, owls, nesting hawks and twice

last years we were visited by two moose. The increase in traffic, and especially heavy traffic, have put them at risk and with the proposed new construction, we may even see them disappear.

5. When I moved here I felt it was important to give back something to our community ,so I worked as a volunteer at the Park For All Seasons for around 10 years. After a break, I returned to the Park for the last 5 years ,to act as a consultant to help with planning and capital projects. Hopefully ,it made a difference ,but now I am questioning why I put in all those years to try and make the place we live better, as I feel no one seems to be looking after our interest with all the proposals and new development coming from the county. All of which will negatively affect where I live. I believed that through our taxes, which support Rocky View County and the councillors we elect, that they would have our best interest in mind ,but all I see is development planned for the near future, with no reasons given that will benefit the residents or community. The new proposed ASP if accepted ,opens the door for large scale commercial and residential development right next door. This is exactly why we moved here, to get away from the city ,and now someone's vision is to bring it to our front door. If this development is only needed to generate revenue and increase the tax base ,there needs to be a better decision. None of the residents have asked for this as a solution. Maybe a better use of time and resources would be to address all the deficiencies in the Springbank community, such as schools, recreational facilities, pathways, infrastructure etc. I am sure people would gladly support that type of development and see Rocky View County as supporting its residents.

Thanks for listening.

John and Kathy Paulsen

[REDACTED]

[REDACTED]

[REDACTED]

To: Jessica Anderson, Planning & Development, Rocky View  
County <janderson@rockyview.ca>  
Re: **Highway1/Old Banff Coach Road Conceptual Scheme**  
File Number: **04736002, 04736011**  
Application Number: **PL20200087/083/084**

I request that Rocky View reject Qualico's Conceptual Scheme. I have outlined below the reasons for my request for this application to be rejected:

### **1. Central Springbank ASP:**

The Conceptual Scheme does NOT align with the existing Central Springbank ASP. Rocky View County is working with Springbank residents to develop a new ASP, which will go to Public Hearing next month. Until the details of the new ASP are agreed to by Rocky View County (RVC) and RVC residents, there should be NO one-off amendments of the existing ASP. To do otherwise RVC would be putting developers ahead of RVC taxpayers. Qualico should bring their CS back when the new ASP is in place.

The CS should FIRST ensure that the development is compatible with future residential development within RVC, NOT the city of Calgary. This CS is NOT compatible with development policies in RVC/Springbank under the existing ASP.

### **2. Water and wastewater:**

- Water supply for the Conceptual Scheme is proposed to be provided via connection of a 200mm water feedermain to the existing Harmony Drinking Water Treatment Plant." I believe that the Alberta Environment water license given to Harmony restricts them from passing along water supply to other developments. Therefore, this proposal to get water from Harmony needs prior Alberta Government approval, prior to approval from RVC.
- The cost of the proposed 10 km-long water feedermain to/from Harmony would be prohibitive for this Conceptual Scheme. Who will pay for it? This is not clear. If it is intended that Rocky View taxpayers should pay costs, this CS should be rejected. The Harmony Water treatment plant would need expansion to handle this development and the initial phase of Harmony - see ISL Engineering's water and wastewater strategy developed for the proposed Springbank ASP(s).
- The ISL report states "The distribution system consists of a number of 250 mm and 300 mm watermains forming a looped water system". This CS proposes a 200mm water feedermain that is not compatible with the ISL

report meaning this pipeline cannot be part of the larger water supply system outlined in the proposed ASP.

- SANITARY WASTEWATER – Qualico proposes that the Conceptual Scheme will have a “sanitary main that connects to a wastewater lift station north of Highway 1 before connecting to the existing Harmony Wastewater Treatment Plant.” What is the estimated cost of piping wastewater 9 km to Harmony? Who will pay for it? The taxpayers of Rocky view should not pay for this wastewater main and lift station.
- The Harmony wastewater treatment plant will need to be expanded to handle the extra volumes for developments envisioned in the ASP – see ISL report.
- Qualico states that “The Conceptual Scheme does not propose, nor is it necessary, for any utilities to tie into City of Calgary utility networks.” This confirms that the City of Calgary has continually refused to extend its utilities to developments in RVC. However, this section does NOT say who pays for the proposed servicing infrastructure to be built.
- In summary, no development (including grading and clearing) within the conceptual scheme should be allowed to happen without the water and wastewater systems being in place and ready for operation – no temporary solution such as trucking of water or wastewater should be allowed.

3. Public Consultation: “Public consultation was completed in tandem with the Conceptual Scheme application informing landowners within a 1.5-mile radius of the proposed Conceptual Scheme in addition to the ASP amendment and land use redesignation applications.” If Qualico had wanted to appropriately notify and consult surrounding residents and landowners and respond to community concerns, Qualico could have held virtual open house(s) and invited Springbank residents to attend virtually for discussion of their CS. This kind of development affects more than just the handful of homeowners who were notified within the very limited (1.5 km) circulation area. I do not believe appropriate public consultation was conducted. I was never invited to any public consultation.

#### 4. REGIONAL ROAD SYSTEM

- Qualico proposes to build THREE new access roads onto Old Banff Coach Rd which is unacceptable. Figure 5 shows these being at: the intersection of OBCR with Rge Rd 31; one at the intersection of OBCR with Township Rd 245; and the third access further east on OBCR, not far from the “temporary” access road into Crestmont. Old Banff Coach Rd was not designed to accommodate a high volume of traffic and has many 90 degree turns and blind corners between Hwy 1 and Springbank Rd. The intersection of OBCR/Twp Rd 245 is the most dangerous place on OBCR where people

have died in road accidents. This CS would put users of OBCR at even higher risk.

- The photo of the big-box mall with huge parking lot on Page 7 shows four-lane highways on both sides. Is Qualico anticipating turning Old Banff Coach Rd into a four-lane highway to accommodate their commercial mall development? Has Alberta Transportation agreed to that? The commercial proposal is for over 700,000 sq ft, which is the equivalent of six big-box stores. Qualico needs to provide more information.
- Nowhere in the Conceptual Scheme (CS) has Qualico addressed the traffic issues caused by the cumulative effects of their new development in addition to the adjacent developments proposed within the West View ASP in the City of Calgary west of Crestmont, as well as Melcor's large development plans immediately north of Hwy 1, west of Valley Ridge.
- Qualico has not provided any information from the City of Calgary's review of this CS.
- There is no recognition of Alberta Transportation's 2014 report that recommends dead-ending OBC to the east of this proposed development.
- "The Site has direct access to Highway 1 via Old Banff Coach Road." This is an inaccurate statement. Direct access would be just that, NOT via Old Banff Coach Road.

This statement also contradicts the later section 4.1.2: "Access to the Site shall be generally in accordance with Figure 5.0, with access locations off Old Banff Coach Road to be confirmed at the subdivision phase and in accordance with Alberta Transportation requirements. Direct access to Highway 1 shall not be permitted."

- The road map Figure 5 in Section 4 of the CS does not match with the road "key map" on page 34. This leaves doubt as to what is being proposed and if anything in this document is correct.

## 5. Physical Site Features

Within the section Biophysical Features on page 15 the report states: "No species of management concern (listed provincially or federally) were identified." I have personally observed Trumpeter Swans using the large pond within the lands of this proposed development every spring. I have also recorded other birds such as Prairie Falcon, Peregrine Falcon, Gyrfalcon, Rough-legged Hawk, Bald Eagle and Golden Eagle either perching in or flying over the CS lands.

- ## 6. Municipal Reserve (MR) - RV County should REJECT the proposal of the Conceptual Scheme "to defer the full 10% MR requirement for the Site (equivalent to 4.6 ha) to another parcel (Block 2 Plan 7510024) owned by the Applicant". That land parcel is NOT close enough in terms of walking or cycling (2 to 3 km away) to qualify as a substitute. Also, that land parcel does not have any conceptual scheme.

7. LAND USE: “Land use districts proposed as part of this Conceptual Scheme ... The R-MID district is proposed ... to provide similar lot and housing typology outcomes, as well as density, intended to be facilitated within the adjacent West View development.” It cannot be clearer that Qualico has designed this development to fit with and match their adjacent development in Calgary. They have ignored that this land is in Rocky View County where these densities are NOT part of the existing or new draft ASP for Springbank.
8. Section 6.0 “Development standards and supplementary architectural guidelines will be used at the subdivision and development permit stages to ensure that all developments will be compatible with adjacent land uses” – given that existing uses in all the adjacent and surrounding lands is agricultural (except for the Rudiger Ranch house site), this does not make sense.
9. Cumulative Effects: Nowhere in this CS has Qualico addressed the issues caused by the cumulative effects of their new development in addition to the adjacent developments proposed within the West View ASP in the City of Calgary west of Crestmont, as well as Melcor’s large development plans immediately north of Hwy 1, west of Valley Ridge, and the yet-to-be-developed Bingham Crossing just to the west.

John F. Bargman

████████████████████

████████████████

January 11, 2021



**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Subject:** [EXTERNAL] - Attn: Jessica Anderson, Proposed Development, Re: File Number 04736002, 04736011. Application number PL20200087/083/0843 (Proposed Development)  
**Date:** January 13, 2021 10:48:20 PM

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Rocky View County  
262075 Rocky View Point  
Rocky View County, AB T4A 0X2  
ATTN Jessica Anderson  
Re: File Number 04736002, 04736011.  
Application number PL20200087/083/0843 (Proposed Development)

To Whom It May Concern:

We object to this development as it is not in keeping with our rural community.

With kind regards,

Joseph and Joyce Vayalunkal

[REDACTED]

[REDACTED]

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**From:** Bill Barnden [REDACTED]  
**Sent:** January 4, 2021 10:04 AM  
**To:** Jessica Anderson  
**Subject:** [EXTERNAL] - File Number. 04736002, 04736011

**Categories:** CityView Planning Attachment

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Re proposed amendment to Central Springbank ASP.  
Once again i see an approved ASP being considered for change.  
Commercial Court, Bingham Crossing & Harmony are still in early stages of approved development. This new proposal is inappropriate in it's location and need for more commercial space. The area already sees high volumes of traffic skirting the city. Why the hell do we build ASP's only to trash them while appeasing developers that have no interest in our community. We don't need it or want it ! Stick with the approved ASP !  
Respectfully Submitted by Julie & Bill Barnden  
[Sent from Yahoo Mail for iPhone](#)

**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Subject:** [EXTERNAL] - Qualico's Highway1/Old Banff Coach Road Conceptual Scheme (Nov/Dec 2020) File Number: 04736002, 04736011 Application Number: PL20200087/083/084  
**Date:** January 12, 2021 7:12:59 AM

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Do not open links or attachments unless sender and content are known.

To whom it may concern,  
as a resident of [REDACTED] I strongly oppose the Qualico's Highway1/Old Banff Coach Road Conceptual Scheme (Nov/Dec 2020)  
File Number: 04736002, 04736011 Application Number: PL20200087/083/084 for the following reasons. Kim Knox

Nowhere in the Conceptual Scheme (CS) has Qualico addressed the issues caused by the cumulative effects of their new development in addition to the adjacent developments proposed within the West View ASP in the City of Calgary west of Crestmont, as well as Melcor's large development plans immediately north of Hwy 1, west of Valley Ridge, and the yet-to-be-developed Bingham Crossing just to the west.

1.2 VISION: The following Conceptual Scheme objectives (CS) are NOT aligned with the existing Central Springbank Area Structure Plan (ASP):

b) and c) The Conceptual Scheme does NOT align with the existing Central Springbank ASP. Rocky View County is working with Springbank residents to develop a new ASP, which will go to Public Hearing next month. Until the details of the new ASP are agreed to by Rocky View County (RVC) and RVC residents, there should be NO one-off amendments of the existing ASP. To do otherwise RVC would be putting developers ahead of RVC taxpayers. Qualico should bring this CS back when the new ASP is in place.

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Have there been discussions with AT that indicate that they would approve their provincial highway, i.e., Old Banff Coach Rd (OBCR) being closed? AT have stated in the past that they do not allow the creation of discontinuous provincial highways.

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Does a 200mm water feedermain fit the recommendations of Springbank ASP Servicing Strategy for RVC by ISL Engineering (October 2020)?

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What is the current capacity of the Harmony Wastewater Treatment Plant and wouldn’t the capacity need to be increased to accommodate new development(s) as well as Harmony’s own build-out? Qualico needs to provide more information.

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“Feedback was received from a total of 13 respondents and responses were provided either via email or phone call.”  
The low number of respondents is directly equal to the lack of effort to fully consult the Springbank community. It is no surprise that “the majority of comments focused on traffic and safety implications on Old Banff Coach Road.”

NOTE: Qualico should have provided properly oriented maps/figures for reviewing in the online version of this Conceptual Scheme. That is, they should be oriented horizontally, not vertically. Most of the maps/figures in this CS are presented in the wrong orientation which makes it difficult, if not impossible, to review these maps properly.

Reponse to the Qualico Conceptual Scheme on Old Banff Coach Road

January 13, 2021

Attn: Jessica Anderson (janderson@rockyview.ca)  
Rocky View County  
Re: File 04736002 – 04736011  
Application # PL 20200087/083/084

Hello Jessica,

Please accept this email as my notice of opposition to the Qualico Highway 1/Old Banff Coach Road Conceptual Scheme.

Without going into all the specifics, the proposed Conceptual Scheme is so far off the scope and scale of the intent of the Springbank Area Structure Plan, that it is alarming.

First, there is no justification for adding yet another 700,000 sq ft of retail/commercial in the Springbank/City of Calgary area. There are other approved developments like this in the City's West View ASP along Highway 1, which will create a commercial environment that serves a very large area west of Calgary. Adding another area of predominantly commercial on Calgary's doorstep that doesn't have the certainty of servicing isn't a wise idea.

Second, the volume of traffic that would be generated from a development like this will completely overwhelm the simple two-way road system (Old Banff Coach Road) adjacent to it. As OBCR is a provincial highway, there is no certainty about who would or could upgrade this road, or even when. As well, the RR 31/Hwy 1 overpass is ill-equipped to deal with the increased load of traffic that would travel to this proposed development. Alberta Transportation has not, to my knowledge, provided any kind of timeline on upgrading/widening this overpass in the foreseeable future, and our provincial economic reality will cause even more delay.

Third, Springbank has more than enough commercial/residential development already approved. Bingham Crossing and Harmony will both have commercial aspects, certainly enough for a small community like Springbank. Why would we want to add another layer of high-density residential and commercial into an area that has barely started to build out? I would prefer to see Bingham Crossing and Harmony's commercial areas build out first before starting yet another area of commercial. A new development proposal that could potentially compete with these two entities should not be welcome right now.

Thank you,  
Kim Magnuson







From: [REDACTED]  
To: [Jessica Anderson](#)  
Cc: [Legislative Services Shared](#)  
Subject: [EXTERNAL] - Qualico's Conceptual Scheme  
Date: January 13, 2021 1:37:30 PM

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We moved and live in Springbank because we did not want to live in high density or commercial areas.

Qualico's **Highway1/Old Banff Coach Road Conceptual Scheme** (dated Nov 2020 and Dec 2020)

1.2 VISION: The following Conceptual Scheme objectives (CS) are **NOT aligned with the existing Central Springbank Area Structure Plan (ASP)**:

b) and c) The Conceptual Scheme does NOT align with the existing Central Springbank ASP. Rocky View County is working with Springbank residents to develop a new ASP, which will go to Public Hearing next month. Until the details of the new ASP are agreed to by Rocky View County (RVC) and RVC residents, **there should be NO one-off amendments of the existing ASP. To do otherwise RVC would be putting developers ahead of RVC taxpayers. Qualico should bring this CS back when the new ASP is in place.**

e) **The CS should FIRST ensure that the development is compatible with future residential development within RVC, NOT the city of Calgary. This CS is NOT compatible with development policies in RVC/Springbank under the existing ASP.**

f) **What the CS is proposing is largely commercial, not residential and the residential is urban density, not rural density (see existing ASP).**

g) "To establish a servicing scheme and supporting policy framework appropriate for facilitation of the proposed development" – the servicing scheme described under 7.0 Utilities for water supply and sanitary wastewater is a monumental and expensive undertaking that will not be easily executed. Reality check – **what would the temporary solutions be during the years before these expensive projects could be completed? Trucking in water and trucking out sewage? These kind of temporary measures, which RVC residents have experienced in other parts of**

the county, are NOT acceptable.

i) Notification and consultation: If Qualico had wanted to appropriately notify and consult surrounding residents and landowners and respond to community concerns, **they could have held virtual open house(s) and invited Springbank residents to attend virtually for discussion of their CS.** This kind of development affects more than just the handful of homeowners who were notified within the very limited (1.5 km) circulation area.

1.3 The photo of the big-box mall with huge parking lot on Page 7 shows four-lane highways on both sides. **Is Qualico anticipating turning Old Banff Coach Rd into a four-lane highway to accommodate their commercial mall development? Has Alberta Transportation agreed to that?** The commercial proposal is for over 700,000 sq ft, which is the equivalent of six big-box stores. **Qualico needs to provide more information.**

1.4 RATIONALE FOR PROCEEDING WITH DEVELOPMENT: Table 4 Anticipated Population & Density – **the estimated population of 1,000 on 8 units/acre does NOT align with the policies of the existing ASP.**

2.1 REGIONAL LOCATION: “The Site has **direct access to Highway 1 via Old Banff Coach Road.**” **This is an inaccurate statement. Direct access would be just that, NOT via Old Banff Coach Road.** **This statement also contradicts the later section 4.1.2:** “Access to the Site shall be generally in accordance with Figure 5.0, **with access locations off Old Banff Coach Road** to be confirmed at the subdivision phase and in accordance with Alberta Transportation requirements. **Direct access to Highway 1 shall not be permitted.**”

2.4 PHYSICAL SITE FEATURES: Discussion of the **existing large pond shown in two photographs in this section is incomplete.** This pond attracts migratory species, especially in spring and fall, e.g., many species of ducks, as well as swans, such as the **Trumpeter Swan which is a species at risk in Alberta. As well another species at risk in Alberta, the Peregrine Falcon** has been recorded hunting for prey there, during its breeding season.

**Biophysical Features:** “No species of management concern (listed provincially or federally) were identified.” As above, **at least two species of management concern have been recorded there, therefore this statement is misleading and WRONG.** Also “The anthropogenic shallow open wetland (W13) was ranked moderate for songbird, waterfowl and bat habitat.” Qualico needs to provide more details on wildlife species and their use of this site.

3.1 LAND USE: “Land use districts proposed as part of this Conceptual Scheme ... The R-MID district is proposed ... to provide similar lot and housing typology outcomes, as well as density, intended to be facilitated within the adjacent West View development.” **It cannot be clearer that Qualico have designed this development to fit with and match their adjacent development in Calgary. They have ignored that this land is in Rocky View County where these densities are NOT part of the existing or new draft ASP for Springbank.**

“For the commercial areas of the Site, a direct control (DC) district is proposed...” apparently so that Qualico can include “additional uses to align with the vision of the Conceptual Scheme.” **Again, Qualico is ignoring the existing or new draft ASP for Springbank.**

3.2 CONCEPT LAYOUT & SUBDIVISION: “Single family residential development is proposed in the eastern extents of the Site and will involve similar housing product/typologies to the proposed residential development located within the West View development immediately east of the Site” in the City of Calgary. **Qualico’s proposal ignores the existing and new draft ASP for Springbank and instead models itself after the city ASP.**

“One future development scenario may include the **closure of a portion of Old Banff Coach Road**, and consolidation of these lands with the balance of the quarter section. This would be subject to Alberta Transportation (AT) and Rocky View County coordination.”

Have there been discussions with AT that indicate that they would approve their provincial highway, i.e., Old Banff Coach Rd (OBCR) being closed? **AT have stated in the past that they do not allow the creation of discontinuous provincial highways.**

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Rd.

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## **Coach Road.”**

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Thanks you,

Laura & Warren Armstrong

[REDACTED]

---

**From:** Les Kliever [REDACTED]  
**Sent:** January 12, 2021 10:33 AM  
**To:** Jessica Anderson  
**Cc:** Legislative Services Shared  
**Subject:** [EXTERNAL] - File Number: 04736002, 04736011 Application Number: PL20200087/083/084

**Categories:** CityView Planning Attachment

Do not open links or attachments unless sender and content are known.

- 
- I am a concerned resident of Rocky View County who lives near Old Banff Coach Road (OBCR) and will be directly impacted by this development. I am writing to you to express my deep concern over Rocky View County Applications PL20200087 / 083 /084 regarding the Highway 1 / Old Banff Coach Road Conceptual Scheme. If approved and adopted, these applications will have a significant negative impact on my personal ability to enjoy my property and on the greater country residential community, particularly on the increased and significant public safety conditions along OBCR. Incremental traffic onto OBCR coming from the proposed Coach Creek development directly impacts my safety and impacts enjoyment of my property and its value.

### Background

- "The Old Banff Coach Road" is a historic and unique road that was never designed to handle these growing traffic flows. The section between Westbluff Road and Horizon View Road is particularly narrow and winding and over the years has developed into a quiet country residential neighbourhood with direct access to multiple cul-de-sac communities and multiple residential driveways and side streets. Many people now use the road for cycling, walking their dogs, getting their mail, running, etc. It is also a significant wildlife corridor with residents regularly seeing moose, deer, coyotes, cougars, and bobcats. I along with many other residents of this area have a strong desire to address the growing safety issues while maintaining the character of this country road.
- Over the past few years, the traffic types, volume and speeds along OBCR have continued to increase as it is used by an ever-growing Calgary west-end population as a back-and-forth cut-through route to go elsewhere in Calgary. This is very unsafe and inconsistent with its residential orientation.
- OBCR falls under Alberta Transportation ("AT") jurisdiction. However, with heavy investment into upgrading Highway 1 and construction of the West Ring Road, AT has confirmed that OBCR should operate as a local road in the future and appropriately transferred to Rocky View County. The design of OBCR does not meet current public safety standards. These activities were all clearly prescribed in the Castleglenn Study which provided expert technical assessment and recommendations by an independent consultant representing AT rather than developers.
- Studies funded by AT have identified that OBCR cannot safely accommodate the expected incremental traffic from proposed new development and given the "local road" vision for OBCR, efforts should be made to discourage new traffic onto OBCR... and as per the June 2014 Castleglenn Study "protect local residents" along OBCR. The Study recommended constructing cul-de-sacs on OBCR as the solution. It should be further noted that local residents were engaged in focus groups in the development of the Castleglenn Study, Municipal representatives participated in and provided input to the Study, the recommendations were supported by local residents, presented to Rocky View County and the City of Calgary, and representations made to the

stakeholders that the recommendations in the Study would be implemented when development growth pressures on adjacent lands materialized. Resident concerns were not anti-development but rather to be safely protected from incremental traffic and the Constitutional right to quiet enjoyment of their property and lifestyle.

- Local residents presented their concerns on what appeared to be lack of follow-through of the Castleglenn Study on OBCR, to RVC Policy and Priorities Committee on June 5<sup>th</sup>, 2018. As part of this presentation, over 150 signatures were also delivered expressing these same concerns. To date RVC has not addressed these concerns and reached out to the affected residents. Despite the above, recent public discussions with RVC administration re Coach Creek have indicated that they are not aware of concerns with OBCR.

### **Specific Concerns**

- New dense urban style development within the City of Calgary at Qualico's Crestmont that uses direct access to OBCR, has been underway for some time. Despite the Castleglenn Study, access to OBCR was approved by AT with no objections by RVC under the premise that a second exit was required out of Crestmont for safety reasons and that no alternatives were available. Traffic entering and existing Crestmont onto OBCR is material and expanding. Proposed expansion of Qualico's Crestmont and Coach Creek under this arrangement will dramatically increase new traffic making the public safety situation extremely unsafe and completely unacceptable for the residents of our community.
- Rocky View County is also proposing, through the North Springbank Area Structure Plan, to approve additional extensive urban interface development adjacent to OBCR for Lands in the N-1/2-25-24-03-W05M which will add even more incremental traffic further jeopardizing public safety.
- My main concern with these applications is the level of traffic volumes and speeds that are (and will) travel on a road not designed for city traffic flows and also being used by cyclists and pedestrians which clearly and materially increases public safety concerns on an already safety compromised road. Providing these new urban style communities with direct access to OBCR, which encourages traffic to cut through quiet country residential areas in order to travel south and east, is not the answer! All traffic in and out of these new communities should flow through major arteries that can handle the traffic volumes and speeds.

### **Solution**

- As previously referenced, in 2014, anticipating the significant urban style development that is now occurring, Alberta Transportation conducted a Functional Planning Study that included extensive public consultation (i.e. Castleglenn Study - Highway 1 Interchange [Between Range Road 33 and Stoney Trail]). The recommendation report, formally accepted by Alberta Transportation in June 2014, was developed with direct involvement and input from Rocky View County and the City of Calgary. After having participated in the study's public consultation process, I was heartened by the recognition of my safety concerns in the final report. It included specific recommendations to address the anticipated safety issues on OBCR as these dense urban communities were developed. Specifically, it called for the OBCR to be made discontinuous and cease to function as a through corridor. Traffic would be diverted to other roads that were identified as long term primary arterials.
- The 2014 Functional Plan recommendations are even more relevant and important now than ever, as the urban development of the Qualico lands foreseen in the Castleglenn Study is happening and the public safety issues on OBCR, which it sought to address, are growing by the day.
- Making OBCR discontinuous does not prevent any of the proposed future development in the area but would address the public safety concerns as specifically recommended in the Castleglenn Study. Much safer travel alternatives are readily available for the new developments, including the upgraded Hwy 1 and the new Ring Road.



- OBCR straddles Municipal boundaries and falls within an Inter-Municipal Planning Area. At the time of the Castleglenn Study, the pace of development and the ability to integrate road infrastructure across Municipalities was unclear. Qualico has now aggregated various land holdings across Municipal boundaries and is actively pursuing development approvals across the lands. This provides a huge opportunity to align and integrate road infrastructure across their developments and Municipal jurisdictions to mitigate negative impacts on neighbouring communities in line with regional growth management objectives. Qualico conceptual plans clearly identify opportunities to this alignment. Furthermore, the cost of such road infrastructure could be optimized and better distributed to development rather than to taxpayers.

## Summary and Closing

- I am generally supportive of development, but I believe the “cumulative effects” of the urban style Qualico developments, Melcor developments, and adjacent North Springbank ASP Urban Interface Area will have a large negative impact on me and my community.
- I want to maintain the quiet country living that attracted me to purchase my home in this location. These new urban style communities need to be developed in a way that does not negatively impact their neighbouring country residents who have deliberately chosen not to live in a dense urban environment.
- There MUST be follow-through. Until the recommendation of the 2014 Castleglenn Functional Planning study (to close off Old Banff Coach Road to through traffic) is implemented to protect our community I cannot support these applications.

## Suggested Questions

- There is lack of clarity on road infrastructure to service Coach Creek. Please provide the latest road design proposed for Coach Creek.
- Please provide data on expected traffic growth from Coach Creek development onto OBCR especially during peak hours.
- Please provide CUMULATIVE traffic growth expectations on OBCR from both Coach Creek and full development of Crestmont especially during peak hours.
- Please provide CUMULATIVE traffic growth expectations on OBCR from full development as proposed in the current draft of the North Springbank Area Structure Plan.
- Please identify which Rocky View communities will be impacted by incremental traffic growth from proposed new development growth from Coach Creek and the other proposed Special Planning Areas in the draft ASP.
- Despite County resident presentations and concerns directly to the County on public safety issues on OBCR, the County has not reached out to residents to clarify concerns or mitigation opportunities. Please provide a summary of stakeholder engagement by the County to resolve public safety concerns on OBCR.
- Please provide a summary of meetings and minutes of meetings with Alberta Transportation that were held to address resident concerns.
- Attached is a letter of support from the previous Reeve of Rocky View County expressing support for implementing the Castleglenn Study. Please advise when we can expect this to be implemented? How is the County managing implementation of this with AT?
- What are County plans for upgrading RR31 between Hwy 1 and Springbank Road?
- This area is an intermunicipal planning area. Please provide dates of meetings and summaries of integration and alignment of infrastructure development.

- Please provide a summary of meetings held with the City of Calgary and minutes to address adjacent growth in Crestmont and Melcor lands (north of Hwy 1) and its impact on Rocky View County residents particularly south of Hwy 1. Please summarize mitigation opportunities on Rocky View residents.
- Qualico as a large and intermunicipal land holder and developer in this area has developed conceptual (and in some cases detailed development plans) for both Crestmont and Coach Creek developments. Please provide a summary of how road infrastructure can be optimized to serve both areas and divert traffic from OBCR.
- One mitigation activity to divert traffic from OBCR is to develop a new partial interchange on Hwy 1 near 133 St. Please provide the timing for its construction and mitigation activities to manage development traffic from Crestmont onto OBCR prior to partial interchange construction.
- We have heard that Qualico has engaged in discussions for additional County land purchases south of OBCR across from Crestmont. How would development of these lands impact traffic on OBCR?
- Does County policy require administration to respond to written questions submitted by residents on Area Structure Plans and Conceptual Schemes for developments.
- The Coach Creek Conceptual Scheme identifies two different design proposals for OBCR (page/Fig 5 page 24 vs Key Map page 34) Has County Planning approved both designs? Please explain why there are two different designs and which one is the one that will be accepted by Council?
- On what basis did Rocky View County distribute earlier plans that showed OBCR widened to 4 lanes and with traffic lights. Was AT consulted prior to making this a public document?
- Please explain in simple terms if Rocky View County sees any concerns with OBCR in its current level of traffic volumes and under scenarios post development of Crestmont West, Coach Creek, and Special Planning Areas drafted into the North Springbank ASP?
- What is the role of the County-to-County residents living adjacent to OBCR with respect to their concerns re OBCR?
- What steps and position has the County taken to address the concerns previously identified by residents re OBCR?

Thank you for your attention to this matter.

Les Kliewer

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Cc:** [Legislative Services Shared](#)  
**Subject:** [EXTERNAL] - File Number: 04736002, 04736011 Application Number: PL20200087/083/084  
**Date:** January 12, 2021 5:34:40 AM

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- I am a concerned resident of Rocky View County who lives near Old Banff Coach Road (OBCR) and will be directly impacted by this development. I am writing to you to express my deep concern over Rocky View County Applications PL20200087 / 083 /084 regarding the Highway 1 / Old Banff Coach Road Conceptual Scheme. If approved and adopted, these applications will have a significant negative impact on my personal ability to enjoy my property and on the greater country residential community, particularly on the increased and significant public safety conditions along OBCR. Incremental traffic onto OBCR coming from the proposed Coach Creek development directly impacts my safety and impacts enjoyment of my property and its value.

#### **Background**

- "The Old Banff Coach Road" is a historic and unique road that was never designed to handle these growing traffic flows. The section between Westbluff Road and Horizon View Road is particularly narrow and winding and over the years has developed into a quiet country residential neighbourhood with direct access to multiple cul-de-sac communities and multiple residential driveways and side streets. Many people now use the road for cycling, walking their dogs, getting their mail, running, etc. It is also a significant wildlife corridor with residents regularly seeing moose, deer, coyotes, cougars, and bobcats. I along with many other residents of this area have a strong desire to address the growing safety issues while maintaining the character of this country road.
- Over the past few years, the traffic types, volume and speeds along OBCR have continued to increase as it is used by an ever-growing Calgary west-end population as a back-and-forth cut-through route to go elsewhere in Calgary. This is very unsafe and inconsistent with its residential orientation.
- OBCR falls under Alberta Transportation ("AT") jurisdiction. However, with heavy investment into upgrading Highway 1 and construction of the West Ring Road, AT has confirmed that OBCR should operate as a local road in the future and appropriately transferred to Rocky View County. The design of OBCR does not meet current public safety standards. These activities were all clearly prescribed in the Castleglenn Study which provided expert technical assessment and recommendations by an independent consultant representing AT rather than developers.
- Studies funded by AT have identified that OBCR cannot safely accommodate the expected incremental traffic from proposed new development and given the "local road" vision for OBCR, efforts should be made to discourage new traffic onto OBCR... and as per the June 2014 Castleglenn Study "protect local residents" along OBCR. The Study recommended constructing cul-de-sacs on OBCR as the solution. It should be further noted that local residents were engaged in focus groups in the development of the Castleglenn Study, Municipal representatives participated in and provided input to the Study, the recommendations were supported by local residents, presented to Rocky View County and

the City of Calgary, and representations made to the stakeholders that the recommendations in the Study would be implemented when development growth pressures on adjacent lands materialized. Resident concerns were not anti-development but rather to be safely protected from incremental traffic and the Constitutional right to quiet enjoyment of their property and lifestyle.

- Local residents presented their concerns on what appeared to be lack of follow-through of the Castleglenn Study on OBCR, to RVC Policy and Priorities Committee on June 5<sup>th</sup>, 2018. As part of this presentation, over 150 signatures were also delivered expressing these same concerns. To date RVC has not addressed these concerns and reached out to the affected residents. Despite the above, recent public discussions with RVC administration re Coach Creek have indicated that they are not aware of concerns with OBCR.

### **Specific Concerns**

- New dense urban style development within the City of Calgary at Qualico's Crestmont that uses direct access to OBCR, has been underway for some time. Despite the Castleglenn Study, access to OBCR was approved by AT with no objections by RVC under the premise that a second exit was required out of Crestmont for safety reasons and that no alternatives were available. Traffic entering and existing Crestmont onto OBCR is material and expanding. Proposed expansion of Qualico's Crestmont and Coach Creek under this arrangement will dramatically increase new traffic making the public safety situation extremely unsafe and completely unacceptable for the residents of our community.
- Rocky View County is also proposing, through the North Springbank Area Structure Plan, to approve additional extensive urban interface development adjacent to OBCR for Lands in the N-1/2-25-24-03-W05M which will add even more incremental traffic further jeopardizing public safety.
- My main concern with these applications is the level of traffic volumes and speeds that are (and will) travel on a road not designed for city traffic flows and also being used by cyclists and pedestrians which clearly and materially increases public safety concerns on an already safety compromised road. Providing these new urban style communities with direct access to OBCR, which encourages traffic to cut through quiet country residential areas in order to travel south and east, is not the answer! All traffic in and out of these new communities should flow through major arteries that can handle the traffic volumes and speeds.

### **Solution**

- As previously referenced, in 2014, anticipating the significant urban style development that is now occurring, Alberta Transportation conducted a Functional Planning Study that included extensive public consultation (i.e. Castleglenn Study - Highway 1 Interchange [Between Range Road 33 and Stoney Trail]). The recommendation report, formally accepted by Alberta Transportation in June 2014, was developed with direct involvement and input from Rocky View County and the City of Calgary. After having participated in the study's public consultation process, I was heartened by the recognition of my safety concerns in the final report. It included specific recommendations to address the anticipated safety issues on OBCR as these dense urban communities were developed. Specifically, it called for the OBCR to be made discontinuous and cease to function as a through corridor. Traffic would be diverted to other roads that were identified as long term primary arterials.
- The 2014 Functional Plan recommendations are even more relevant and important now than ever, as the urban development of the Qualico lands foreseen in the Castleglenn Study is happening and the public safety issues on OBCR, which it sought to address, are growing by

the day.

- Making OBCR discontinuous does not prevent any of the proposed future development in the area but would address the public safety concerns as specifically recommended in the Castleglenn Study. Much safer travel alternatives are readily available for the new developments, including the upgraded Hwy 1 and the new Ring Road.
- OBCR straddles Municipal boundaries and falls within an Inter-Municipal Planning Area. At the time of the Castleglenn Study, the pace of development and the ability to integrate road infrastructure across Municipalities was unclear. Qualico has now aggregated various land holdings across Municipal boundaries and is actively pursuing development approvals across the lands. This provides a huge opportunity to align and integrate road infrastructure across their developments and Municipal jurisdictions to mitigate negative impacts on neighbouring communities in line with regional growth management objectives. Qualico conceptual plans clearly identify opportunities to this alignment. Furthermore, the cost of such road infrastructure could be optimized and better distributed to development rather than to taxpayers.

### **Summary and Closing**

- I am generally supportive of development, but I believe the “cumulative effects” of the urban style Qualico developments, Melcor developments, and adjacent North Springbank ASP Urban Interface Area will have a large negative impact on me and my community.
- I want to maintain the quiet country living that attracted me to purchase my home in this location. These new urban style communities need to be developed in a way that does not negatively impact their neighbouring country residents who have deliberately chosen not to live in a dense urban environment.
- There MUST be follow-through. Until the recommendation of the 2014 Castleglenn Functional Planning study (to close off Old Banff Coach Road to through traffic) is implemented to protect our community I cannot support these applications.

### **Suggested Questions**

- There is lack of clarity on road infrastructure to service Coach Creek. Please provide the latest road design proposed for Coach Creek.
- Please provide data on expected traffic growth from Coach Creek development onto OBCR especially during peak hours.
- Please provide CUMULATIVE traffic growth expectations on OBCR from both Coach Creek and full development of Crestmont especially during peak hours.
- Please provide CUMULATIVE traffic growth expectations on OBCR from full development as proposed in the current draft of the North Springbank Area Structure Plan.
- Please identify which Rocky View communities will be impacted by incremental traffic growth from proposed new development growth from Coach Creek and the other proposed Special Planning Areas in the draft ASP.
- Despite County resident presentations and concerns directly to the County on public safety issues on OBCR, the County has not reached out to residents to clarify concerns or mitigation opportunities. Please provide a summary of stakeholder engagement by the County to resolve public safety concerns on OBCR.

- Please provide a summary of meetings and minutes of meetings with Alberta Transportation that were held to address resident concerns.
  - Attached is a letter of support from the previous Reeve of Rocky View County expressing support for implementing the Castleglenn Study. Please advise when we can expect this to be implemented? How is the County managing implementation of this with AT?
  - What are County plans for upgrading RR31 between Hwy 1 and Springbank Road?
  - This area is an intermunicipal planning area. Please provide dates of meetings and summaries of integration and alignment of infrastructure development.
  - Please provide a summary of meetings held with the City of Calgary and minutes to address adjacent growth in Crestmont and Melcor lands (north of Hwy 1) and its impact on Rocky View County residents particularly south of Hwy 1. Please summarize mitigation opportunities on Rocky View residents.
  - Qualico as a large and intermunicipal land holder and developer in this area has developed conceptual (and in some cases detailed development plans) for both Crestmont and Coach Creek developments. Please provide a summary of how road infrastructure can be optimized to serve both areas and divert traffic from OBCR.
  - One mitigation activity to divert traffic from OBCR is to develop a new partial interchange on Hwy 1 near 133 St. Please provide the timing for its construction and mitigation activities to manage development traffic from Crestmont onto OBCR prior to partial interchange construction.
  - We have heard that Qualico has engaged in discussions for additional County land purchases south of OBCR across from Crestmont. How would development of these lands impact traffic on OBCR?
- 
- Does County policy require administration to respond to written questions submitted by residents on Area Structure Plans and Conceptual Schemes for developments.
  - The Coach Creek Conceptual Scheme identifies two different design proposals for OBCR (page/Fig 5 page 24 vs Key Map page 34) Has County Planning approved both designs? Please explain why there are two different designs and which one is the one that will be accepted by Council?
  - On what basis did Rocky View County distribute earlier plans that showed OBCR widened to 4 lanes and with traffic lights. Was AT consulted prior to making this a public document?
  - Please explain in simple terms if Rocky View County sees any concerns with OBCR in its current level of traffic volumes and under scenarios post development of Crestmont West, Coach Creek, and Special Planning Areas drafted into the North Springbank ASP?
  - What is the role of the County-to-County residents living adjacent to OBCR with respect to their concerns re OBCR?
  - What steps and position has the County taken to address the concerns previously identified by residents re OBCR?

Thank you for your attention to this matter.

Leslie Lake



From: [REDACTED]  
To: [Jessica Anderson](#)  
Subject: [EXTERNAL] - Qualico project- Old Banff Coach Road  
Date: January 12, 2021 12:57:39 PM

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**Do not open links or attachments unless sender and content are known.**

There are many concerns that do not align with the Central Springbank Area Structure Plan which is to be presented. There is a process in place that should be followed and the thoughts of area residents being affected should come first. The comments from the Springbank Community Planning Association should be addressed...

#### **COMMENTS on**

**Qualico's Highway1/Old Banff Coach Road Conceptual Scheme** (Nov/Dec 2020)

**File Number: 04736002, 04736011 Application Number: PL20200087/083/084**

(RVC Planning & Development Dept has asked us to add these File & Application #s)

General comments:

- Nowhere in the Conceptual Scheme (CS) has Qualico addressed the issues caused by the **cumulative effects** of their new development in addition to the adjacent developments proposed within the West View ASP in the City of Calgary west of Crestmont, as well as Melcor's large development plans immediately north of Hwy 1, west of Valley Ridge, and the yet-to-be-developed Bingham Crossing just to the west.

- Qualico has not provided any information on the City of Calgary's review of this CS.

1.2 VISION: The following Conceptual Scheme objectives (CS) are **NOT aligned with the existing Central Springbank Area Structure Plan (ASP)**:

b) and c) The Conceptual Scheme does NOT align with the existing Central Springbank ASP. Rocky View County is working with Springbank residents to develop a new ASP, which will go to Public Hearing next month. Until the details of the new ASP are agreed to by Rocky View County (RVC) and RVC residents, **there should be NO one-off amendments of the existing ASP. To do otherwise RVC would be putting developers ahead of RVC taxpayers. Qualico should bring this CS back when the new ASP is in place.**

e) **The CS should FIRST ensure that the development is compatible with future residential development within RVC, NOT the city of Calgary. This CS is NOT compatible with development policies in RVC/Springbank under the existing ASP.**

f) **What the CS is proposing is largely commercial, not residential and the residential is urban density, not rural density** (see existing ASP).

g) "To establish a servicing scheme and supporting policy framework appropriate for facilitation of the proposed development" – the servicing scheme described under 7.0 Utilities for water supply and sanitary wastewater is a monumental and expensive undertaking that will not be easily executed. Reality check – **what would the temporary solutions be during the years before these expensive projects could be completed? Trucking in water and trucking out sewage? These kind of temporary measures, which RVC residents have experienced in other parts of the county, are NOT acceptable.**

i) Notification and consultation: If Qualico had wanted to appropriately notify and consult



surrounding residents and landowners and respond to community concerns, **they could have held virtual open house(s) and invited Springbank residents to attend virtually for discussion of their CS.** This kind of development affects more than just the handful of homeowners who were notified within the very limited (1.5 km) circulation area.

1.3 The photo of the big-box mall with huge parking lot on Page 7 shows four-lane highways on both sides. **Is Qualico anticipating turning Old Banff Coach Rd into a four-lane highway to accommodate their commercial mall development? Has Alberta Transportation agreed to that?**

The commercial proposal is for over 700,000 sq ft, which is the equivalent of six big-box stores. **Qualico needs to provide more information.**

1.4 RATIONALE FOR PROCEEDING WITH DEVELOPMENT: Table 4 Anticipated Population & Density – **the estimated population of 1,000 on 8 units/acre does NOT align with the policies of the existing ASP.**

2.1 REGIONAL LOCATION: “The Site has **direct access to Highway 1** via Old Banff Coach Road.” **This is an inaccurate statement. Direct access would be just that, NOT via Old Banff Coach Road. This statement also contradicts the later section 4.1.2**

4.1.2 “Access to the Site shall be generally in accordance with Figure 5.0, **with access locations off Old Banff Coach Road** to be confirmed at the subdivision phase and in accordance with Alberta Transportation requirements. **Direct access to Highway 1 shall not be permitted.**

2.4 PHYSICAL SITE FEATURES: Discussion of the **existing large pond shown in two photographs in this section is incomplete.** This pond attracts migratory species, especially in spring and fall, e.g., many species of ducks, as well as swans, such as the **Trumpeter Swan which is a species at risk in Alberta. As well another species at risk in Alberta, the Peregrine Falcon** has been recorded hunting for prey there, during its breeding season.

**Biophysical Features:** “No species of management concern (listed provincially or federally) were identified.” As above, **at least two species of management concern have been recorded there, therefore this statement is misleading and WRONG.**

Also “The anthropogenic shallow open wetland (W13) was ranked moderate for songbird, waterfowl and bat habitat.” Qualico needs to provide more details on wildlife species and their use of this site.

3.1 LAND USE: “Land use districts proposed as part of this Conceptual Scheme ... The R-MID district is proposed ... to provide similar lot and housing typology outcomes, as well as density, intended to be facilitated within the adjacent West View development.” **It cannot be clearer that Qualico have designed this development to fit with and match their adjacent development in Calgary. They have ignored that this land is in Rocky View County where these densities are NOT part of the existing or new draft ASP for Springbank.**

“For the commercial areas of the Site, a direct control (DC) district is proposed...” apparently so that Qualico can include “additional uses to align with the vision of the Conceptual Scheme.” **Again, Qualico is ignoring the existing or new draft ASP for Springbank.**

3.2 CONCEPT LAYOUT & SUBDIVISION: “Single family residential development is proposed in the eastern extents of the Site and will involve similar housing product/typologies to the proposed residential development located within the West View development immediately east of the Site” in the City of Calgary. **Qualico’s proposal ignores the existing and new draft ASP for Springbank and instead models itself after the city ASP.**

“One future development scenario may include the **closure of a portion of Old Banff Coach Road**, and consolidation of these lands with the balance of the quarter section. This would be subject to Alberta Transportation (AT) and Rocky View County coordination.”

Have there been discussions with AT that indicate that they would approve their provincial highway, i.e., Old Banff Coach Rd (OBCR) being closed? **AT have stated in the past that they do not allow the creation of discontinuous provincial highways.**

4.1 REGIONAL ROAD SYSTEM – **Qualico propose to build THREE new access roads onto Old Banff Coach Rd which is unacceptable.** Figure 5 shows these being at: the intersection of OBCR with Rge Rd 31; one at the intersection of OBCR with Township Rd 245; and the third access further east on OBCR, close to the “temporary” access road into Crestmont. **Old Banff Coach Rd was not designed to accommodate a high volume of traffic** and has many 90 degree turns and blind corners between Hwy 1 and Springbank Rd. **The intersection of OBCR/Twp Rd 245 is the most dangerous place on OBCR, where people have died in road accidents. This plan would put users of OBCR at even higher risk.** This could lead to closing OBCR east of the “temporary” Crestmont access. Alberta Transportation, Springbank residents and other OBCR users may not accept that.

5.1 PATHWAYS: The conceptual scheme proposes pathways and sidewalks that “provide(s) a connection for pedestrians and cyclists from the proposed West View development to the commercial area and on to Old Banff Coach Road.” That is, not only from this development but from the rest of the City of Calgary – **pedestrians and cyclists being directed onto a busy provincial highway (i.e., OBC Rd)! This is a high-risk proposal for the lives of the pedestrians, cyclists and users of OBC Rd.**

5.2 Municipal Reserve (MR) - **RV County should REJECT the proposal of the Conceptual Scheme “to defer the full 10% MR requirement for the Site (equivalent to 4.6 ha) to another parcel (Block 2 Plan 7510024) owned by the Applicant”. That land parcel is NOT close enough in terms of walking or cycling (2 to 3 km away) to qualify as a substitute.** Also, that land parcel does not have any conceptual scheme and is currently zoned agricultural. Therefore, **this proposal for MR should be rejected.**

6.0 “Development standards and supplementary architectural guidelines will be used at the subdivision and development permit stages to ensure that all developments will be compatible with adjacent land uses” – **given that existing uses in all the adjacent and surrounding lands is agricultural (except for the Rudiger Ranch house site), this does not make sense.**

6.11 ROCKY VIEW/CALGARY INTERFACE: Qualico claims that the proposed Conceptual Scheme “policies have been identified to assist in establishing a seamless **transition between Calgary (West View development) and Rocky View (Highway 1/Old Banff Coach Road Site)**”. In other words, **the transition between Qualico’s urban development in the City and Qualico’s mid to high-density residential/commercial development in Rocky View County.** However, the **Intermunicipal Development Plan (IDP) addresses the transition between urban city developments and the rural Rocky View land uses.** Qualico proposes “more urban density to transition to residential densities” in the city as transition to their planned commercial mall. What the IDP calls for is the developer to address the transition from urban to rural. **This Conceptual Scheme is completely missing any ROCKY VIEW/CALGARY INTERFACE.**

6.12 COMMERCIAL/ RESIDENTIAL INTERFACE: The CS states “(refer to sections provided on the following page)” but **the Key Map on Page 34 is entirely different than the other transportation maps in the CS. This shows there is a problem with the accuracy of details in Qualico’s Conceptual Scheme.**

7.0 Utilities – Qualico states that “The Conceptual Scheme does not propose, nor is it necessary, for any utilities to tie into City of Calgary utility networks.” This confirms that the City of Calgary has continually refused to extend its utilities to developments in RVC. However, **this section does NOT**

say who pays for the proposed servicing infrastructure to be built. See below.

**7.1 WATER SUPPLY:** “Water supply for the Conceptual Scheme is proposed to be provided via connection of a 200mm water feedermain to the existing Harmony Drinking Water Treatment Plant.” “Provided” by whom? Is Qualico anticipating future infrastructure that would be paid for by RVC taxpayers? Or, if Qualico intends to pay or share the costs of building private water/wastewater infrastructure, then the CS should state that clearly here. The cost of the proposed 10 km-long water feedermain to/from Harmony would be prohibitive for this Conceptual Scheme alone. Qualico needs to provide more information.

**Does a 200mm water feedermain fit the recommendations of *Springbank ASP Servicing Strategy* for RVC by ISL Engineering (October 2020)?**

Also, I believe that the Alberta Environment water license given to Harmony restricts them from trading part their water allocation to other developments. If so, this proposal to get water from Harmony is a non-starter. Qualico should state if Alberta Environment has approved (under the Water Act) that Harmony can trade part of its water allocation, prior to RVC considering this Conceptual Scheme. Qualico needs to provide more information.

**7.2 SANITARY WASTEWATER** – Qualico proposes that the Conceptual Scheme will have a “sanitary main that connects to a wastewater lift station north of Highway 1 before connecting to the existing Harmony Wastewater Treatment Plant.” **What is the estimated cost of piping wastewater 9 km to Harmony?** Prohibitive for this Conceptual Scheme alone and, therefore, unlikely to be a possible solution. **What is Qualico proposing as a temporary solution until the sanitary main is built? Trucking out their wastewater? That would be unacceptable to Springbank residents.**

What is the current capacity of the Harmony Wastewater Treatment Plant and wouldn't the capacity need to be increased to accommodate new development(s) as well as Harmony's own build-out? **Qualico needs to provide more information.**

**Does the proposed wastewater pipeline fit the recommendations of *Springbank ASP Servicing Strategy* for RVC by ISL Engineering (October 2020)?**

**Figure 6 – Why is “East Springbank” written across the Artists View community? Artists View has never been in East Springbank. This is another inaccurate detail that Qualico have not been aware of.**

**9.0 Public Consultation:** “Public consultation was completed in tandem with the Conceptual Scheme application informing landowners within a 1.5-mile radius of the proposed Conceptual Scheme in addition to the ASP amendment and land use redesignation applications.” If they had wanted to appropriately notify and consult surrounding residents and landowners and respond to community concerns, **Qualico could have held virtual open house(s) and invited Springbank residents to attend virtually for discussion of their CS. This kind of development affects more than just the handful of homeowners who were notified within the very limited (1.5 km) circulation area.**

“Feedback was received from a total of 13 respondents and responses were provided either via email or phone call.” The low number of respondents is directly equal to the lack of effort to fully consult the Springbank community. **It is no surprise that “the majority of comments focused on traffic and safety implications on Old Banff Coach Road.”**

NOTE: Qualico should have provided properly oriented maps/figures for reviewing in the online version of this Conceptual Scheme. That is, they should be oriented horizontally, not vertically. Most of the maps/figures in this CS are presented in the wrong orientation which makes it difficult, if not impossible, to review these maps properly.

Lorie-Lyn Wilcox

A concerned resident of Springbank North

**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Subject:** [EXTERNAL] - RE: File #04736002,04736011. APPLICATION #PL20200087/083/084 Rudiger Ranch  
**Date:** January 7, 2021 2:30:03 PM

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**Do not open links or attachments unless sender and content are known.**

State: "for all of Council"

Objection:

We don't understand why Rocky View should use our tax dollars to pay for a development that very soon will be part of the city of Calgary. I don't see the benefit of such a project for us, the taxpayers of Rocky View. Therefore, we are against this possible development.

Margareta and Benno Nigg

[REDACTED]  
Living in Springbank (Rocky View) since 1983

From: [REDACTED]  
To: [Jessica Anderson](#); [Legislative Services Shared](#)  
Subject: [EXTERNAL] - FW: Qualico - APPLICATION - PL20200087/083/084. Highway1/Old Banff Coach Road Conceptual Scheme. And also copied to the NORTH AND SOUTH SPRINGBANK ASP  
Date: January 11, 2021 6:15:53 PM

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Do not open links or attachments unless sender and content are known.

Dear madam/sir,

Below are more comments/ issues towards the Qualico APPLICATION - PL20200087/083/084.

And also copied to the NORTH AND SOUTH SPRINGBANK ASP for review.

Thank you Kindly,

Mark Maier  
[REDACTED]  
[REDACTED]

Qualico's **Highway1/Old Banff Coach Road Conceptual Scheme** (dated Nov 2020 and Dec 2020)

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**cost of the proposed 10 km-long water feedermain to/from Harmony would be prohibitive for this Conceptual Scheme alone. Qualico needs to provide more information.**

**Does a 200mm water feedermain fit the recommendations of *Springbank ASP Servicing Strategy* for RVC by ISL Engineering (October 2020)?**

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What is the current capacity of the Harmony Wastewater Treatment Plant and wouldn't the capacity need to be increased to accommodate new development(s) as well as Harmony's own build-out? **Qualico needs to provide more information.**

**Does the proposed wastewater pipeline fit the recommendations of *Springbank ASP Servicing Strategy* for RVC by ISL Engineering (October 2020)?**

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“Feedback was received from a total of 13 respondents and responses were provided either via email or phone call.” The low number of respondents is directly equal to the

lack of effort to fully consult the Springbank community. **It is no surprise that “the majority of comments focused on traffic and safety implications on Old Banff Coach Road.”**

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This email message and any files transmitted with it are confidential and intended solely for the person or organization named above, and any other use or disclosure is strictly forbidden. If you are not the named addressee you should not disseminate, distribute copy or alter this email. If this message has been sent to anyone else other than the above-mentioned party please notify us by returning this email and any files attached to it to the Sender and then delete or dispose of this email and any attachments in a confidential manner. Though we have taken reasonable precautions to ensure no viruses are present in this email, we cannot accept responsibility for any loss or damage arising from the use of this email or its attachments.

Wed, Jan 6<sup>th</sup>, 2021  
Rocky View County  
262075 Rocky View Point  
Rocky View County, AB T4A 0X2

ATTN Jessica Anderson

Sent by e-mail janderson@rockyview.ca

**Re: File Number 04736002, 04736011. Application number PL20200087/083/0843 (Proposed Development)**

Dear Jessica,

We, the undersigned, are a landowner who occupies lands near the Proposed Development.

The purpose of this letter is to advise you and the applicant, of our objection to the Proposed Development.

We believe a proposed commercial development is not an appropriate use for the above referenced site and would result in irreparable harm to the surrounding area.

We are concerned that, without limiting the generality of the following, the Proposed Development:

- (a) does not align or conform with the current area context; we along with others in the area have moved away from the city for the tranquillity of a rural lifestyle
- (b) would result in increased traffic and congestion far exceeding the capacity of the current infrastructure of the area, especially on springbank road and rr 31
- (c) there is a current site under construction near the edge school (Bingham Crossing) that should first be used for this type of development before further lands are even considered for development
- (d) would result in increased noise.
- (e) would result in increase light pollution
- (f) would negatively affect the privacy of adjacent landowners.
- (g) would result in an intensity of use that is not appropriate for the site or area.
- (h) would negatively affect property values of acreages in the area

As such, we believe the Proposed Development is not suitable and should not be undertaken. We intend to oppose any change of use or development permit applications initiated in respect of the Proposed Development.

Please direct any future correspondence to the address bellow.

Sincerely,

Michael and Lisa Grimes

[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Subject:** [EXTERNAL] - Highway 1/Old Banff Coach Rd Conceptual Scheme  
**Date:** January 13, 2021 1:13:46 PM

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Do not open links or attachments unless sender and content are known.

Attention: Jessica Anderson

We have lived in close proximity to this proposed development, for 32 years. We were very upset when informed about the Qualico Conceptual Scheme. Old Banff Coach Rd was never made for a huge volume of traffic - it has been the site of many accidents and fatalities. We do not need another shopping centre with Trinity Hills, Greenwich and Bingham Crossing being developed, within 10 minutes. We oppose changing the Springbank Area Structure Plan, to facilitate this development.

Sincerely,  
Mike & Anne Rogers

[REDACTED]

[REDACTED]

[REDACTED]

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**From:** Dunn [REDACTED]  
**Sent:** January 13, 2021 9:53 AM  
**To:** Division 3, Kevin Hanson; Jessica Anderson; Legislative Services Shared  
**Subject:** [EXTERNAL] -

**Categories:** CityView Planning Attachment

Do not open links or attachments unless sender and content are known.

Dear Jessica & Kevin,

File Numbers: 04736002, 04736011

Application Numbers: PL20200087/083/084

Please take this letter as a response to planned developments in my neighbourhood. I believe they have been drawn up without proper consideration of the issues and of the land it is planned upon. I live on Artists View Way & drive on Banff Coach Rd daily.

**OBCR:**

The plans show Banff Coach Rd as a 4 lane road, rather than the 2 lane country road it is, already with too many near & actual accidents. Yet the type of upgrades needed would be hugely expensive, and require taking over a number of existing homes/properties. Who would pay for these upgrades? Also as a historic AB Highway, I understand they cannot be done. With any developments, traffic will be hugely increased. The massive increase calculated in the 2014 Castleglen Study didn't even include this amount of increased driving.

- \* Traffic from the Coach Creek plan looks to be coming directly out onto Banff Coach from a single roundabout. This should be connected directly onto Highway 1.
- \* OBCR is also an important emergency corridor for the province, taking traffic from the Highway whenever there is an accident, which I see often, especially in winter.

**Water clean and dirty:**

I understand there are no water licenses for the developments. This seems a very important missing element? Especially with all the other pending developments in this area between Harmony, Bingham Crossing, Calaway, Huggard Rd... Water must be considered with all of them together. It is certainly a fact that Ab is only going to become more dry as climate change progresses.

- \* Water issues alone should stop these development plans immediately. Springbank already has a 100 year supply of approved developments in a closed (& shrinking) river basin.
  - \* How will sewage, liquid & solid, be dealt with? There is clearly not enough land to have septic systems as we all do!
- Is it true that plans are to pipe water all the way from Harmony, & for property owners to deal with their own solid waste?

Please can you reply to me with the below answers:

- There is lack of clarity on road infrastructure to service Coach Creek. Please provide the latest road design proposed for Coach Creek.
- Please provide CUMULATIVE traffic growth expectations on OBCR from full development as proposed in the current draft of the North Springbank Area Structure Plan.
- Please identify which Rocky View communities will be impacted by incremental traffic growth from proposed new development growth from Coach Creek and the other proposed Special Planning Areas in the draft ASP.
- What are County plans for upgrading RR31 between Hwy 1 and Springbank Road?
- Qualico, as a large and intermunicipal land holder and developer in this area, has developed conceptual (and in some cases detailed development plans) for both Crestmont and Coach Creek developments. Please provide a summary of how road infrastructure can be optimized to serve both areas and divert traffic from OBCR.
- **Is there to be any road connection or interchange on Highway 1 and 133 St / Horizon View?**
- The Coach Creek Conceptual Scheme identifies two different design proposals for OBCR (page/Fig 5 page 24 vs Key Map page 34) Has County Planning approved both designs? Please explain why there are two different designs and which one is the one that will be accepted by Council?
- On what basis did Rocky View County distribute earlier plans that showed OBCR widened to 4 lanes and with traffic lights. Was AT consulted prior to making this a public document?

I look forward to hearing from you.

Thanks in advance for responding,  
Moire Dunn



**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Cc:** [REDACTED]  
**Subject:** [EXTERNAL] - Reject the Qualico Development plan till the new Springbank ASPs are in place  
**Date:** January 5, 2021 11:59:31 AM

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**Hello Ms Anderson,**

**My husband and I, as residents of South Springbank request that the application by Qualico to amend the existing Central Springbank ASP be rejected until the draft North and South Springbank ASP is in place.**

**The existing Central Springbank ASP is very old. This appears to be a move on the part of the developer and RVC to get an approval for a large commercial development and road changes by working with the requirements of a very outdated ASP. This is happening while we are into our second year of determining the new ASP.**

**To us this seems very unfair and reinforces the rumour that RVC is not interested in working with local residents and that the developers “always get what they want”.**

**Please reject the Qualico application until the draft North and South Springbank ASP’s have been approved.**

**Thank you.**

**Sincerely**

**Monica Thomas and Pat Klassen**  
[REDACTED]



[REDACTED]

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**From:** Nicole Borwick [REDACTED]  
**Sent:** January 11, 2021 9:29 AM  
**To:** Jessica Anderson  
**Subject:** [EXTERNAL] - Springbank Community Planning Association - Hwy1/Old Banff Coach Road

**Categories:** CityView Planning Attachment

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**Qualico's Highway1/Old Banff Coach Road Conceptual Scheme (Nov/Dec 2020)**  
**File Number: 04736002, 04736011 Application Number: PL20200087/083/084**

Dear Jessica

As a long term resident of Springbank, also one that lives along Old Banff Coach Road, **I oppose** the new development scheme proposed by Qualico. The following are just some of the reasons I am opposed to the development:

- Nowhere in the Conceptual Scheme (CS) has Qualico addressed the issues caused by the **cumulative effects** of their new development in addition to the adjacent developments proposed within the West View ASP in the City of Calgary west of Crestmont, as well as Melcor's large development plans immediately north of Hwy 1, west of Valley Ridge, and the yet-to-be-developed Bingham Crossing just to the west.

- Qualico has not provided any information on the City of Calgary's review of this CS.

1.2 VISION: The following Conceptual Scheme objectives (CS) are **NOT aligned with the existing Central Springbank Area Structure Plan (ASP)**:

b) and c) The Conceptual Scheme does NOT align with the existing Central Springbank ASP. Rocky View County is working with Springbank residents to develop a new ASP, which will go to Public Hearing next month. Until the details of the new ASP are agreed to by Rocky View County (RVC) and RVC residents, **there should be NO one-off amendments of the existing ASP. To do otherwise RVC would be putting developers ahead of RVC taxpayers. Qualico should bring this CS back when the new ASP is in place.**

e) **The CS should FIRST ensure that the development is compatible with future residential development within RVC, NOT the city of Calgary. This CS is NOT compatible with development policies in RVC/Springbank under the existing ASP.**

f) **What the CS is proposing is largely commercial, not residential and the residential is urban density, not rural density (see existing ASP).**

g) “To establish a servicing scheme and supporting policy framework appropriate for facilitation of the proposed development” – the servicing scheme described under 7.0 Utilities for water supply and sanitary wastewater is a monumental and expensive undertaking that will not be easily executed. Reality check –**what would the temporary solutions be during the years before these expensive projects could be completed? Trucking in water and trucking out sewage? These kind of temporary measures, which RVC residents have experienced in other parts of the county, are NOT acceptable.**

i) Notification and consultation: If Qualico had wanted to appropriately notify and consult surrounding residents and landowners and respond to community concerns, **they could have held virtual open house(s) and invited Springbank residents to attend virtually for discussion of their CS.** This kind of development affects more than just the handful of homeowners who were notified within the very limited (1.5 km) circulation area.

1.3 The photo of the big-box mall with huge parking lot on Page 7 shows four-lane highways on both sides. **Is Qualico anticipating turning Old Banff Coach Rd into a four-lane highway to accommodate their commercial mall development? Has Alberta Transportation agreed to that?** The commercial proposal is for over 700,000 sq ft, which is the equivalent of six big-box stores. **Qualico needs to provide more information.**

1.4 RATIONALE FOR PROCEEDING WITH DEVELOPMENT: Table 4 Anticipated Population & Density – **the estimated population of 1,000 on 8 units/acre does NOT align with the policies of the existing ASP.**

2.1 REGIONAL LOCATION: “The Site has **direct access to Highway 1** via Old Banff Coach Road.” **This is an inaccurate statement. Direct access would be just that, NOT via Old Banff Coach Road.**

**This statement also contradicts the later section 4.1.2: “Access to the Site shall be generally in accordance with Figure 5.0, with access locations off Old Banff Coach Road to be confirmed at the subdivision phase and in accordance with Alberta Transportation requirements. Direct access to Highway 1 shall not be permitted.**

2.4 PHYSICAL SITE FEATURES: Discussion of the **existing large pond shown in two photographs in this section is incomplete**. This pond attracts migratory species, especially in spring and fall, e.g., many species of ducks, as well as swans, such as the **Trumpeter Swan which is a species at risk in Alberta. As well another species at risk in Alberta, the Peregrine Falcon** has been recorded hunting for prey there, during its breeding season.

**Biophysical Features:** “No species of management concern (listed provincially or federally) were identified.” As above, **at least two species of management concern have been recorded there, therefore this statement is misleading and WRONG**.

Also “The anthropogenic shallow open wetland (W13) was ranked moderate for songbird, waterfowl and bat habitat.” Qualico needs to provide more details on wildlife species and their use of this site.

3.1 LAND USE: “Land use districts proposed as part of this Conceptual Scheme ... The R-MID district is proposed ... to provide similar lot and housing typology outcomes, as well as density, intended to be facilitated within the adjacent West View development.” **It cannot be clearer that Qualico have designed this development to fit with and match their adjacent development in Calgary. They have ignored that this land is in Rocky View County where these densities are NOT part of the existing or new draft ASP for Springbank.**

“For the commercial areas of the Site, a direct control (DC) district is proposed...” apparently so that Qualico can include “additional uses to align with the vision of the Conceptual Scheme.” **Again, Qualico is ignoring the existing or new draft ASP for Springbank.**

Thank you for your time.  
Nicole Borwick

3.2 CONCEPT LAYOUT & SUBDIVISION: “Single family residential development is proposed in the eastern extents of the Site and will involve similar housing product/typologies to the proposed residential development located within the West View development immediately east of the Site” in the City of Calgary. **Qualico’s proposal ignores the existing**

[REDACTED]

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**From:** patrick klassen [REDACTED]  
**Sent:** January 14, 2021 10:27 AM  
**To:** Jessica Anderson  
**Subject:** [EXTERNAL] - Qualico development at Old Banff Coach Road and Highway 1.

**Categories:** CityView Planning Attachment

Do not open links or attachments unless sender and content are known.

Dear Ms. Anderson,

I am writing in response to the RVC letter of December 21,2020 notifying of the application by Qualico for a large development at Old Banff Coach Road and Highway 1.

My comments and concerns are as follows:

1. This application appears to be premature. RVC has submitted a proposal to residents to split the ASP that it proposed in the spring of 2020 into separate ASPs for North and South. The deadline for comments on the application referenced above is well before the date for comments on the split ASPs closes, and well before the public hearing. The Qualico proposal purports to justify this on the basis that there is uncertainty as to the timing for the adoption of the new ASP. That seems both questionable and a poor justification. This proposal has been years in the making. To rush it through now seems like a transparent attempt to minimize citizen involvement. Surely the legitimate concerns of citizens and ensuring the integrity of the ASP adoption process takes priority over the commercial desires of this particular developer.

2. The proposal starts out by justifying the amendment to the existing Central Springbank ASP by claiming it is out of date. Yet when it comes to wildlife corridor concerns, they are dismissed in one sentence by saying that that same ASP done in 2001 doesn't show any on one of its maps. An updated ASP requires further analysis on wildlife corridors. Those of us who live in the area know the presence of wildlife in that area. Clearly this proposal is totally inconsistent with any consideration for wildlife corridors.

Regards,

Patrick Klassen  
[REDACTED]

From: [REDACTED]  
To: [Jessica Anderson](#)  
Subject: [EXTERNAL] - Qualico Springbank Development  
Date: January 10, 2021 5:14:40 PM

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Please note my concerns regarding the above development.

Qualico's **Highway1/Old Banff Coach Road Conceptual Scheme** (dated Nov 2020 and Dec 2020)

1.2 VISION: The following Conceptual Scheme objectives (CS) are **NOT aligned with the existing Central Springbank Area Structure Plan (ASP)**:

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“One future development scenario may include the **closure of a portion of Old Banff Coach Road**, and consolidation of these lands with the balance of the quarter section. This would be subject to Alberta Transportation (AT) and Rocky View County coordination.”

Have there been discussions with AT that indicate that they would approve their provincial highway, i.e., Old Banff Coach Rd (OBCR) being closed? **AT have stated in the past that they do not allow the creation of discontinuous provincial highways.**

4.1 REGIONAL ROAD SYSTEM – **Qualico propose to build THREE new access roads onto Old Banff Coach Rd which is unacceptable.** Figure 5 shows these being at: the intersection of OBCR with Rge Rd 31; one at the intersection of OBCR with Township Rd 245; and the third access further east on OBCR, close to the “temporary” access road into Crestmont. **Old Banff Coach Rd was not designed to accommodate a high volume of traffic** and has many 90 degree turns and blind corners between Hwy 1 and Springbank Rd. **The intersection of OBCR/Twp Rd 245 is the most dangerous place on OBCR, where people have died in road accidents. This plan would put users of OBCR at even higher risk.** This could lead to closing OBCR east of the “temporary” Crestmont access. Alberta Transportation, Springbank residents and other OBCR users may not accept that.

5.1 PATHWAYS: The conceptual scheme proposes pathways and sidewalks that “provide(s) a connection for pedestrians and cyclists from the proposed West View development to the commercial area and on to Old Banff Coach Road.” That is, not only from this development but from the rest of the City of Calgary – **pedestrians and cyclists being directed onto a busy provincial highway (i.e., OBC Rd)! This is a high-risk proposal for the lives of the pedestrians, cyclists and users of OBC Rd.**

5.2 Municipal Reserve (MR) - **RV County should REJECT the proposal of the Conceptual Scheme “to defer the full 10% MR requirement for the Site (equivalent to 4.6 ha) to another parcel (Block 2 Plan 7510024) owned by the Applicant”. That land parcel is NOT close enough for walking or cycling (2 to 3 km away) to qualify as a substitute.** Also, that land parcel does not have any conceptual scheme and is currently zoned agricultural. Therefore, **this proposal for MR should be rejected.**

6.0 “Development standards and supplementary architectural guidelines will be used at the subdivision and development permit stages to ensure that all developments will be compatible with adjacent land uses” – **given that existing uses in all the adjacent and surrounding lands is agricultural (except for the Rudiger Ranch house site), this does not make sense.**

6.11 ROCKY VIEW/CALGARY INTERFACE: Qualico claims that the proposed Conceptual Scheme “policies have been identified to assist in establishing a seamless **transition between Calgary (West View development) and Rocky View (Highway 1/Old Banff Coach Road Site)**”. In other words, **the transition between Qualico’s urban development in the City and Qualico’s mid to high-density residential/commercial development in Rocky View County.** However, the **Intermunicipal Development Plan (IDP) addresses the transition between urban city developments and the rural Rocky View land uses.** Qualico proposes “more urban density to transition to residential densities” in the city as transition to their planned commercial mall. What the IDP calls for is the developer to address the transition from urban to rural. **This Conceptual Scheme is completely missing any ROCKY VIEW/CALGARY INTERFACE.**

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**CS should state that clearly here. The cost of the proposed 10 km-long water feedermain to/from Harmony would be prohibitive for this Conceptual Scheme alone. Qualico needs to provide more information.**

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Sincerely,  
Paul Burrowes



From: [REDACTED]  
To: [Jessica Anderson](#); [Legislative Services Shared](#)  
Subject: [EXTERNAL] - Fwd: Qualico - APPLICATION - PL20200087/083/084. Highway1/Old Banff Coach Road Conceptual Scheme. And also copied to the NORTH AND SOUTH SPRINGBANK ASP  
Date: January 11, 2021 7:35:15 PM

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Qualico's **Highway1/Old Banff Coach Road Conceptual Scheme** (dated Nov 2020 and Dec 2020)

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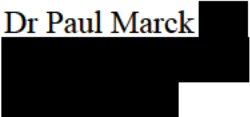
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--

Dr Paul Marck



**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Subject:** [EXTERNAL] - Qualico - APPLICATION- PL20200087/083/084. Highway1/Old Banff Coach Road Conceptual Scheme And also copied to the NORTH AND SOUTH SPRINGBANK ASP  
**Date:** January 11, 2021 5:28:42 PM

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**Attention,**

**Below are more comments/ issues towards the Qualico APPLICATION - PL20200087/083/084.**

**And also copied to the NORTH AND SOUTH SPRINGBANK ASP for review.**

**Kindly,**

Paulette Marck  
[REDACTED]  
[REDACTED]

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Thank you,

Paulette Marck

From: [REDACTED]  
To: [Jessica Anderson](#)  
Cc: [REDACTED]  
Subject: [EXTERNAL] - Response to Qualico's Highway1/Old Banff Coach Road Conceptual Scheme (dated Nov 2020 and Dec 2020)  
Date: January 12, 2021 11:54:43 AM

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## Response to Qualico's **Highway1/Old Banff Coach Road Conceptual Scheme** (dated Nov 2020 and Dec 2020).

Jessica Anderson,

As a resident of North Springbank immediately north of the proposed site of the proposed shopping facility, I would like to express my displeasure and dismay at the proposal submitted by the developer (Qualico) and would strongly recommend that the proposal not proceed. I find the document to have little or no consideration for the people who would be directly affected by the proposal as well as people outside of the 1.5 mile consultation radius of the proposal. I think that the proposal, if developed, would adversely affect all residents of North and South Springbank including but not limited to Villosa, Lynx Ridge, Emerald Bay, Rodeo Ridge, Artist View, and Morgans Rise. We live in the area and I think that the proposal, as prepared and presented, is out of context with the residences and lifestyle that the area envisioned and has developed. I think that it is entirely the wrong time to develop another mall given the economic times that Calgary and surrounding area are currently going through. I have listed below what I believe are additional concerns that the proposal raises and may not have been considered. I think that Rocky View County and the developer need to consider these also.

--[if !supportLists]-->• <!--[endif]-->Calgary's economic downturn is due largely to low oil prices and lack of access to world markets due to pipeline restrictions and volatility of the approval process in Canada. This will restrict any major growth for many years in the future and likely result in sluggish economic improvement for the future.

--[if !supportLists]-->• <!--[endif]-->There are many other malls and shopping facilities in the NW and SW quadrants of Calgary that, due to economic times, are showing increased vacancies and foreclosures. In Rocky View County, I would point out New Horizon Mall in Balzac as an example. That facility remained largely empty for many years and still does not come close to full occupancy. Market Mall in the NW of Calgary is showing many closures including the big box store tenants that it used to have. Does this new proposal and facility have a magic plan to fill its stores that others don't have?

--[if !supportLists]-->• <!--[endif]-->Bingham Crossing which is only two miles west of the proposed location has been on the back burner now for almost 5 years. It is unknown when and if anything will ever be developed in that location. It included facilities other than shopping such as a retirement home and it still has not

proceeded. If it does proceed it would mean additional competition to the new proposal that doesn't exist now.

--[if !supportLists]-->• <!--[endif]-->As identified in the Proposed Concept Scheme, primary access to the site would be via Old Banff Coach Road to the South and West and Range Road 31 via Hwy #1 from the north. Both of these roads are sadly inadequate for a facility of this size and the proposed increased traffic that is expected. Rocky View County recently upgraded the RR 31 bridge over Hwy #1 but it is still not capable of supporting traffic increases at any time in the immediate future. More importantly, as it stands, it will never be able to support the amount of traffic that could be expected during peak periods such as when the facility opens or at Christmas time. I am basing this on experience from trying to attend Cross Iron Mills during these times.

--[if !supportLists]-->• <!--[endif]-->Other roads affected by this facility would be RR 33 and Twp. Rd 251. Increased traffic on both these roads would jeopardise access to and from neighbourhoods on the north side of Hwy #1. This is also a safety issue to the areas north of Hwy #1 as RR 33, 31 and Twp. Rd. 251 are their main means of egress during an emergency.

--[if !supportLists]-->• <!--[endif]-->Due to the increase in human traffic in the area, RVC will need to increase policing in the surrounding area. The increase in crime in the area would increase significantly due to the number of people visiting the area. This was realised around the Cross Iron Mills area where crime increased fourfold when the mall opened. The residents need to have a safe environment from break-ins and property damage.

--[if !supportLists]-->• <!--[endif]-->Understanding that Qualico is a big business and tax money is all that is considered by RVC, I would like to point out the devaluation of the existing properties in the areas surrounding the proposal. It also increases the likelihood of increased population densities in the surrounding areas. Springbank North and the areas immediately South of Hwy #1, primarily consists of acreages and larger homes and farms. This facility could potentially promote increasing the densities in the areas immediately surrounding the proposed facility. This is something that these communities do not want.

--[if !supportLists]-->• <!--[endif]-->I would also question where the clientele for this facility would come from. The population density in the immediate area is not enough to support the facility and with economic times being what they are I would doubt that people would come from within the city of Calgary to support it. It is possible that people travelling west to B.C. would take advantage of the facility and the "no sales tax" but I'm not sure the numbers would be enough to support it.

I realise much of what I have said here is largely speculative, but this facility is not required at this time and won't be for many years to come. I do wish that RVC consider this proposal carefully taking into account the realities of today's economic climate. There is a lot more consultation required of affected residents in a larger radius than what has been done up until now. There are also a lot of other facilities

that are already in existence and could easily utilized instead at lesser cost.

Regards

Peter George

[REDACTED]

[REDACTED]



**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Subject:** [EXTERNAL] - Qualico's Highway1/Old Banff Coach Road Conceptual Scheme: File Number: 04736002, 04736011  
Application Number: PL20200087/083/084  
**Date:** January 13, 2021 11:19:19 PM

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Hello Jessica,

I do not support this Conceptual Scheme and the timing of the requested amendments to the current Central Springbank ASP. The overall intention of this appears to do the bare minimum and try to push this through before the upcoming new ASP is finalized with the County.

The focus of this CS is to have the development in the county fit and serve the needs of the city of Calgary's West View development rather than the development fitting and adapting to the needs of the county and residents. Surveying residents in a 1.6 mile radius is ridiculous considering a much larger area of Springbank will be affected.

The traffic concerns, that have been raised by many, stretch far further than the immediate area of Old Banff Coach Road and this is not addressed in the CS.

The wastewater and water supply plan also seems ambitious at best, and at what cost to taxpayers? Not enough detail given.

Qualico trying to push this as an economic benefit to county residents is a little far fetched.

Again, I don't support pushing amendments through to get the Scheme approved, it should simply wait until the new Central Springbank ASP is completed, be judged against that, and also should be required to survey a much larger area of Springbank residents to address any concerns. This Scheme is self serving and doesn't give priority to the best interests of Springbank residents as a whole.

Sincerely,  
Peter Stefureak  
[REDACTED]

From: [REDACTED]  
To: [Jessica Anderson](#)  
Subject: [EXTERNAL] -  
Date: January 11, 2021 7:03:07 PM  
Attachments: [conceptschemeQualicoRudigerRanch0121rev.docx](#)

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I do not support this conceptual scheme and support all the comments below.  
Rebecca Leonard

General comments:

- Nowhere in the Conceptual Scheme (CS) has Qualico addressed the issues caused by the **cumulative effects** of their new development in addition to the adjacent developments proposed within the West View ASP in the City of Calgary west of Crestmont, as well as Melcor's large development plans immediately north of Hwy 1, west of Valley Ridge, and the yet-to-be-developed Bingham Crossing just to the west.

- Qualico has not provided any information on the City of Calgary's review of this CS.

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**From:** [REDACTED]  
**To:** [Jessica Anderson](#); [Legislative Services Shared](#)  
**Subject:** [EXTERNAL] - PL20200087/083/084 Highway 1/Old Banff Coach Road Conceptual Scheme  
**Date:** January 11, 2021 2:21:17 PM  
**Attachments:** [image001.png](#)

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**Do not open links or attachments unless sender and content are known.**

Ms Anderson:

Please accept this email as the requested response from our household that is within the 1.5km circulation area of the proposed revisions to the current Springbank Area Structure Plan (ASP) to allow approval for development at Highway 1/Old Banff Coach Road.

Our household is firmly **AGAINST ANY** one-off approvals by the Rocky View County that is not in strict adherence to the existing or yet to be approved amendments to the new ASP for Springbank. To move forward with approval of such a development at this time would be a gross use of preferred treatment of developer vs Rocky View resident.

We have concerns in regards to the ambitious plan to provide water and sewer to the proposed development. Extending infrastructure from Harmony is a significant undertaking and the resulting costs, regardless that they may qualify for the LIP/LIT program, would be removing available dollars from a fund that is intended to assist residential communities to upgrade infrastructure and **NOT** intended to subsidize private enterprise.

Harmony is a new development and at full build-out, additional servicing should be considered within reasonable proximity, not extending service over 10 km. Therefore, the proposal offered by Qualico is insufficient and does not provide reasonable and adequate solutions to either Potable Water Supply or Wastewater treatment. Clearly Qualico was unable to obtain an agreement for such services from the City of Calgary.

Large commercial development in Springbank and other areas located within Rocky View will always have difficulties with resident support due to the scarcity of potable water and the issue of waste water treatment. Approvals of any similar plans must always address these issues, and this proposal is grossly lacking in a sound and reasonable approach to either.

The Springbank community is a large, organized group of residents that has the best interests of the area and future development in mind. The community acknowledges that development will occur. However, appropriate, considerate, complete public engagement by both developer and the County are expected and insisted upon. To date, commercial development in the Springbank area has been unsuccessful because the Community did not support the concepts. Perhaps this development has the opportunity to change history with a more holistic approach.

Kind Regards

Robert & Sally Lupton

[REDACTED]  
[REDACTED]

Regards

Robert M Lupton

[REDACTED]  
[REDACTED]

Skype call link 

[REDACTED]

**Attention,  
Below are more comments/ issues towards the  
Qualico APPLICATION - PL20200087/083/084.**

**And also copied to the NORTH AND SOUTH SPRINGBANK ASP  
for review.**

**Kindly,**

Robert ( Bob ) Geddes

[REDACTED]

[REDACTED]



TO: [janderson@rockyview.ca](mailto:janderson@rockyview.ca) AND. [legislativeservices@rockyview.ca](mailto:legislativeservices@rockyview.ca)

Reference attached in response to Qualico's **Highway1/Old Banff  
Coach Road Conceptual Scheme** (dated Nov 2020 and Dec 2020)



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January 12th, 2021

Rocky View County  
262075 Rocky View Point  
Rocky View County, AB T4A 0X2

Attention Planning and Development Services Department

Sent by e-mail to [janderson@rockyview.ca](mailto:janderson@rockyview.ca)

Re: File Number 04736002, 04736011.  
Application number PL20200087/083/0843 (Proposed Development)

I am writing to express my concern about the Proposed Development. I am a landowner of a nearby property. I object to approval being granted on two accounts: Effect on the Rural Neighbourhood and the Timing of this being brought forward.

### **Effect on the Rural Neighbourhood**

My family has lived in Springbank for over 44 years. We continue to choose to live here for the unique rural lifestyle it provides.

Building a 700,000 sq ft commercial development would fundamentally disrupt the environs close to us. The Proposed Development would be on one of the most scenic and beautiful locations in all of Rocky View County. Why would such a unique vista be sacrificed to a massive commercial development?

Rocky View County has areas for business development. The Proposed Development does not make a convincing argument that a new area needs to be established. In section 1.4 Rationale for Proceeding with Development they include items such as it will be close to nearby Calgary residential communities and the convenience of the Highway 1 and Old Banff Coach Road interchange. These are benefits to the Developer, but are not reasons the Proposed Development will benefit the neighbourhood. In fact, I see nothing in their rationale that speaks to the neighbourhood and its residents. Shouldn't those who have built and lived in the community be given priority over what is of benefit to the Developer? I do not know any residents that are clamouring for stores or services closer to our homes. We plan ahead knowing that we are 15 minutes further away from these than if we lived in the city.

The Proposed Development downplays the effect on the mammals and birds that we so enjoy by stating that no major wildlife corridors would be interrupted and that "no

species of management concern (listed provincially or federally) were identified” in a wildlife reconnaissance. This dismisses the profound enjoyment that we get from deer, coyotes, moose, weasels and other animals that wander this area. The variety of birdlife that we see and hear is tremendous. Is it reasonable to assume that a major commercial development will not interfere with this?

The Proposed Development stresses that it will create over 2,000 full-time jobs. But are these jobs that will be of interest to Springbank residents? Minimum wage positions in retail will not provide the type of employment that our youth are seeking nor for those who are considering career changes due to the current economic downturn in Alberta. We need more creative approaches to job creation than more retail space.

### **Timing**

The North Springbank Area Structure Plan is just months from completion. Why would the Proposed Development be given special dispensation to go ahead rather than be considered under an integrated and overarching ASP? There is no rush to push this forward. Let's get it right.

The glaring issue of traffic is not addressed in the Proposed Development. We have experienced a huge increase of traffic on Range Road 31 and Springbank Road in recent years. If the Proposed Development comes with over 2,000 permanent jobs and it will be a busy commercial and retail space then this will multiply the problem many fold.

The impact of the Ring Road has not occurred yet. How will it alter the flow of traffic in our neighbourhood when it is complete? We don't know yet. We should resist the hubris of trying to accurately predict this as people's driving behaviours are influenced by multiple factors.

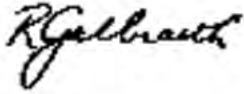
We are all aware that the economic situation has been challenging in recent years. This has meant some projects in Rocky View County have not gone ahead such as Bingham Crossing and others have been scaled back. We have seen the difficulty that the commercial area at Range Road 33 has had in maintaining steady tenants. The City of Calgary recently rejected applications for 11 new communities on Calgary's outskirts. Of note is that the city has a 12-year supply of serviced land for single family homes. Why do we want to add more development when there are already telling signs that now is not the right time for further expansion?

The Covid-19 pandemic has added another huge uncertainty to the timing question. We are still months away from seeing if the vaccine and other Public Health measures will allow our economy to re-expand. Caution at this time is better than boldly assuming a bounceback to what we have enjoyed in the past will be rapid - or as high.

In summary I strongly object to the Proposed Development being approved. It does not offer enhancements to nearby neighbours, but many downsides will accompany it. It

will be big, busy and not bring anything that residents want. In addition, the timing of this proposal does not take into account many important factors that make approval inappropriate.

Yours sincerely,

A handwritten signature in black ink, appearing to read "R Galbraith". The signature is written in a cursive style with a large initial "R".

Roger Galbraith





**From:** [REDACTED]  
**To:** [Jessica Anderson](#); [Legislative Services Shared](#)  
**Subject:** [EXTERNAL] - Rezoning on Old Banff and Range Road 31  
**Date:** January 5, 2021 6:34:58 PM

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Do not open links or attachments unless sender and content are known.

Good evening,

I have recently been made aware of the plans for restructuring Old Banff Coach Road to be a four lane highway as well as developing the land between Old Banff and RR31 into a commercial site. This news is very disappointing and even heartbreaking. I am asking you to reject this proposal for the sake of those who live in the area.

I have lived on Old Banff for over 15 years now, and the greatest thing about living here is the low density traffic and quiet neighbourhood. Creating a four lane highway would not only ruin that, but I would also worry about the safety of the road. Already, there are many people that speed past my house everyday, and every year there are many accidents. I fear that doubling the size of the road would only jeopardize the safety of more people.

Our family moved out here because we love the peacefulness and privacy in Springbank. Turning the land into a commercial site will completely destroy the beauty of the area, and it would honestly be very painful to watch that happen. Further, the application to re-zone the Rudiger Ranch to commercial and mid-density zoning does not conform to the Springbank Area Structure Plan - I hope that this plan is respected and the application is rejected.

Those of us that live in Springbank do so because we wish to escape the business and noise of the city and urban areas - it is heartbreaking to see that this escape is on the verge of ending. There have been many changes near and around my neighbourhood, but none have been as destructive as the rezoning and road expansion would be. I ask of you, please don't allow our road to be expanded, and please prevent the commercialism of the ranch land. I am confident when I say that I believe everyone in Springbank feels the same, especially those who live on Old Banff. I see no benefits to the Qualico application, and I can only hope that the application is turned down.

Thank you and have a good evening,

Sarah

--

Sarah Lambros

[REDACTED]

Attention,  
Below are more comments/ issues towards the  
Qualico APPLICATION - PL20200087/083/084.

And also copied to the NORTH AND SOUTH SPRINGBANK ASP  
for review.

Kindly,

Shellbee Geddes

[REDACTED]

[REDACTED]



TO: [janderson@rockyview.ca](mailto:janderson@rockyview.ca) AND. [legislativeservices@rockyview.ca](mailto:legislativeservices@rockyview.ca)

Reference attached in response to Qualico's **Highway1/Old Banff  
Coach Road Conceptual Scheme** (dated Nov 2020 and Dec 2020)

1.2 VISION: The following Conceptual Scheme objectives (CS) are **NOT aligned with the existing Central Springbank Area Structure Plan (ASP)**:

b) and c) The Conceptual Scheme does NOT align with the existing Central Springbank ASP. Rocky View County is working with Springbank residents to develop a new ASP, which will go to Public Hearing next month. Until the details of the new ASP are agreed to by Rocky View County (RVC) and RVC residents, **there should be NO one-off amendments of the existing ASP. To do otherwise RVC would be putting developers ahead of RVC taxpayers. Qualico should bring this CS back when the new ASP is in place.**

e) The CS should **FIRST ensure that the development is compatible with future residential development within RVC, NOT the city of Calgary. This CS is NOT compatible with development policies in RVC/Springbank under the existing ASP.**

f) **What the CS is proposing is largely commercial, not residential and the residential is urban density, not rural density (see existing ASP).**

g) "To establish a servicing scheme and supporting policy framework appropriate for facilitation of the proposed development" – the servicing scheme described under 7.0 Utilities for water supply and sanitary wastewater is a monumental and expensive undertaking that will not be easily executed. Reality check – **what would the temporary solutions be during the years before these expensive projects could be completed? Trucking in water and trucking out sewage? These kind of temporary measures, which RVC residents have experienced in other parts of the county, are NOT acceptable.**

i) Notification and consultation: If Qualico had wanted to appropriately notify and consult surrounding residents and landowners and respond to community concerns, **they could have held virtual open house(s) and invited Springbank residents to attend virtually for discussion of their CS.** This kind of development affects more than just the handful of homeowners who were notified within the very limited (1.5 km) circulation area.

1.3 The photo of the big-box mall with huge parking lot on Page 7 shows four-lane highways on both sides. **Is Qualico anticipating turning Old Banff Coach Rd into a four-lane highway to accommodate their commercial mall development? Has Alberta Transportation agreed to that?** The commercial proposal is for over 700,000 sq ft, which is the equivalent of six big-box stores. **Qualico needs to provide more information.**

1.4 RATIONALE FOR PROCEEDING WITH DEVELOPMENT: Table 4 Anticipated Population & Density – **the estimated population of 1,000 on 8 units/acre does NOT align with the policies of the existing ASP.**

2.1 REGIONAL LOCATION: "The Site has **direct access to Highway 1** via Old Banff Coach Road." **This is an inaccurate statement. Direct access would be just that, NOT via Old Banff Coach Road.**

**This statement also contradicts the later section 4.1.2: "Access to the Site shall be generally in accordance with Figure 5.0, with access locations off Old Banff Coach**

Road to be confirmed at the subdivision phase and in accordance with Alberta Transportation requirements. **Direct access to Highway 1 shall not be permitted.**

2.4 PHYSICAL SITE FEATURES: Discussion of the **existing large pond shown in two photographs in this section is incomplete.** This pond attracts migratory species, especially in spring and fall, e.g., many species of ducks, as well as swans, such as the **Trumpeter Swan which is a species at risk in Alberta. As well another species at risk in Alberta, the Peregrine Falcon** has been recorded hunting for prey there, during its breeding season.

**Biophysical Features:** “No species of management concern (listed provincially or federally) were identified.” As above, **at least two species of management concern have been recorded there, therefore this statement is misleading and WRONG.**

Also “The anthropogenic shallow open wetland (W13) was ranked moderate for songbird, waterfowl and bat habitat.” Qualico needs to provide more details on wildlife species and their use of this site.

3.1 LAND USE: “Land use districts proposed as part of this Conceptual Scheme ... The R-MID district is proposed ... to provide similar lot and housing typology outcomes, as well as density, intended to be facilitated within the adjacent West View development.” **It cannot be clearer that Qualico have designed this development to fit with and match their adjacent development in Calgary. They have ignored that this land is in Rocky View County where these densities are NOT part of the existing or new draft ASP for Springbank.**

“For the commercial areas of the Site, a direct control (DC) district is proposed...” apparently so that Qualico can include “additional uses to align with the vision of the Conceptual Scheme.” **Again, Qualico is ignoring the existing or new draft ASP for Springbank.**

3.2 CONCEPT LAYOUT & SUBDIVISION: “Single family residential development is proposed in the eastern extents of the Site and will involve similar housing product/typologies to the proposed residential development located within the West View development immediately east of the Site” in the City of Calgary. **Qualico’s proposal ignores the existing and new draft ASP for Springbank and instead models itself after the city ASP.**

“One future development scenario may include the **closure of a portion of Old Banff Coach Road**, and consolidation of these lands with the balance of the quarter section. This would be subject to Alberta Transportation (AT) and Rocky View County coordination.”

Have there been discussions with AT that indicate that they would approve their provincial highway, i.e., Old Banff Coach Rd (OBCR) being closed? **AT have stated in the past that they do not allow the creation of discontinuous provincial highways.**

4.1 REGIONAL ROAD SYSTEM – **Qualico propose to build THREE new access roads onto Old Banff Coach Rd which is unacceptable.** Figure 5 shows these being at: the intersection of OBCR with Rge Rd 31; one at the intersection of OBCR with Township Rd 245; and the third access further east on OBCR, close to the “temporary”

access road into Crestmont. **Old Banff Coach Rd was not designed to accommodate a high volume of traffic** and has many 90 degree turns and blind corners between Hwy 1 and Springbank Rd. **The intersection of OBCR/Twp Rd 245 is the most dangerous place on OBCR, where people have died in road accidents. This plan would put users of OBCR at even higher risk.** This could lead to closing OBCR east of the “temporary” Crestmont access. Alberta Transportation, Springbank residents and other OBCR users may not accept that.

5.1 PATHWAYS: The conceptual scheme proposes pathways and sidewalks that “provide(s) a connection for pedestrians and cyclists from the proposed West View development to the commercial area and on to Old Banff Coach Road.” That is, not only from this development but from the rest of the City of Calgary – **pedestrians and cyclists being directed onto a busy provincial highway (i.e., OBC Rd)! This is a high-risk proposal for the lives of the pedestrians, cyclists and users of OBC Rd.**

5.2 Municipal Reserve (MR) - RV County should **REJECT the proposal of the Conceptual Scheme “to defer the full 10% MR requirement for the Site** (equivalent to 4.6 ha) to another parcel (Block 2 Plan 7510024) owned by the Applicant”. **That land parcel is NOT close enough for walking of cycling (2 to 3 km away) to qualify as a substitute.** Also, that land parcel does not have any conceptual scheme and is currently zoned agricultural. Therefore, **this proposal for MR should be rejected.**

6.0 “Development standards and supplementary architectural guidelines will be used at the subdivision and development permit stages to ensure that all developments will be compatible with adjacent land uses” – **given that existing uses in all the adjacent and surrounding lands is agricultural** (except for the Rudiger Ranch house site), **this does not make sense.**

6.11 ROCKY VIEW/CALGARY INTERFACE: Qualico claims that the proposed Conceptual Scheme “policies have been identified to assist in establishing a seamless **transition between Calgary (West View development) and Rocky View (Highway 1/Old Banff Coach Road Site)**”. In other words, **the transition between Qualico’s urban development in the City and Qualico’s mid to high-density residential/commercial development in Rocky View County.** However, the Intermunicipal Development Plan (IDP) addresses the transition between **urban city developments and the rural Rocky View land uses.** Qualico proposes “more urban density to transition to residential densities” in the city as transition to their planned commercial mall. What the IDP calls for is the developer to address the transition from urban to rural. **This Conceptual Scheme is completely missing any ROCKY VIEW/CALGARY INTERFACE.**

6.12 COMMERCIAL/ RESIDENTIAL INTERFACE: The CS states “(refer to sections provided on the following page)” but **the Key Map on Page 34 is entirely different than the other transportation maps in the CS. This shows there is a problem with the accuracy of details in Qualico’s Conceptual Scheme.**

7.0 Utilities – Qualico states that “The Conceptual Scheme does not propose, nor is it necessary, for any utilities to tie into City of Calgary utility networks.” This confirms that the City of Calgary has continually refused to extend its utilities to developments in RVC. However, **this section does NOT say who pays for the proposed servicing infrastructure to be built.** See below.

**7.1 WATER SUPPLY:** “Water supply for the Conceptual Scheme is proposed to be provided via connection of a 200mm water feedermain to the existing Harmony Drinking Water Treatment Plant.” “Provided” by whom? Is Qualico anticipating future infrastructure that would be paid for by RVC taxpayers? Or, if Qualico intends to pay or share the costs of building private water/wastewater infrastructure, then the CS should state that clearly here. The cost of the proposed 10 km-long water feedermain to/from Harmony would be prohibitive for this Conceptual Scheme alone. Qualico needs to provide more information.

**Does a 200mm water feedermain fit the recommendations of *Springbank ASP Servicing Strategy* for RVC by ISL Engineering (October 2020)?**

Also, I believe that the Alberta Environment water license given to Harmony restricts them from trading part their water allocation to other developments. If so, this proposal to get water from Harmony is a non-starter. Qualico should state if Alberta Environment has approved (under the Water Act) that Harmony can trade part of its water allocation, prior to RVC considering this Conceptual Scheme. Qualico needs to provide more information.

**7.2 SANITARY WASTEWATER** – Qualico proposes that the Conceptual Scheme will have a “sanitary main that connects to a wastewater lift station north of Highway 1 before connecting to the existing Harmony Wastewater Treatment Plant.” What is the estimated cost of piping wastewater 9 km to Harmony? Prohibitive for this Conceptual Scheme alone and, therefore, unlikely to be a possible solution. What is Qualico proposing as a temporary solution until the sanitary main is built? Trucking out their wastewater? That would be unacceptable to Springbank residents.

What is the current capacity of the Harmony Wastewater Treatment Plant and wouldn't the capacity need to be increased to accommodate new development(s) as well as Harmony's own build-out? Qualico needs to provide more information.

**Does the proposed wastewater pipeline fit the recommendations of *Springbank ASP Servicing Strategy* for RVC by ISL Engineering (October 2020)?**

**Figure 6 – Why is “East Springbank” written across the Artists View community? Artists View has never been in East Springbank. This is another inaccurate detail that Qualico have not been aware of.**

**9.0 Public Consultation:** “Public consultation was completed in tandem with the Conceptual Scheme application informing landowners within a 1.5-mile radius of the proposed Conceptual Scheme in addition to the ASP amendment and land use redesignation applications.” If they had wanted to appropriately notify and consult surrounding residents and landowners and respond to community concerns, Qualico could have held virtual open house(s) and invited Springbank residents to attend virtually for discussion of their CS. This kind of development affects more than just the handful of homeowners who were notified within the very limited (1.5 km) circulation area.

“Feedback was received from a total of 13 respondents and responses were provided either via email or phone call.” The low number of respondents is directly equal to the lack of effort to fully consult the Springbank community. **It is no surprise that “the majority of comments focused on traffic and safety implications on Old Banff Coach Road.”**

NOTE: Qualico should have provided properly oriented maps/figures for reviewing in the online version of this Conceptual Scheme. That is, they should be oriented horizontally, not vertically. Most of the maps/figures in this CS are presented in the wrong orientation which makes it difficult, if not impossible, to review these maps properly.

**From:** [REDACTED]  
**To:** [Jessica Anderson](#); [Legislative Services Shared](#)  
**Cc:** [REDACTED]  
**Subject:** [EXTERNAL] - PL20200087/083/084 Highway 1/Old Banff Coach Road Conceptual Scheme  
**Date:** January 11, 2021 1:59:55 PM

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**RE: Qualico Application**

Ms Anderson:

Please accept this email as the requested response from our household that is within the 1.5km circulation area of the proposed revisions to the current Springbank Area Structure Plan (ASP) to allow approval for development at Highway 1/Old Banff Coach Road.

Our household is firmly **AGAINST ANY** one-off approvals by the Rocky View County that is not in strict adherence to the existing or yet to be approved amendments to the new ASP for Springbank. To move forward with approval of such a development at this time would be a gross use of preferred treatment of developer vs Rocky View resident.

We have concerns in regards to the ambitious plan to provide water and sewer to the proposed development. Extending infrastructure from Harmony is a significant undertaking and the resulting costs, regardless that they may qualify for the LIP/LIT program, would be removing available dollars from a fund that is intended to assist residential communities to upgrade infrastructure and **NOT** intended to subsidize private enterprise.

Harmony is a new development and at full build-out, additional servicing should be considered within reasonable proximity, not extending service over 10 km. Therefore, the proposal offered by Qualico is insufficient and does not provide reasonable and adequate solutions to either Potable Water Supply or Wastewater treatment. Clearly Qualico was unable to obtain an agreement for such services from the City of Calgary.

Large commercial development in Springbank and other areas located within Rocky View will always have difficulties with resident support due to the scarcity of potable water and the issue of waste water treatment. Approvals of any similar plans must always address these issues, and this proposal is grossly lacking in a sound and reasonable approach to either.

The Springbank community is a large, organized group of residents that has the best interests of the area and future development in mind. The community acknowledges that development will occur. However, appropriate, considerate, complete public engagement by both developer and the County are expected and insisted upon. To date, commercial development in the Springbank area has been unsuccessful because the Community did not support the concepts. Perhaps this development has the opportunity to change history with a more holistic approach.

Kind Regards



Shelley and Kevin Moore



**File #04736002,04736011. APPLICATION #PL20200087/083/084 Rudiger Ranch**

Reportedly there are sufficient developments already approved for the Springbank Area to accommodate a 50 to 80 year buildout. This application is NOT compatible with the existing Central Springbank Area Structure Plan (CSASP). What this Conceptual Scheme (CS) is proposing is largely **commercial**, not residential and the residential is **urban density**, not rural. Both Harmony and Bingham have been approved and are purported to provide more than adequate commercial area sufficient for the Springbank population. Why even consider adding more commercial to a Country Residential Community especially when **Transportation, Water, Sewer, Stormwater run-off, Wildlife and Density have not been appropriately addressed?**

While there are many glaring errors in this CS, there is a total lack of transparency regarding:

**(7.1) WATER SUPPLY:** "Water supply for the Conceptual Scheme is proposed to be provided via connection of a 200mm water feedermain to the existing Harmony Drinking Water Treatment Plant". Who pays?? Does the Alberta Environment water license given to Harmony allow them to trade water to other developments? Qualico should state if **Alberta Environment has approved** (under the **Water Act**) that Harmony can trade part of its water allocation, prior to RVC considering this Conceptual Scheme. Unlike what usually happens with Approvals, a fully developed acceptable Water System should be in place prior to any other construction happening within the CS. **Qualico needs to provide more information.**

**(7.2) SANITARY WASTEWATER:** Qualico proposes that the CS will have a "sanitary main that connects to a lift station north of Highway 1 before connecting to the existing Harmony Wastewater Treatment Plant". What is the estimated cost of piping wastewater 9km to Harmony? What is the current capacity of the Harmony Wastewater Treatment Plant? Will capacity need to be increased to accommodate an outside development? Who pays? Unlike what usually happens with Approvals, a fully developed acceptable Sanitary Wastewater System should be in place prior to any other construction happening within the CS.

Does the proposed wastewater pipeline fit the recommendations of *Springbank ASP Servicing Strategy* for RVC by ISL Engineering (October 2020)?

**Qualico needs to provide more information.**

After years of negotiations, North Springbank Water Co-op (NSWC) and the residents of an area in Springbank formerly named Deerhaven Estates have finally reach a satisfactory agreement whereby Deerhaven residents will become members of NSWC. In the mid 1990's when the Developer of Deerhaven applied for Approval to develop the 40 acres surrounded on 3 sides by Country Lane Estates, a development serviced by NSWC, the Developer was granted approval to install a cheaper, inferior water system which ultimately failed. The purchasers of the lots (RVC taxpayers) are the ones forced to financially rectify the situation.

When is RVC going to start considering the average taxpayer rather than continually lining the pockets of Developers?

I am **opposed** to this Conceptual Scheme.

Simone Byers  
[REDACTED]



**From:** [REDACTED]  
**To:** [Legislative Services Shared: Jessica Anderson](#)  
**Cc:** [plan.springbank@gmail.com](mailto:plan.springbank@gmail.com)  
**Subject:** [EXTERNAL] - Qualico Conceptual Redevelopment of Rudieger Ranch, File #04736002,04736011. APPLICATION #PL20200087/083/084  
**Date:** January 6, 2021 10:57:24 AM

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I have reviewed the above conceptual application by Qualico to redevelop the Rudiger Ranch, File #04736002,04736011. APPLICATION #PL20200087/083/084. I am opposed to this conceptual plan and believe

their plan is premature because the Springbank Area Structure North and South Area Plan has not been reviewed and approved. Their conceptual plan has also not addressed the transportation concerns of traffic flow along the Old Banff Coach Road which is currently being reviewed.

As a long term Artist View Point resident, I am opposed to the haphazard approach to the urbanization of a country residential lifestyle that currently exists and properly address the concerns of wildlife corridors, traffic flow, water and sewage access which would be addressed by the Springbank Area Structure Plan.

If you have any questions, please feel free to contact me at the above email address.

Stanley Wong

[REDACTED]

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**From:** Stephen Whitney [REDACTED]  
**Sent:** January 14, 2021 11:33 AM  
**To:** Jessica Anderson  
**Cc:** Christine Whitney; [REDACTED]  
**Subject:** [EXTERNAL] - Highway 1/Old Banff Coach Road Conceptual Scheme (Qualico)

**Categories:** CityView Planning Attachment

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Hello Jessica,

I am a Springbank resident (just off Horizon View Road) and a regular user of Old Banff Coach Road.

I am hoping there is some effective public consultation to come on this development proposal as there are significant transportation (traffic flows and SAFETY in particular), land use and infrastructure issues. It would seem that Qualico are conducting their plans as if this area was already part of the City of Calgary. The connection to the Springbank ASP is simply not there? Further, an informed 'notification' came through the Springbank Community Planning Association - otherwise I would not have been aware of any details for this significant proposal from Qualico.

I have reviewed the Qualico submission and then a detailed accounting of concerns from the Springbank community group. I must say I agree with most every concern tabled and fully expect you have these in hand so I will highlight just two areas that stood out the most for me.

1) Roadways & traffic - The Old Banff Coach Road interface and impacts seems particularly problematic. As a regular user of the connection in and out of Springbank, the commercial development character and density Qualico proposed would require very significant changes at major cost to the county just to address the obvious safety concerns as this is already a busy and problematic area for traffic flows to/from the Hwy 1 connection. Their depiction of further pedestrian and cyclist movement is a highlight of just how far the application is out of touch with the practical safety implications.

2) Water & Sanitation - The idea that water and sanitation needs will be addressed through connections with Harmony seems an unrealistic representation both in terms of basic economics and Harmony development commitments/capacity? The costs alone would seem impractical for the site development to carry. And this (along with the area roads) raises my concerns re unloading the burden on RVC finances and its taxpayers. The skeptic in me says their unstated plan will have a 'temporary' solution and then advocate for Calgary amalgamation to tie in later (ie - Rope a dope?) which of course negates any benefits of development for RVC.

In closing, I am generally supportive of development for the economic benefits to RVC and Alberta through jobs and growth. Having dealt with your office in (supporting) a developer's successful submission for development immediately adjacent to my property in 2018/19, I know what effective public engagement looks like and I know your office can and does engage residents. I look forward to follow-up in due course for effective community input as there is much of concern here.

Regards,  
Stephen Whitney

[REDACTED]

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**From:** Susan French [REDACTED]  
**Sent:** January 14, 2021 9:55 AM  
**To:** Jessica Anderson  
**Subject:** [EXTERNAL] - File Number 04736002 and 04736011

**Categories:** CityView Planning Attachment

Do not open links or attachments unless sender and content are known.

We are landowners in the immediate vicinity of file numbers 04736002, 04736011 and planning numbers P1 20200087, P1 20200083 and P1 20200084. We would like to voice our strongest objections to these proposed plans for the following reasons.

- 1) It is completely outside of the concept of the Springbank plan as a whole. The fact you need to amend the structure plan and change the land use is proof itself this does not fit in the character of the area.
- 2) The structure plan already allows for nodules of development in specific areas so there is no need for this.
- 3) Springbank is a rural area and both the housing and the commercial plans do not fit with the rural nature of the area.
- 4) There is no need for the commercial development with so many stores nearby.
- 5) We strongly object to changing the essential character of our area to provide support for a City of Calgary development.
- 6) It will cause more traffic and disrupt the daily lives of nearby landowners.
- 7) There will be increased noise and light pollution from the development.
- 8) Springbank needs to keep as much of the agricultural land as possible to ensure the continued integrity of the area.

We chose to live in a rural area precisely because we love the peace and quiet and the feeling of being away from the hustle and bustle of city life. This development will intrinsically destroy the reasons we choose to live in Springbank.

Yours Sincerely  
Sue and David French

[REDACTED]

**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Subject:** [EXTERNAL] - HWY 1 - OBCR Conceptual Scheme  
**Date:** January 14, 2021 7:14:04 PM

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Hello

I have received a notice on the development proposed for HWY 1 and OBCR.

I am opposed to any development taking place before the Springbank area structure plan is in place. The vote on the new plan has not happened yet which would then put this development in the realm of the old Area structure plan and it does not fit in any shape or form with the area structure plan in place presently.

It also seems as if this development is being rushed through with out proper due diligence.

The infrastructure we have cannot support the traffic, wastewater, sewage or population proposed. The suggested proposal is unclear, vague, not aligned with any quality of life Springbank residents want in their community. Open waste water? Trucking sewage?

4 lane Old Banff Coach Road? - in what time frame will that ever happen? Who will pay for all of this. Not the City of Calgary residents.

Look at the disaster in Balzac. Have we learned nothing from that traffic and expensive fiasco?

We spend money as a community to develop plans for sustainable growth. They are in place for a reason.

This development does not follow the Area structure plan and needs to be dismissed immediately.

Tamara Schmidt

**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Cc:** [REDACTED]  
**Subject:** [EXTERNAL] - Highway 1/Old Banff Coach Road Conceptual Scheme - Qualico Communities  
**Date:** January 8, 2021 1:09:20 PM

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Ms Anderson,

Qualico is proposing to build a large commercial mall and convert Old Banff Coach Rd into a 4-lane road. Qualico is also asking RVC council to amend the Central Springbank ASP, just as Springbank residents are considering the details of the new draft Springbank ASPs. After reviewing the OBCR (Old Banff Coach Road) Conceptual Scheme and the new NSASP (North Springbank Area Structure Plan) we strongly agree that the OBCR proposal should be rejected and deferred until the new Springbank Area Structure Plan is in place. The scheme, in its current form, is deficient and should be revised to address a number of issues (see below).

The OBCR scheme is based on the Central Springbank ASP of 2001 and the County Municipal Development Plan of 2013, amended 2019. Even with these older plans, Qualico is requiring amendments that would change land use from "residential" to part commercial/part residential, allow for regional commercial development, and facilitate regional commercial development at site (Section 1.3, p. 4 of scheme). Qualico is rushing this through for council approval in February, just as the updated SAP is under review and close to being finished. We believe that to do so is to Qualico's benefit and makes it easier for them to proceed with fewer requirements. Qualico should wait for the new plan to be approved and then make sure their scheme fits to all the new requirements, of which there are many.

Here are our further comments regarding specifics of the Qualico Hwy 1/Old Banff Coach Road Conceptual Scheme:

- The transportation plans show changes to RR31 and OBCR to 4 lanes on 2 sides of the development that would interfere with resident's ability to access Hwy 1 and the city via OBCR/Springbank Rd during construction. Access would again be restricted when expansion would remove the curve of OBCR to Hwy 1 and put all traffic from OBCR onto RR31.
- Has the water supply been agreed to by Harmony not just "proposed to be provided" by Harmony? This was a problem with the Atkins development.
- Fire suppression uses the present County Fire Station #102 at Springbank Airport. The fire department may be stretched to provide the additional service required by this commercial development (2320 jobs) and a residential property increase for 966 people.
- Development is broken down into 4 phases. What is the timeline for these from beginning to completion?
- The Traffic Impact Assessment and Master Drainage are "underway or completed". There is no discussion of the traffic impact assessment results and the Master Drainage Plan won't be done until after scheme is approved.
- When reading the scheme, we were concerned with the number of "should" and "may" statements rather than "shall" statements. Shall is mandatory, should is not mandatory and may is discretionary. These include areas like lighting, garbage, signs, loading and others. Hopefully, by waiting for completion of the new SAP regulations before consideration of the the Qualico proposal, there would be fewer surprises.



At this stage ,there was no information in the text or figures of the scheme regarding what kind of stores, how many stores or what kind of commercial development is being planned. If we were voting on this, we would want more information on these matters as well as on any associated residential development.

Sincerely,

Thomas and Barbara Nardin

**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Subject:** [EXTERNAL] - Resident Comment: OBC Road and Hwy1  
**Date:** December 28, 2020 10:09:02 AM

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To Ms Jessica Anderson,

I am writing to object to the proposed plan and land amendments for the commercial/residential development at the intersection of Old Banff Coach Rd and Hwy 1, ( [Proposed-CS-Highway-1-Old-Banff-Coach-Road.pdf \(rockyview.ca\)](#) ). I object to the developers trying to push through land use amendments before the Springbank ASP has been passed. Springbank Residents have the right and responsibility under Rocky View municipal legislation as part of our democratic process, to have the Springbank ASP developed and passed before large developments are rammed through council hearings. These proposed developments if passed, as is, will negatively change the given lifestyle and landscape of Springbank.

Regards,  
Tish Doyle-Morrow

[REDACTED]

**From:** Tony Sabelli [REDACTED]  
**Sent:** January 14, 2021 7:11 AM  
**To:** Jessica Anderson  
**Subject:** [EXTERNAL] - File Numbers: 04736002, 04736011 Application Numbers: PL20200087/PL202000083/PL202000084

**Categories:** CityView Planning Attachment

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Dear Ms Anderson  
RE: File Numbers: 04736002, 04736011 Application Numbers:  
PL20200087/PL202000083/PL202000084

As a long time (20 years) resident of Artist View Pointe. (My house is located adjacent to OBCR)

I am writing to express my concerns regarding the above mentioned Applications Submitted by Qualico.

Over the last 20 years traffic has increased exponentially on OBCR. It is now the preferred route for all of the residents west of Saree Trail to access Highway 1 and to access their residence when returning from the mountains.

It is the preferred speed track for all motorcycles and sports cars every evening after 4pm, I am not against development but I will definitely fight to ensure that the road that is located 40m away from the side of my house remains a safe road for all of us living in Artist View and along the OBCR corridor so the we can keep on enjoying some quality of lifestyle that we chose when we decided to move away from the noise and everything else that comes with city living.

Previous study conducted by the Province outlined a number of recommendations for Old Banff Coach road indicating that the Old Banff Coach road was never designed to handle the amount of traffic. There are MANY alternatives studied and proposed to the MD to consider and to date mostly ignored??

What happened to the concept of infrastructure in place before development? Why must we always fall into that sink hole of "well too late now the development was approved, not much you can do now "

Let's not go there, let's have a solid plan agreed by all (even if all have to give and take a little). We dont have to make all the changes tomorrow, let's all agree as to what the future of OBCR looks like next year, next 5 years and thereafter.

The construction of the ring road and the expansion of Highway 1 adjacent to Crestmont are more than adequate to service the needs of Crestmont and any other upcoming development east of Horizon Road and along Highway 1 for the next 50 years.

The original Springbank Area Structure Plan resulted from a decade long negotiation. Its central prescription was that no building lot in Springbank could be less than 2 acres and that there would be no commercial

development in Springbank. These prescriptions were intended to preserve the character of Springbank. From the moment the Springbank Area Structure Plan was adopted, developers and politicians have continuously whittled away at its foundations. The proposals rezoning contained in the North and South ASP are a continuation of that degradation. Residents of Springbank still want what they have always wanted and what they were promised. No development and no changes to their quality of life. However we all understand that Development will need to occur in order for the MD to be sustainable.

In the last couple weeks, we the residents of Artist View and surrounding communities have met to review the proposed applications and also discuss the proposed amendments to the Springbank central ASP  
The purpose of the meetings are not to oppose development but to brainstorm and come up with possible win-win solutions

We all agree that development will happen and it is a good source of tax revenue for the MD, However without appropriate traffic plans, the increased flows will continue to be directed onto OBCR which is not in the plan nor capable of the traffic. This will substantially devalue properties and communities built with understanding of Hwy 1 and Springbank Road as the major east / west corridors.

We recognize that OBCR is 'owned' by Alberta Transport a letter from Minister McIvor indicates he has no intention of addressing the impacts that will result to OBCR and our properties (some houses within a few meters of OBCR).

We think that RM and Qualico need to work with AT to resolve the traffic issues on OBCR, we feel that our proposal would require minimal capital to which Qualico could easily absorb.

**Our position is clear, simple and inexpensive:**

Make OBCR between Horizon View and Springbank Road discontinuous or minimally difficult to access. With a few simple changes, the natural flow of traffic can be 'encouraged' or 'forced' to use the major east / west traffic arteries (already designed to handle increased traffic and designed to be expanded if necessary).

If so, we take no issue with the proposed Qualico development. Any other outcome would be met with multiple levels of resistance from all of the communities involved.

Thank you very much Ms. Anderson We are looking forward to working with the MD and all involved to achieve a win-win-win solution.

Best Regards

Tony Sabelli

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**To:** [Jessica Anderson](#); [Legislative Services Shared](#)  
**Subject:** [EXTERNAL] - Highway 1 / Old Banff Coach Road Commercial Development  
**Date:** January 5, 2021 1:57:13 PM  
**Attachments:** [Old Banff Coach RdHwy 1 commercial development - comments by Jan. 14](#); [Springbank ASPs - comments by Feb. 3](#); [Land lease with Redwood Meadows townsite renewed: RVC Councilor Gautreau took CAO role in Manitoba.msg](#)

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Hello Jessica,

This is in response to the email sent to me Dec 27, 2020. I am expressing my opposition to such development for numerous reasons. We must stop the urban sprawl. The traffic noise is excessive. The residents of Springbank have worked hard to be able to live in a low density neighborhood. After the damage is done by the developers we have to live with the carnage, not the developers. If this is in fact a democracy, the residents of Springbank need to have their say and what they say needs to be considered, not the usual allowing people their say and them doing what the county wants because the county will collect the taxes and or lives are negatively effected.

I want to address the following primary areas:

- The Application of the Qualico Conceptual Scheme presented to RE-ZONE the Rudieger Ranch to Commerical and Mid-density zoning, neither one of these conform to the Springbank Area Structure plan;

This must be **REJECTED**.

Thank you  
Trudy Pinter

[REDACTED]

---

**From:** Wayne Burwash [REDACTED]  
**Sent:** January 10, 2021 8:21 PM  
**To:** Jessica Anderson  
**Subject:** [EXTERNAL] - Qualico Highway 1/Old Banff Coach Road Conceptual Scheme  
**Attachments:** conceptschemeQualicoRudigerRanch0121.docx  
**Categories:** CityView Planning Attachment

Do not open links or attachments unless sender and content are known.

Dear Jessica Anderson;  
I totally agree with all the concerns and questions raised in this document drafted by the Springbank Community Planning Association.  
This conceptual scheme should not be considered until the new ASP is approved. Then, if this scheme appears to aligned with the new ASP, it can be considered and the answers to questions posed can be ascertained.  
Sincerely,  
Wayne Burwash  
Life Time Rocky View Resident

WAYNE BURWASH, DVM  
[REDACTED]

From: [REDACTED]  
To: [Jessica Anderson](#)  
Subject: [EXTERNAL] - Qualico's Highway1/Old Banff Coach Road Conceptual Scheme (Nov/Dec 2020) File Number: 04736002, 04736011 Application Number: PL20200087/083/084  
Date: January 12, 2021 1:17:38 AM

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Do not open links or attachments unless sender and content are known.

Hi Jessica,

I have some comments regarding the Qualico Highway 1/Old Banff Coach Road Conceptual Scheme:

-First of all, any development of this size should have open houses for residents of Rocky View. Since that is not possible due to the Covid-19 Pandemic, nothing should go before council until open houses have been held, and not virtual open houses. The public consultation Qualico has done as per their Conceptual Scheme is abysmal, notifying residents only within 1.5 Km of the development is not acceptable.

"Feedback was received from a total of 13 respondents and responses were provided either via email or phone call." The low number of respondents is directly equal to the lack of effort to fully consult the Springbank community. **It is no surprise that "the majority of comments focused on traffic and safety implications on Old Banff Coach Road."**

-This development will add to what has become unacceptable amounts of light pollution in the area.

-There is no plan for ensuring roads where construction traffic will travel (Old Banff Coach Road, Springbank Road etc.) are free from rocks, gravel, dirt, mud, etc. Any such development **must have a plan to ensure roads are kept clean at all times**, use of sweepers and other road cleaning equipment must be used while there is construction traffic using any roads. All loads must also be covered to avoid any loss of material being carried by trucks.

-Nowhere in the Conceptual Scheme (CS) has Qualico addressed the issues caused by the **cumulative effects** of their new development in addition to the adjacent developments proposed within the West View ASP in the City of Calgary west of Crestmont, as well as Melcor's large development plans immediately north of Hwy 1, west of Valley Ridge, and the yet-to-be-developed Bingham Crossing just to the west.

- Qualico has not provided any information on the City of Calgary's review of this CS.

1.2 VISION: The following Conceptual Scheme objectives (CS) are **NOT aligned with the existing Central Springbank Area Structure Plan (ASP)**:

b) and c) The Conceptual Scheme does NOT align with the existing Central Springbank ASP. Rocky View County is working with Springbank residents to develop a new ASP, which will go to Public Hearing next month. Until the details of the new ASP are agreed to by Rocky View County (RVC) and RVC residents, **there should be NO one-off amendments of the existing ASP. To do otherwise RVC would be putting developers ahead of RVC taxpayers. Qualico should bring this CS back when the new ASP is in place.**

e) The CS should **FIRST ensure that the development is compatible with future residential development within RVC, NOT the city of Calgary. This CS is NOT compatible with development policies in RVC/Springbank under the existing**

## ASP.

f) **What the CS is proposing is largely commercial, not residential and the residential is urban density, not rural density** (see existing ASP).

g) “To establish a servicing scheme and supporting policy framework appropriate for facilitation of the proposed development” – the servicing scheme described under 7.0 Utilities for water supply and sanitary wastewater is a monumental and expensive undertaking that will not be easily executed. Reality check – **what would the temporary solutions be during the years before these expensive projects could be completed? Trucking in water and trucking out sewage? These kind of temporary measures, which RVC residents have experienced in other parts of the county, are NOT acceptable.**

i) Notification and consultation: If Qualico had wanted to appropriately notify and consult surrounding residents and landowners and respond to community concerns, **they could have held virtual open house(s) and invited Springbank residents to attend virtually for discussion of their CS.** This kind of development affects more than just the handful of homeowners who were notified within the very limited (1.5 km) circulation area.

1.3 The photo of the big-box mall with huge parking lot on Page 7 shows four-lane highways on both sides. **Is Qualico anticipating turning Old Banff Coach Rd into a four-lane highway to accommodate their commercial mall development? Has Alberta Transportation agreed to that? The commercial proposal is for over 700,000 sq ft, which is the equivalent of six big-box stores. Qualico needs to provide more information.**

1.4 RATIONALE FOR PROCEEDING WITH DEVELOPMENT: Table 4 Anticipated Population & Density – **the estimated population of 1,000 on 8 units/acre does NOT align with the policies of the existing ASP.**

2.1 REGIONAL LOCATION: “The Site has **direct access to Highway 1** via Old Banff Coach Road.” **This is an inaccurate statement. Direct access would be just that, NOT via Old Banff Coach Road.**

**This statement also contradicts the later section 4.1.2**

4.1.2 “Access to the Site shall be generally in accordance with Figure 5.0, **with access locations off Old Banff Coach Road** to be confirmed at the subdivision phase and in accordance with Alberta Transportation requirements. **Direct access to Highway 1 shall not be permitted.**

2.4 PHYSICAL SITE FEATURES: Discussion of the **existing large pond shown in two photographs in this section is incomplete.** This pond attracts migratory species, especially in spring and fall, e.g., many species of ducks, as well as swans, such as the **Trumpeter Swan which is a species at risk in Alberta. As well another species at risk in Alberta, the Peregrine Falcon** has been recorded hunting for prey there, during its breeding season.

**Biophysical Features:** “No species of management concern (listed provincially or federally) were identified.” As above, **at least two species of management concern have been recorded there, therefore this statement is misleading and WRONG.** Also “The anthropogenic shallow open wetland (W13) was ranked moderate for songbird, waterfowl and bat habitat.” Qualico needs to provide more details on wildlife species and their use of this site.

3.1 LAND USE: “Land use districts proposed as part of this Conceptual Scheme ... The R-MID district is proposed ... to provide similar lot and housing typology outcomes, as well as density, intended to be facilitated within the adjacent West View development.” **It cannot be clearer that Qualico have designed this development to fit with and match their adjacent development in Calgary. They have ignored**



**that this land is in Rocky View County where these densities are NOT part of the existing or new draft ASP for Springbank.**

“For the commercial areas of the Site, a direct control (DC) district is proposed...” apparently so that Qualico can include “additional uses to align with the vision of the Conceptual Scheme.” **Again, Qualico is ignoring the existing or new draft ASP for Springbank.**

3.2 CONCEPT LAYOUT & SUBDIVISION: “Single family residential development is proposed in the eastern extents of the Site and will involve similar housing product/typologies to the proposed residential development located within the West View development immediately east of the Site” in the City of Calgary. **Qualico’s proposal ignores the existing and new draft ASP for Springbank and instead models itself after the city ASP.**

“One future development scenario may include the **closure of a portion of Old Banff Coach Road**, and consolidation of these lands with the balance of the quarter section. This would be subject to Alberta Transportation (AT) and Rocky View County coordination.”

Have there been discussions with AT that indicate that they would approve their provincial highway, i.e., Old Banff Coach Rd (OBCR) being closed? **AT have stated in the past that they do not allow the creation of discontinuous provincial highways.**

4.1 REGIONAL ROAD SYSTEM – **Qualico propose to build THREE new access roads onto Old Banff Coach Rd which is unacceptable.** Figure 5 shows these being at: the intersection of OBCR with Rge Rd 31; one at the intersection of OBCR with Township Rd 245; and the third access further east on OBCR, close to the “temporary” access road into Crestmont. **Old Banff Coach Rd was not designed to accommodate a high volume of traffic** and has many 90 degree turns and blind corners between Hwy 1 and Springbank Rd. **The intersection of OBCR/Twp Rd 245 is the most dangerous place on OBCR, where people have died in road accidents. This plan would put users of OBCR at even higher risk.** This could lead to closing OBCR east of the “temporary” Crestmont access. Alberta Transportation, Springbank residents and other OBCR users may not accept that.

5.1 PATHWAYS: The conceptual scheme proposes pathways and sidewalks that “provide(s) a connection for pedestrians and cyclists from the proposed West View development to the commercial area and on to Old Banff Coach Road.” That is, not only from this development but from the rest of the City of Calgary – **pedestrians and cyclists being directed onto a busy provincial highway (i.e., OBC Rd)! This is a high-risk proposal for the lives of the pedestrians, cyclists and users of OBC Rd.**

5.2 Municipal Reserve (MR) - **RV County should REJECT the proposal of the Conceptual Scheme “to defer the full 10% MR requirement for the Site (equivalent to 4.6 ha) to another parcel (Block 2 Plan 7510024) owned by the Applicant”. That land parcel is NOT close enough in terms of walking or cycling (2 to 3 km away) to qualify as a substitute.** Also, that land parcel does not have any conceptual scheme and is currently zoned agricultural. Therefore, **this proposal for MR should be rejected.**

6.0 “Development standards and supplementary architectural guidelines will be used at the subdivision and development permit stages to ensure that all developments will be compatible with adjacent land uses” – **given that existing uses in all the adjacent and surrounding lands is agricultural (except for the Rudiger Ranch house site), this does not make sense.**

6.11 ROCKY VIEW/CALGARY INTERFACE: Qualico claims that the proposed

Conceptual Scheme “policies have been identified to assist in establishing a seamless **transition between Calgary (West View development) and Rocky View (Highway 1/Old Banff Coach Road Site)**”. In other words, **the transition between Qualico’s urban development in the City and Qualico’s mid to high-density residential/commercial development in Rocky View County**. However, the Intermunicipal Development Plan (IDP) addresses the transition between urban city developments and the rural Rocky View land uses. Qualico proposes “more urban density to transition to residential densities” in the city as transition to their planned commercial mall. What the IDP calls for is the developer to address the transition from urban to rural. **This Conceptual Scheme is completely missing any ROCKY VIEW/CALGARY INTERFACE.**

6.12 COMMERCIAL/ RESIDENTIAL INTERFACE: The CS states “(refer to sections provided on the following page)” but **the Key Map on Page 34 is entirely different than the other transportation maps in the CS. This shows there is a problem with the accuracy of details in Qualico’s Conceptual Scheme.**

7.0 Utilities – Qualico states that “The Conceptual Scheme does not propose, nor is it necessary, for any utilities to tie into City of Calgary utility networks.” This confirms that the City of Calgary has continually refused to extend its utilities to developments in RVC. However, **this section does NOT say who pays for the proposed servicing infrastructure to be built.** See below.

7.1 WATER SUPPLY: **“Water supply for the Conceptual Scheme is proposed to be provided via connection of a 200mm water feedermain to the existing Harmony Drinking Water Treatment Plant.” “Provided” by whom? Is Qualico anticipating future infrastructure that would be paid for by RVC taxpayers? Or, if Qualico intends to pay or share the costs of building private water/wastewater infrastructure, then the CS should state that clearly here. The cost of the proposed 10 km-long water feedermain to/from Harmony would be prohibitive for this Conceptual Scheme alone. Qualico needs to provide more information.**

**Does a 200mm water feedermain fit the recommendations of *Springbank ASP Servicing Strategy* for RVC by ISL Engineering (October 2020)?**

Also, I believe that the Alberta Environment water license given to Harmony restricts them from trading part their water allocation to other developments. If so, this proposal to get water from Harmony is a non-starter. Qualico should state if Alberta Environment has approved (under the Water Act) that Harmony can trade part of its water allocation, prior to RVC considering this Conceptual Scheme. Qualico needs to provide more information.

7.2 SANITARY WASTEWATER – Qualico proposes that the Conceptual Scheme will have a “sanitary main that connects to a wastewater lift station north of Highway 1 before **connecting to the existing Harmony Wastewater Treatment Plant.**” **What is the estimated cost of piping wastewater 9 km to Harmony?** Prohibitive for this Conceptual Scheme alone and, therefore, unlikely to be a possible solution. **What is Qualico proposing as a temporary solution until the sanitary main is built? Trucking out their wastewater? That would be unacceptable to Springbank residents.**

What is the current capacity of the Harmony Wastewater Treatment Plant and wouldn’t the capacity need to be increased to accommodate new development(s) as well as Harmony’s own build-out? **Qualico needs to provide more information.**

**Does the proposed wastewater pipeline fit the recommendations of *Springbank ASP Servicing Strategy* for RVC by ISL Engineering (October 2020)?**

Figure 6 – Why is “East Springbank” written across the Artists View

**community? Artists View has never been in East Springbank. This is another inaccurate detail that Qualico have not been aware of.**

Regards,

Wayne Repchuk



**From:** [REDACTED]  
**To:** [Jessica Anderson](#)  
**Subject:** [EXTERNAL] - Response Letter For Qualico Lands  
**Date:** January 13, 2021 2:21:22 PM

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To whom it may concern,

We have owned our land at [REDACTED] since the 1950's. We have seen the City expand and the Springbank Community grow to what it is today. We accept that growth will occur, and we are not opposed to the proposed development right next door to us. The landowner/developer has kept us well informed about the project and answered all of our questions.

The initial development concept included an access point on to Old Banff Coach road that was located in close proximity to our existing access. We understand that through consultation with Alberta Transportation, the proposed access points have been updated, and are now shown generally to be at either end of our property. We support the current concept and the proposed access points.

Over time we would anticipate that our property would become incorporated with the adjacent development, and our property has been identified as a future development area in the conceptual scheme. We intend to submit a land use application for our lands at some point in the near future.

Thank you, Barry French and Family

January 13, 2021

**Rocky View County**  
26 2075 Rocky View Point  
Rockyview County, AB T4A 0X2

**Attention: Jessica Anderson**

Dear Jessica,

**Re: Highway 1 / Old Banff Coach Road  
Conceptual Scheme**

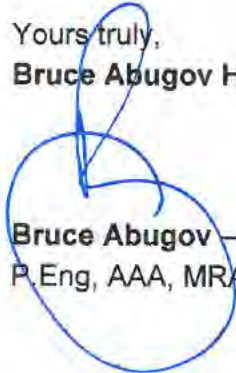
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As a landowner in the vicinity of the above proposed amendment to the Central Springbank Area Structure Plan, I was circulated and advised of the pending application. I own the 20-acre parcel known as [REDACTED] [REDACTED] I am also a Springbank resident and reside at [REDACTED] [REDACTED] which is accessed off of Range Road 31.

Although I have no concerns regarding the proposed use of the lands, I do have concerns regarding the traffic generated by the proposed commercial zoning, especially the additional traffic likely to occur on Range Road 31, Springbank Road and Lower Springbank Road. These could be possible traffic routes for commercial customers from the Calgary communities of Coach Hill, Cougar Ridge, West Springs Wentworth and Aspen Woods.

Is there any requirement to assess the traffic impact prior to evaluating the proposed amendment and if so, has a TIA been prepared?

Yours truly,  
**Bruce Abugov Holdings Ltd.**

  
**Bruce Abugov** – Principal  
P.Eng, AAA, MRAIC, LEED AP

NAME:

葛家豪 Chia Hao Tang

ADDRESS:

Taiwan, chinchu

*Via email:* [legislativeservices@rockyview.ca](mailto:legislativeservices@rockyview.ca)

DATE:

SUBJECT: Letter of Support for The North Springbank Area Structure Plan,  
Rocky View County

To Rocky View County,

This is a letter written in support of The North Springbank Area Structure Plan.

As a landowner in Rocky View County, I am invested in the community's future and support the ASP for increased certainty surrounding growth in Springbank. Approval of the North Springbank ASP will provide residents and landowners with certainty for the land uses we will build into the future.

With the intended land uses as described in the North Springbank ASP, we look forward to having a greater choice in residential homes, providing greater potential to both remain in Springbank and to attract young people – or keep our young people - in Springbank. In addition, we believe that Council approval of the North Springbank ASP now will lead to more available jobs, goods, and services and attract other opportunities that may include schools, recreation and other activities; all of which create a thriving economy and community.

By approving the North Springbank ASP, we feel that our agricultural past and future are supported because we will have certainty for areas of residential and non-agricultural growth.

Thank you for considering the merits of this letter and we look forward to further engagement on the subject.

Sincerely,

PHONE NUMBER:

+886 934 062123

**From:** [Travis Gieck](#)  
**To:** [Jessica Anderson](#)  
**Cc:** [Division 1, Mark Kamachi](#); [Division 2, Kim McKylor](#); [Division 3, Kevin Hanson](#); [Division 4, Al Schule](#); [Division 5, Jerry Gautreau](#); [Division 6, Greg Boehlke](#); [Division 7, Daniel Henn](#); [Division 8, Samantha Wright](#); [Division 9, Crystal Kisse](#)  
**Subject:** [EXTERNAL] - Response to the Highway 1/Old Banff Coach Road Conceptual Scheme  
**Date:** March 21, 2021 2:07:30 PM

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Ms Anderson:

Please accept this email as the requested response from our household that is within the 1.5km circulation area of the proposed revisions to the current Springbank Area Structure Plan (ASP) to allow approval for development at Highway 1/Old Banff Coach Road.

Our household is firmly AGAINST ANY one-off approvals by the Rocky View County that is not in strict adherence to the existing or yet to be approved amendments to the new ASP for Springbank. To move forward with approval of such a development at this time would be a gross use of preferred treatment of developer vs Rocky View County resident.

We have concerns in regards to the ambitious plan to provide water and sewer to the proposed development. Extending infrastructure from Harmony is a significant undertaking and the resulting costs, regardless that they may qualify for the LIP/LIT program, would be removing available dollars from a fund that is intended to assist residential communities to upgrade infrastructure and NOT intended to subsidize private enterprise.

Harmony is a new development and at full build-out, additional servicing should be considered within reasonable proximity, not extending service over 10 km. Therefore, the proposal offered by Qualico is insufficient and does not provide reasonable and adequate solutions to either Potable Water Supply or Wastewater treatment. Clearly Qualico was unable to obtain an agreement for such services from the City of Calgary.

Large commercial development in Springbank and other areas located within Rocky View will always have difficulties with resident support due to the scarcity of potable water and the issue of waste water treatment. Approvals of any similar plans must always address these issues, along with other issues such as drainage/run-off and high traffic, and this proposal is grossly lacking in a sound and reasonable approach to any of these issues.

The Springbank community is a large, organized group of residents that has the best interests of the area and future development in mind. The community acknowledges that development will occur. However, appropriate, considerate, complete public engagement by both developer and the County are expected and insisted upon. To date, commercial development in the Springbank area has been unsuccessful because the Community did not support the concepts. Perhaps this development has the opportunity to change history with a more holistic approach.

Regards,

Travis and Brenda Gieck



## Michelle Mitton

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**From:** Alice Payne <alicevpayne@gmail.com>  
**Sent:** March 31, 2021 4:04 PM  
**To:** Legislative Services Shared  
**Cc:** Alice Payne  
**Subject:** [EXTERNAL] - Bylaws C-8120-2020, Bylaw C-8121-2020, and Bylaw C-8122-2020

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Do not open links or attachments unless sender and content are known.

RE: Council Meeting and Public Hearing on Tuesday, April 13, 2021  
Proposed Amendments to Land Use Bylaw C-8000-2020 and other statutory public hearings.

My name is Alice Payne, and I own an 80 acre farm on the S/2 of SE/4 - 3-25-3W5. My postal address is 32122 Township Road 250, Calgary T3Z 1L8. I am writing this letter because I am OPPOSED to ALL the above bylaws enabling the Highway 1/Old Banff Coach Road Development Proposal by Qualico.

I think these proposals are PREMATURE, and should be rejected at this time. I understand that the city of Calgary has recently rejected or postponed 11 development proposals around the boundaries of Calgary, and the above would be a continuation of the Crestmont West View development. However, there are a number of ongoing APPROVED developments in Rocky View that will provide housing, amenities and commercial shopping centres already, which includes Aventerra, Harmony and Bingham Crossing in the North Springbank area. There are more conceptual plans in North Springbank, but there is no "market demand".

There are other problems to be considered:

1. **ROADS:** Both Old Banff Coach Road and Township Road 250 are narrow 2-lane roads with no shoulders and very limited access, completely unsuitable for more traffic. Speeding motorists now pass the school busses and walking along the side is taking your life in your hands.
2. **BRIDGES:** The narrow 2 lane bridges over Highway 1 at Old Banff Coach Road/Range Road 31, and Range Road 33 need to be widened. This needs to be done before any more development is allowed. A possible bridge at Range Road 40 to service Harmony should be done as well.
3. **DRAINAGE:** Runoff from my farm and other properties along Township Road 250 goes into the stream shown on the MD map 06 Environmental Areas. Much of it is highlighted, with greater than 15% slopes. More stormwater runoff from the proposed development into a tributary of this system would be extremely risky, and developers and/or the county may be liable for damages.
4. **WATER AND SANITARY SERVICING:** There is no permit for a UTILITIES CORRIDOR along Township Road 250, although there is a gas line on my property on the north side of the road. An overall plan for servicing all of North Springbank should be done to provide these services in the future. Servicing the airport does not require a 10 kilometre pipeline, Bingham Crossing has already arranged for water and sewage, and there is no room for the proposed set of pipelines (Fig. 6.0) along Township Road 250 and around the corner to Range Road 31.



In conclusion, in light of the three shopping centres already under construction along Highway 1 at the outskirts of Calgary, this proposal should be REJECTED. The lands under consideration are a beautiful area that provides a transition from the urban to the agricultural state, and requires much more thoughtful planning.

Yours very truly,  
Alice V. Payne

Email: [alicevpayne@gmail.com](mailto:alicevpayne@gmail.com)

Phone: 403-286-1816

## Michelle Mitton

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**From:** Alison Hepburn <hepburna@telus.net>  
**Sent:** March 28, 2021 8:59 AM  
**To:** Legislative Services Shared; Jessica Anderson  
**Subject:** [EXTERNAL] - Bylaw C-8120-2020  
**Attachments:** Qualico Conceptual Scheme Concerns March 28 2021.docx

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Do not open links or attachments unless sender and content are known.

I have addressed my concerns regarding this Bylaw C-8120-2020 in the attached letter. Please submit this letter in opposition of the indicated Bylaw concerning the Qualico Highway #1/Old Banff Coach Road Conceptual Scheme.

Please disregard my previous three emails as I had the incorrect ending on the Bylaw number, listing it as ending in 2021. This is the correct Bylaw number that I am addressing.

Thank you.

Alison Hepburn

[hepburna@telus.net](mailto:hepburna@telus.net)

To: Municipal Clerks Office [legislativeservices@rockyview.ca](mailto:legislativeservices@rockyview.ca)

**Subject: BYLAW C-8120-2020; BYLAW C-8121-2020; BYLAW C-8122-2020**

**RE:** Bylaw C-8120-2020- A Bylaw of Rocky View County to Amend Land Use Bylaw C-8000-2020  
Application Number: PL20200087 (04736002/6011)

Bylaw C-8121-2020- A Bylaw of Rocky View County to Amend Land Use Bylaw C-8000-2020  
Application Number: PL20200083 (04736002/6011)

Bylaw C-8122-2020- A Bylaw of Rocky View County to Amend Land Use Bylaw C-8000-2020  
Application Number: PL20200084 (04736002/6011)

**Position: I OPPOSE these three bylaws.**

**Issues being addressed for opposition to these three bylaws: 1. Stormwater Servicing and  
2. Water and Sanitary Servicing pipelines**

**Affected Adjacent Landowner Making Submission: Alison Hepburn, PGeo**

**Legal Land Description of Impacted Lands: NW 36 – 24 – 3 W5**

I am extremely concerned about the water issues above and their negative impact on my property, located on the north side of Highway #1 at the junction with Township Road 250 and Range Road 31 (northern extension of the Old Banff Coach Road).

**1. Stormwater Servicing:** In my previous submission letter (attached at end), I addressed my concerns over the piping of stormwater underneath the TransCanada Highway #1 to be released into the natural drainage that flows through my property and the dam and culvert system that is currently installed (constructed twice at my own personal expense) that runs through the middle of my property. The addition of extra flow volumes of both rain water and snow melt liquids from a large paved development (which precludes natural absorption of these fluids into local soils) and necessitates pipelining in order to remove it from the proposed development, will cause huge erosional issues and slope stability issues on my property due to the nature and composition of the lacustrine sediments, especially with the high predominance of clays within these sediments. These issues put my infrastructure (house and barn) at risk of collapsing into my ravine and would expose me to great personal safety risks as well as financial risks. This property suffered significant erosional trauma during the massive rainfall in June 2005 which resulted in a complete rebuilding of the dam and culvert system and hillside in order to prevent my barn from tumbling into the ravine (at significant personal expense).

Qualico's map in Figure 7.0 Stormwater Servicing on page 44 indicates their proposed solution for disposing of stormwater and this map also indicates how significantly affected and vulnerable my property will be from their proposed routing of their stormwater through the middle of my property. Qualico has indicated the need for a large stormwater collection pond and the need for it to be critical enough to be included in their Phase One operations and development plans. The proposed area for the stormwater pond is over 5.3 ha (13.2 acres) and will be significant enough that they will have to have a

privately owned and operated facility with a single massive stormwater pond as indicated on page 41 in Section 7.3 Stormwater Management.

The existence of the “existing culvert” identified on this map on page 44 and the potential stormwater drainage pathways may also be questionable due to the pavement widening and lane relocation activities currently underway on Highway #1.

I have attached my previous letter detailing my concerns regarding the piping of surface storm waters and the release of these waters into the natural drainage system which may result in catastrophic consequences for my dwellings and property, which I request to be added to these proceedings, for both scientific and historical evaluation and reference.

**2. Water and Sanitary Servicing:** This submission addresses my concerns about the pipelining of both potable and wastewater to and from the Harmony development. As indicated in Qualico’s conceptual scheme under Section 7 Utilities, this proposal plans on installing pipelines from Harmony along Township Road 250, making a sharp angle before running along Range Road 31 before plunging under the TransCanada Highway #1 in order to connect to their proposed development. Apart from the great distances involved, in excess of 10km, the topography issues have only been addressed with the comments that a lift station and force main would be required in order to facilitate the movement of fluids through the wastewater pipeline. The steep ravine that runs under Township Road 250 at the juncture with my property and the natural drainage to the Bow River poses considerable engineering challenges in order to construct pipelines. These pipelines are also proposed to cross the sites of confluence for the stormwater runoff culvert to be located, allowing for additional fluid volumes that may cause erosion issues during high flow periods, (see previous comments on Stormwater Servicing and map p 44). This two-lane road with skinny shoulder allowances is very narrow and will require considerable upgrading and widening in order to accommodate forecast increased traffic. This has been noted and documented in the concept plans for the already approved Bingham Crossing development. Furthermore, current plans indicate that with widening of the TransCanada Highway #1 (which is currently being constructed in part for the Calgary West Ring Road project), there will be a need to rebuild the Old Banff Coach Road overpass in order to accommodate the additional lanes of traffic that need to pass underneath the current bridge. Proposed plans have indicated that this yet to be constructed bridge will have four traffic lanes which will terminate at the current T-intersection of Range Road 31 (aka Old Banff Coach Road) and Township Road 250. An alternative to the current traffic routing onto the two-lane Township Road 250 will have to be constructed in order to accommodate these proposed new traffic lanes and to provide for the safety of the residents of Rocky View County that depend so heavily upon this road access.

These proposals have an extremely significant impact upon my property, my quality of life trying to access and live on my property and the monetary evaluation of my property. My concerns and questions address the following: Have there been any geographic evaluations or studies done in order to determine that the proposed alignments could possibly be safely located or run? Will these alignments and proposed pipeline paths permanently affect my access to my property? Will these alignments and proposed pipeline paths affect the operation and drainage from my septic field? How much more of my property will this proposal take or remove from my safe use? Will these proposed pipelines decrease the road, shoulder and hillside stability along Township Road 250, especially at the steep hillside that the County had to repair due to slumping after the heavy rainfall in June 2005, as well as erode the stability of the hillside within

my property boundary that I had to have rebuilt at my own personal and significant cost after the catastrophic slope failure due to supersaturation of the soil?

The need to accommodate these proposed road accesses will be much more complicated if there are additional existing pipelines transporting water both to and from the proposed Qualico development. As indicated on the map in Figure 6.0 Water and Sanitary Servicing on page 43, the potable water pipeline will run in the narrow road allowance (steep ditch) on the south side of Township Road 250 as well as on the west side of Range Road 31 (on my property side). The waste water pipeline will be twinned with the potable water pipeline also located on the western side of Range Road 31. The sharp abrupt angles indicated on the pipeline route map are not feasible to allow for flow through the proposed pipelines. Construction of these two distinct and separated pipelines will result in a significant incursion into my property and will result in my property being inaccessible during the construction phase.

It is difficult to tell from Qualico's map due to the size of their proposed dashed pathway on this scale of map, however, it appears that the wastewater pipeline heading to the Harmony development will be situated on the northern side of Township Road 250, hence necessitating a crossover from Range Road 31 under Township Road 250. There is currently a pipeline on the north side of Township Road 250 from Cochrane to Valley Ridge that carries sewage wastewater from Cochrane to be disposed of into Calgary waste water treatment facilities. The agreements do not allow for any additional tie ins or capacity increases into this dedicated pipeline. I have concerns over the feasibility, logistics and technical challenges associated with the construction of an additional pipeline in this location.

Qualico's map in Figure 6.0 Water and Sanitary Servicing on page 43 further indicates proposed tie ins for potable water to the Melcor lands and the commercial area at the Springbank airport. Water volumes to supply these developments would surely facilitate the requirement for a much larger diameter pipeline system (and increased water licence volumes), which has probably not been factored in to this servicing proposal due to its focus on only the proposed Qualico development projected volume requirements. Conversely, the proposed wastewater pipeline in the same map indicates proposed tie-ins for servicing to the Melcor lands, the Bingham Crossing development land and the Edge School complex lands. The potential addition of this increased servicing area would result in the need for greatly increased pipeline capacity and infrastructure such as larger pipelines and increased requirements for lift capacity, as well as increased area for construction of these servicing facilities.

I believe that my property will be irreparably and adversely affected by these water servicing and management options proposed and presented within Qualico's conceptual scheme and for these reasons and concerns, **I am opposed to the three bylaws being addressed.**

Thank you for your time and careful consideration of my concerns regarding both the proposed stormwater servicing issues and with respect to the water and sanitary servicing feasibility, logistics and technical challenges associated with the proposals that Qualico has submitted in their Highway 1/ Old Banff Coach Road Conceptual Scheme.

This submission includes my previously submitted letter addressing my concerns over the proposed stormwater servicing issue and the negative, and potentially catastrophic, impacts that it will create on my property. This letter is attached below.

Sincerely concerned;

Alison Hepburn PGeo

245243 Range Road 31  
Calgary, AB T3Z 1K5

March 23, 2021

**Attachment:** Submitted to: [janderson@rockyview.ca](mailto:janderson@rockyview.ca) on January 14, 2021

## **Qualico Highway 1 / Old Banff Coach Road Conceptual Scheme**

I have serious concerns regarding the Qualico proposal and I am an adjacent landowner who would be severely impacted by this development as proposed in their conceptual scheme.

I own the property at the NW/4 Section 36 Township 24 Range 3 W5, located on the north side of the Trans Canada Highway. I have resided there since July 1, 1985 and are therefore intimately familiar with the property throughout wet seasons and dry seasons over the last 35 years.

My main concern is the proposal to allow stormwater runoff, including snow melt, to be piped across the highway to the north side and released into the drainage on the east side of Range Road 31 aka the Old Banff Coach Road. It is proposed that this water would then drain through the natural drainage slope down to the Bow River. Based on past incidences, this would prove to be a dangerous proposition for both the County of Rocky View and for the integrity of the drainage area and the buildings situated on my property.

This bottom of this drainage on my property was a usually wet area with low water pools fed by natural springs and rainwater and snowmelt runoff when the property was purchased. In 1988 the MD of Rocky View allowed me to construct, at my personal expense, a dam with a culvert to allow the water to collect in a deeper pond. Permits were also issued to stock this pond with trout from Allen's Trout Farm in 1989. The pond is usually full. Snow melt and heavy rainfall cause a torrent like stream to escape through the culvert. Only occasionally is the water level low, usually only during a prolonged dry spell in the summer months.

On June 16, 2005 after prolonged heavy rainfall in the area, I witnessed the collapse of the slope above the reservoir which cascaded into the pond and wiped out the berm with the culvert. This resulted in my evacuation of my property due to the threat of continued slumping of the supersaturated ground. Although the buildings did not tumble into the ravine, a pole supporting the roof of my outbuilding was only 3 inches away from the newly created edge of the bank. Extensive repair of the slope was done between July and December at my personal expense. This involved heavy equipment accessing my ravine and turning over the supersaturated clays and soil to allow them to dry prior to heavy compacting and reshaping the sides of the ravine. This was exacerbated by the presence of natural springs at depth within the hillside. A new berm was constructed with a larger culvert.

Township Road 250 also slumped during this flood event and had to be repaired at the MD's expense.

Several years ago (I am sorry but I do not remember the exact date), the County approached me to relinquish a thin strip of my land so that Township Road 250 could be slightly widened and a new drainage system installed under the road. The larger culvert was situated further west and was supposed

to provide improved drainage from both my property and my neighbours. Unfortunately, the water runoff from my pond now flows only partially through to this culvert as the flow has difficulty navigating the rather sharp and poorly planned drainage path. The lower reaches are a boggy wetland where bullrushes now grow. This drainage would certainly have to be realigned and reconstructed if it was to handle any proposed increase in volumes of water.

If the proposed piping of stormwater into the proposed drainage area is allowed to occur as per the conceptual scheme, it will result in an increase in flow of water through my pond and through the culvert system down to the Bow River. With the amount of paved areas (parking lots) and large roof expanses with virtually no bare ground to absorb the rainfall and snowmelt, the huge volumes of water that will be directed through this drainage may result in catastrophic damages to my property and to the stability of the Township Road 250 hillside, resulting in an unstable and unsafe major transportation corridor.

I would also like to express my concern over the possibility of chemicals and noxious substances entering my waterway and draining into the Bow River. Any snowmelt materials, including sand and salts would severely impact the water quality in my pond and would prove to be quite toxic to the wildlife that inhabit and frequent this waterway. This pond is home to amphibians such as tiger salamanders and frogs as well as muskrat and waterfowl. The addition of increased silt and gravel entering the pond would be detrimental to the benthic aquatic invertebrates that provide a food source for the pond inhabitants and several species of birds, including kingfishers and herons. Oil leaks from cars utilizing the paved parking area could also pervade this ecosystem with toxic effects on the various species that thrive here.

As far as I am aware, Golder and Associates or any other environmental consulting firm did not perform any aquatic or terrestrial evaluation of my lands and the various species that reside within the property. I was never notified or asked for permission to access my lands in order to complete their environmental impact assessments.

In closing, I am gravely concerned that this proposed plan for the disposal of stormwater through the ravine and pond on my property will cause drastic erosion of the existing hillsides and will impact the stability of the slopes which would impact the stability of the structures on my property, namely my residence and my outbuilding. Detrimental effects to the County of Rocky View would also be realized as a result of loss of slope stability on Township Road 250 and the culvert system that runs underneath it at this location.

If you require any further comments or clarification, please contact me.

Thank you for your consideration.

Alison Hepburn, P. Geo  
[hepburna@telus.net](mailto:hepburna@telus.net)

Submitted to: [janderson@rockyview.ca](mailto:janderson@rockyview.ca) on January 14, 2021





## Michelle Mitton

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**From:** Alison Hepburn <hepburna@telus.net>  
**Sent:** March 28, 2021 9:01 AM  
**To:** Legislative Services Shared; Jessica Anderson  
**Subject:** [EXTERNAL] - Bylaw C-8121-2020  
**Attachments:** Qualico Conceptual Scheme Concerns March 28 2021.docx

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Do not open links or attachments unless sender and content are known.

I have addressed my concerns regarding this Bylaw C-8120-2020 in the attached letter. Please submit this letter in opposition of the indicated Bylaw concerning the Qualico Highway #1/Old Banff Coach Road Conceptual Scheme.

Please disregard my previous three emails as I had the incorrect ending on the Bylaw number, listing it as ending in 2021. This is the correct Bylaw number that I am addressing.  
Thank you.

Alison Hepburn  
[hepburna@telus.net](mailto:hepburna@telus.net)

To: Municipal Clerks Office [legislativeservices@rockyview.ca](mailto:legislativeservices@rockyview.ca)

**Subject: BYLAW C-8120-2020; BYLAW C-8121-2020; BYLAW C-8122-2020**

**RE:** Bylaw C-8120-2020- A Bylaw of Rocky View County to Amend Land Use Bylaw C-8000-2020  
Application Number: PL20200087 (04736002/6011)

Bylaw C-8121-2020- A Bylaw of Rocky View County to Amend Land Use Bylaw C-8000-2020  
Application Number: PL20200083 (04736002/6011)

Bylaw C-8122-2020- A Bylaw of Rocky View County to Amend Land Use Bylaw C-8000-2020  
Application Number: PL20200084 (04736002/6011)

**Position: I OPPOSE these three bylaws.**

**Issues being addressed for opposition to these three bylaws: 1. Stormwater Servicing and  
2. Water and Sanitary Servicing pipelines**

**Affected Adjacent Landowner Making Submission: Alison Hepburn, PGeo**

**Legal Land Description of Impacted Lands: NW 36 – 24 – 3 W5**

I am extremely concerned about the water issues above and their negative impact on my property, located on the north side of Highway #1 at the junction with Township Road 250 and Range Road 31 (northern extension of the Old Banff Coach Road).

**1. Stormwater Servicing:** In my previous submission letter (attached at end), I addressed my concerns over the piping of stormwater underneath the TransCanada Highway #1 to be released into the natural drainage that flows through my property and the dam and culvert system that is currently installed (constructed twice at my own personal expense) that runs through the middle of my property. The addition of extra flow volumes of both rain water and snow melt liquids from a large paved development (which precludes natural absorption of these fluids into local soils) and necessitates pipelining in order to remove it from the proposed development, will cause huge erosional issues and slope stability issues on my property due to the nature and composition of the lacustrine sediments, especially with the high predominance of clays within these sediments. These issues put my infrastructure (house and barn) at risk of collapsing into my ravine and would expose me to great personal safety risks as well as financial risks. This property suffered significant erosional trauma during the massive rainfall in June 2005 which resulted in a complete rebuilding of the dam and culvert system and hillside in order to prevent my barn from tumbling into the ravine (at significant personal expense).

Qualico's map in Figure 7.0 Stormwater Servicing on page 44 indicates their proposed solution for disposing of stormwater and this map also indicates how significantly affected and vulnerable my property will be from their proposed routing of their stormwater through the middle of my property. Qualico has indicated the need for a large stormwater collection pond and the need for it to be critical enough to be included in their Phase One operations and development plans. The proposed area for the stormwater pond is over 5.3 ha (13.2 acres) and will be significant enough that they will have to have a

privately owned and operated facility with a single massive stormwater pond as indicated on page 41 in Section 7.3 Stormwater Management.

The existence of the “existing culvert” identified on this map on page 44 and the potential stormwater drainage pathways may also be questionable due to the pavement widening and lane relocation activities currently underway on Highway #1.

I have attached my previous letter detailing my concerns regarding the piping of surface storm waters and the release of these waters into the natural drainage system which may result in catastrophic consequences for my dwellings and property, which I request to be added to these proceedings, for both scientific and historical evaluation and reference.

**2. Water and Sanitary Servicing:** This submission addresses my concerns about the pipelining of both potable and wastewater to and from the Harmony development. As indicated in Qualico’s conceptual scheme under Section 7 Utilities, this proposal plans on installing pipelines from Harmony along Township Road 250, making a sharp angle before running along Range Road 31 before plunging under the TransCanada Highway #1 in order to connect to their proposed development. Apart from the great distances involved, in excess of 10km, the topography issues have only been addressed with the comments that a lift station and force main would be required in order to facilitate the movement of fluids through the wastewater pipeline. The steep ravine that runs under Township Road 250 at the juncture with my property and the natural drainage to the Bow River poses considerable engineering challenges in order to construct pipelines. These pipelines are also proposed to cross the sites of confluence for the stormwater runoff culvert to be located, allowing for additional fluid volumes that may cause erosion issues during high flow periods, (see previous comments on Stormwater Servicing and map p 44). This two-lane road with skinny shoulder allowances is very narrow and will require considerable upgrading and widening in order to accommodate forecast increased traffic. This has been noted and documented in the concept plans for the already approved Bingham Crossing development. Furthermore, current plans indicate that with widening of the TransCanada Highway #1 (which is currently being constructed in part for the Calgary West Ring Road project), there will be a need to rebuild the Old Banff Coach Road overpass in order to accommodate the additional lanes of traffic that need to pass underneath the current bridge. Proposed plans have indicated that this yet to be constructed bridge will have four traffic lanes which will terminate at the current T-intersection of Range Road 31 (aka Old Banff Coach Road) and Township Road 250. An alternative to the current traffic routing onto the two-lane Township Road 250 will have to be constructed in order to accommodate these proposed new traffic lanes and to provide for the safety of the residents of Rocky View County that depend so heavily upon this road access.

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I believe that my property will be irreparably and adversely affected by these water servicing and management options proposed and presented within Qualico's conceptual scheme and for these reasons and concerns, **I am opposed to the three bylaws being addressed.**

Thank you for your time and careful consideration of my concerns regarding both the proposed stormwater servicing issues and with respect to the water and sanitary servicing feasibility, logistics and technical challenges associated with the proposals that Qualico has submitted in their Highway 1/ Old Banff Coach Road Conceptual Scheme.

This submission includes my previously submitted letter addressing my concerns over the proposed stormwater servicing issue and the negative, and potentially catastrophic, impacts that it will create on my property. This letter is attached below.

Sincerely concerned;

Alison Hepburn PGeo

245243 Range Road 31  
Calgary, AB T3Z 1K5

March 23, 2021

**Attachment:** Submitted to: janderson@rockyview.ca on January 14, 2021

## **Qualico Highway 1 / Old Banff Coach Road Conceptual Scheme**

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If you require any further comments or clarification, please contact me.

Thank you for your consideration.

Alison Hepburn, P. Geo  
[hepburna@telus.net](mailto:hepburna@telus.net)

Submitted to: [janderson@rockyview.ca](mailto:janderson@rockyview.ca) on January 14, 2021



## Michelle Mitton

---

**From:** Alison Hepburn <hepburna@telus.net>  
**Sent:** March 28, 2021 9:03 AM  
**To:** Legislative Services Shared; Jessica Anderson  
**Subject:** [EXTERNAL] - Bylaw C-8122-2020  
**Attachments:** Qualico Conceptual Scheme Concerns March 28 2021.docx

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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I have addressed my concerns regarding this Bylaw C-8120-2020 in the attached letter. Please submit this letter in opposition of the indicated Bylaw concerning the Qualico Highway #1/Old Banff Coach Road Conceptual Scheme.

Please disregard my previous three emails as I had the incorrect ending on the Bylaw number, listing it as ending in 2021. This is the correct Bylaw number that I am addressing.  
Thank you.

Alison Hepburn  
[hepburna@telus.net](mailto:hepburna@telus.net)



To: Municipal Clerks Office [legislativeservices@rockyview.ca](mailto:legislativeservices@rockyview.ca)

**Subject: BYLAW C-8120-2020; BYLAW C-8121-2020; BYLAW C-8122-2020**

**RE:** Bylaw C-8120-2020- A Bylaw of Rocky View County to Amend Land Use Bylaw C-8000-2020  
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Application Number: PL20200084 (04736002/6011)

**Position: I OPPOSE these three bylaws.**

**Issues being addressed for opposition to these three bylaws: 1. Stormwater Servicing and  
2. Water and Sanitary Servicing pipelines**

**Affected Adjacent Landowner Making Submission: Alison Hepburn, PGeo**

**Legal Land Description of Impacted Lands: NW 36 – 24 – 3 W5**

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**1. Stormwater Servicing:** In my previous submission letter (attached at end), I addressed my concerns over the piping of stormwater underneath the TransCanada Highway #1 to be released into the natural drainage that flows through my property and the dam and culvert system that is currently installed (constructed twice at my own personal expense) that runs through the middle of my property. The addition of extra flow volumes of both rain water and snow melt liquids from a large paved development (which precludes natural absorption of these fluids into local soils) and necessitates pipelining in order to remove it from the proposed development, will cause huge erosional issues and slope stability issues on my property due to the nature and composition of the lacustrine sediments, especially with the high predominance of clays within these sediments. These issues put my infrastructure (house and barn) at risk of collapsing into my ravine and would expose me to great personal safety risks as well as financial risks. This property suffered significant erosional trauma during the massive rainfall in June 2005 which resulted in a complete rebuilding of the dam and culvert system and hillside in order to prevent my barn from tumbling into the ravine (at significant personal expense).

Qualico's map in Figure 7.0 Stormwater Servicing on page 44 indicates their proposed solution for disposing of stormwater and this map also indicates how significantly affected and vulnerable my property will be from their proposed routing of their stormwater through the middle of my property. Qualico has indicated the need for a large stormwater collection pond and the need for it to be critical enough to be included in their Phase One operations and development plans. The proposed area for the stormwater pond is over 5.3 ha (13.2 acres) and will be significant enough that they will have to have a

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I have attached my previous letter detailing my concerns regarding the piping of surface storm waters and the release of these waters into the natural drainage system which may result in catastrophic consequences for my dwellings and property, which I request to be added to these proceedings, for both scientific and historical evaluation and reference.

**2. Water and Sanitary Servicing:** This submission addresses my concerns about the pipelining of both potable and wastewater to and from the Harmony development. As indicated in Qualico’s conceptual scheme under Section 7 Utilities, this proposal plans on installing pipelines from Harmony along Township Road 250, making a sharp angle before running along Range Road 31 before plunging under the TransCanada Highway #1 in order to connect to their proposed development. Apart from the great distances involved, in excess of 10km, the topography issues have only been addressed with the comments that a lift station and force main would be required in order to facilitate the movement of fluids through the wastewater pipeline. The steep ravine that runs under Township Road 250 at the juncture with my property and the natural drainage to the Bow River poses considerable engineering challenges in order to construct pipelines. These pipelines are also proposed to cross the sites of confluence for the stormwater runoff culvert to be located, allowing for additional fluid volumes that may cause erosion issues during high flow periods, (see previous comments on Stormwater Servicing and map p 44). This two-lane road with skinny shoulder allowances is very narrow and will require considerable upgrading and widening in order to accommodate forecast increased traffic. This has been noted and documented in the concept plans for the already approved Bingham Crossing development. Furthermore, current plans indicate that with widening of the TransCanada Highway #1 (which is currently being constructed in part for the Calgary West Ring Road project), there will be a need to rebuild the Old Banff Coach Road overpass in order to accommodate the additional lanes of traffic that need to pass underneath the current bridge. Proposed plans have indicated that this yet to be constructed bridge will have four traffic lanes which will terminate at the current T-intersection of Range Road 31 (aka Old Banff Coach Road) and Township Road 250. An alternative to the current traffic routing onto the two-lane Township Road 250 will have to be constructed in order to accommodate these proposed new traffic lanes and to provide for the safety of the residents of Rocky View County that depend so heavily upon this road access.

These proposals have an extremely significant impact upon my property, my quality of life trying to access and live on my property and the monetary evaluation of my property. My concerns and questions address the following: Have there been any geographic evaluations or studies done in order to determine that the proposed alignments could possibly be safely located or run? Will these alignments and proposed pipeline paths permanently affect my access to my property? Will these alignments and proposed pipeline paths affect the operation and drainage from my septic field? How much more of my property will this proposal take or remove from my safe use? Will these proposed pipelines decrease the road, shoulder and hillside stability along Township Road 250, especially at the steep hillside that the County had to repair due to slumping after the heavy rainfall in June 2005, as well as erode the stability of the hillside within

my property boundary that I had to have rebuilt at my own personal and significant cost after the catastrophic slope failure due to supersaturation of the soil?

The need to accommodate these proposed road accesses will be much more complicated if there are additional existing pipelines transporting water both to and from the proposed Qualico development. As indicated on the map in Figure 6.0 Water and Sanitary Servicing on page 43, the potable water pipeline will run in the narrow road allowance (steep ditch) on the south side of Township Road 250 as well as on the west side of Range Road 31 (on my property side). The waste water pipeline will be twinned with the potable water pipeline also located on the western side of Range Road 31. The sharp abrupt angles indicated on the pipeline route map are not feasible to allow for flow through the proposed pipelines. Construction of these two distinct and separated pipelines will result in a significant incursion into my property and will result in my property being inaccessible during the construction phase.

It is difficult to tell from Qualico's map due to the size of their proposed dashed pathway on this scale of map, however, it appears that the wastewater pipeline heading to the Harmony development will be situated on the northern side of Township Road 250, hence necessitating a crossover from Range Road 31 under Township Road 250. There is currently a pipeline on the north side of Township Road 250 from Cochrane to Valley Ridge that carries sewage wastewater from Cochrane to be disposed of into Calgary waste water treatment facilities. The agreements do not allow for any additional tie ins or capacity increases into this dedicated pipeline. I have concerns over the feasibility, logistics and technical challenges associated with the construction of an additional pipeline in this location.

Qualico's map in Figure 6.0 Water and Sanitary Servicing on page 43 further indicates proposed tie ins for potable water to the Melcor lands and the commercial area at the Springbank airport. Water volumes to supply these developments would surely facilitate the requirement for a much larger diameter pipeline system (and increased water licence volumes), which has probably not been factored in to this servicing proposal due to its focus on only the proposed Qualico development projected volume requirements. Conversely, the proposed wastewater pipeline in the same map indicates proposed tie-ins for servicing to the Melcor lands, the Bingham Crossing development land and the Edge School complex lands. The potential addition of this increased servicing area would result in the need for greatly increased pipeline capacity and infrastructure such as larger pipelines and increased requirements for lift capacity, as well as increased area for construction of these servicing facilities.

I believe that my property will be irreparably and adversely affected by these water servicing and management options proposed and presented within Qualico's conceptual scheme and for these reasons and concerns, **I am opposed to the three bylaws being addressed.**

Thank you for your time and careful consideration of my concerns regarding both the proposed stormwater servicing issues and with respect to the water and sanitary servicing feasibility, logistics and technical challenges associated with the proposals that Qualico has submitted in their Highway 1/ Old Banff Coach Road Conceptual Scheme.

This submission includes my previously submitted letter addressing my concerns over the proposed stormwater servicing issue and the negative, and potentially catastrophic, impacts that it will create on my property. This letter is attached below.

Sincerely concerned;

Alison Hepburn PGeo

245243 Range Road 31  
Calgary, AB T3Z 1K5

March 23, 2021

**Attachment:** Submitted to: [janderson@rockyview.ca](mailto:janderson@rockyview.ca) on January 14, 2021

## **Qualico Highway 1 / Old Banff Coach Road Conceptual Scheme**

I have serious concerns regarding the Qualico proposal and I am an adjacent landowner who would be severely impacted by this development as proposed in their conceptual scheme.

I own the property at the NW/4 Section 36 Township 24 Range 3 W5, located on the north side of the Trans Canada Highway. I have resided there since July 1, 1985 and are therefore intimately familiar with the property throughout wet seasons and dry seasons over the last 35 years.

My main concern is the proposal to allow stormwater runoff, including snow melt, to be piped across the highway to the north side and released into the drainage on the east side of Range Road 31 aka the Old Banff Coach Road. It is proposed that this water would then drain through the natural drainage slope down to the Bow River. Based on past incidences, this would prove to be a dangerous proposition for both the County of Rocky View and for the integrity of the drainage area and the buildings situated on my property.

This bottom of this drainage on my property was a usually wet area with low water pools fed by natural springs and rainwater and snowmelt runoff when the property was purchased. In 1988 the MD of Rocky View allowed me to construct, at my personal expense, a dam with a culvert to allow the water to collect in a deeper pond. Permits were also issued to stock this pond with trout from Allen's Trout Farm in 1989. The pond is usually full. Snow melt and heavy rainfall cause a torrent like stream to escape through the culvert. Only occasionally is the water level low, usually only during a prolonged dry spell in the summer months.

On June 16, 2005 after prolonged heavy rainfall in the area, I witnessed the collapse of the slope above the reservoir which cascaded into the pond and wiped out the berm with the culvert. This resulted in my evacuation of my property due to the threat of continued slumping of the supersaturated ground. Although the buildings did not tumble into the ravine, a pole supporting the roof of my outbuilding was only 3 inches away from the newly created edge of the bank. Extensive repair of the slope was done between July and December at my personal expense. This involved heavy equipment accessing my ravine and turning over the supersaturated clays and soil to allow them to dry prior to heavy compacting and reshaping the sides of the ravine. This was exacerbated by the presence of natural springs at depth within the hillside. A new berm was constructed with a larger culvert.

Township Road 250 also slumped during this flood event and had to be repaired at the MD's expense.

Several years ago (I am sorry but I do not remember the exact date), the County approached me to relinquish a thin strip of my land so that Township Road 250 could be slightly widened and a new drainage system installed under the road. The larger culvert was situated further west and was supposed

to provide improved drainage from both my property and my neighbours. Unfortunately, the water runoff from my pond now flows only partially through to this culvert as the flow has difficulty navigating the rather sharp and poorly planned drainage path. The lower reaches are a boggy wetland where bullrushes now grow. This drainage would certainly have to be realigned and reconstructed if it was to handle any proposed increase in volumes of water.

If the proposed piping of stormwater into the proposed drainage area is allowed to occur as per the conceptual scheme, it will result in an increase in flow of water through my pond and through the culvert system down to the Bow River. With the amount of paved areas (parking lots) and large roof expanses with virtually no bare ground to absorb the rainfall and snowmelt, the huge volumes of water that will be directed through this drainage may result in catastrophic damages to my property and to the stability of the Township Road 250 hillside, resulting in an unstable and unsafe major transportation corridor.

I would also like to express my concern over the possibility of chemicals and noxious substances entering my waterway and draining into the Bow River. Any snowmelt materials, including sand and salts would severely impact the water quality in my pond and would prove to be quite toxic to the wildlife that inhabit and frequent this waterway. This pond is home to amphibians such as tiger salamanders and frogs as well as muskrat and waterfowl. The addition of increased silt and gravel entering the pond would be detrimental to the benthic aquatic invertebrates that provide a food source for the pond inhabitants and several species of birds, including kingfishers and herons. Oil leaks from cars utilizing the paved parking area could also pervade this ecosystem with toxic effects on the various species that thrive here.

As far as I am aware, Golder and Associates or any other environmental consulting firm did not perform any aquatic or terrestrial evaluation of my lands and the various species that reside within the property. I was never notified or asked for permission to access my lands in order to complete their environmental impact assessments.

In closing, I am gravely concerned that this proposed plan for the disposal of stormwater through the ravine and pond on my property will cause drastic erosion of the existing hillsides and will impact the stability of the slopes which would impact the stability of the structures on my property, namely my residence and my outbuilding. Detrimental effects to the County of Rocky View would also be realized as a result of loss of slope stability on Township Road 250 and the culvert system that runs underneath it at this location.

If you require any further comments or clarification, please contact me.

Thank you for your consideration.

Alison Hepburn, P. Geo  
[hepburna@telus.net](mailto:hepburna@telus.net)

Submitted to: [janderson@rockyview.ca](mailto:janderson@rockyview.ca) on January 14, 2021



## Michelle Mitton

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**From:** Anastasia Selimos <anastasiaselimos@gmail.com>  
**Sent:** March 31, 2021 3:34 PM  
**To:** Legislative Services Shared  
**Subject:** [EXTERNAL] - Bylaws: C-8120-2020, C-8121-2020, C-8122-2020

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Do not open links or attachments unless sender and content are known.

I oppose Bylaws C-8120-2020, C-8121-2020, and C-8122-2020 for the Highway 1/Old Banff Coach Road Conceptual Scheme for the following reasons:

- There is insufficient information in the Conceptual Scheme to assess the impact on Old Banff Coach Road (OBCR) and the Springbank Community as a result of this large scale commercial development.
- The Old Banff Coach Road Network Analysis (Stantec, 2020) referred to in Section 4.1 of the Conceptual Scheme has not been made available to the public to understand the impacts of this development on OBCR and the Springbank Community.
- Section 4.1 of the Conceptual Scheme indicates "The ultimate configuration also allows for the **potential** closure of the perpendicular segment of OBCR....". "Potential" actions should not be included in the Conceptual Scheme; a decision on this needs to be made and included in the Conceptual Scheme based on the development phase of the site and the resulting traffic impacts on OBCR (i.e. when X% of the site is developed, OBCR will be closed at X location(s) to reduce traffic in Springbank).

Thank you,  
Anastasia Selimos  
200 Artists View Way

## Michelle Mitton

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**From:** Brian French <fdh099@gmail.com>  
**Sent:** March 31, 2021 11:41 AM  
**To:** Legislative Services Shared  
**Subject:** [EXTERNAL] - BYLAWS C-8120/8121/8122-2020, Highway 1/Old Banff Coach Road Conceptual Scheme

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Do not open links or attachments unless sender and content are known.

To whom it may concern,

We have been Springbank residents since the 1950's. Our home is located on Old Banff Coach Road, adjacent to the proposed development. We have seen the City get bigger and the Springbank Community grow as well. We accept that growth will occur, and we support the proposed applications submitted by Qualico. They have kept us well informed about the project and answered all of our questions. At some point in the future we anticipate that our property could be incorporated with the adjacent development, and note that our parcel has been identified as a future development area in the conceptual scheme.

Thank you for your consideration.

Brian French and Family



## Michelle Mitton

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**From:** Dana Longeway <dana@buzz.ca>  
**Sent:** March 31, 2021 3:31 PM  
**To:** Public Hearings Shared  
**Subject:** [EXTERNAL] - Bylaws C-8120-2020, C-8121-2020 & C-8122-2020  
**Attachments:** RVC.PH.CoachCreek.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Do not open links or attachments unless sender and content are known.

Please accept my attached letter of support to be included in the Public Hearing submissions for these Bylaws. Thank you.

--

Dana Longeway  
p. 1.403.585.5929

847 Coach Side Cr SW Calgary AB T3H1A6

March 29, 2021

Re: New Bylaws C-8120-2020, C-8121-2020 & C-8122-2020

To the members of Rocky View Council,

I am writing on behalf of myself and my family, including my father Clarence Longeway, my brother and his wife Michael and Shelle Longeway, my sister Wendy Longeway and my husband Mark Dickey.

**We are fully in support of the Coach Creek Development and adoption of the above bylaw amendments to allow Qualico to proceed.**

Our land in Springbank (SE 34-24-3-5) lies immediately east of Commercial Court, and west on Highway 1 from the subject property. We have been neighbours of the Rudiger family since 1968 when they moved to Springbank. My father was friends with John and Rona Rudiger over the years, and we have many fond memories of them as hard-working, reliable and helpful neighbours.

The Coach Creek development is thoughtfully designed to be a natural extension of the Crestmont residential area that abuts this property on the transitional western edge of Calgary. It will no doubt provide much needed residential and commercial options to not only the Crestmont residents, but local rural residents as well.

Many of the concerned comments from area residents are certainly valid and we feel are being addressed by the applicant and the County, and if not yet addressed, will be before any movement forward.

Beyond these neighbours with reasonable concerns, there exists a group of newer residents with an agenda to force these properties to remain as they are in perpetuity, and who continually rail against any future sales or development.

Newer residents who conveniently forget that they would never have been able to move to Springbank had not one of the long term landowners decided to subdivide their land. Newer residents who, when they moved to Springbank, certainly supported the developers who built their homes and subdivisions in a timely and profitable manner. Newer residents who enjoy all the benefits that long time landowners put into building this community, but whose recognition and understanding of this goes no further than the end of their driveways.

Once they got theirs, god forbid anyone else should aspire to the same.

Over time, once vibrant and productive farm lands naturally evolve with the pressures of the greater economy. A farm will remain if there is a son or daughter interested in farming it, but

things change and eventually people move on to employment that is of more interest or profitability. These long time landowners have put their blood, sweat and tears into these farms, some for more than 100 years, and are rightfully justified in wanting to realize the equity built up in their land. Just as when the time inevitably comes for newer residents to subdivide or sell, they should be supported in their right to pursue their options. In a democracy, it is every landowners right to realize their properties full potential within the governing structures in place.

Qualico purchased this property in 2005, which is a very long time to hold a property before beginning to develop. Taking so long to bring a project to fruition discourages future investment in other properties, as profitability is eroded when companies cannot move forward within reasonable timelines.

We are thrilled that Rona and her family have chosen and were able to sell their property and to benefit from this sale, and we wish them all the best. And to the new owners of Coach Creek, we support your efforts to move forward with your plans for this property in a timely and reasonable manner. They have approval after all the extensive studies, reports and existing and even potential future County and provincial requirements, and we believe they should be allowed to proceed.

Thank you.

Sincerely, Dana Longeway

cc. Clarence Longeway  
Michael Longeway  
Shelle Longeway  
Wendy Longeway  
Mark Dickey

## Michelle Mitton

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**From:** Debbie Vickery <19dgv55@gmail.com>  
**Sent:** March 31, 2021 3:13 PM  
**To:** Legislative Services Shared; Division 3, Kevin Hanson; Dominic Kazmierczak; Michelle Mitton; Jessica Anderson  
**Cc:** 19dgv55@gmail.com  
**Subject:** [EXTERNAL] - FW: QUALICO APPLICATION - PUBLIC HEARING 13APRIL2021 - Land Use Bylaw -C-8120-2020; C-8121-2020; C-8122-2020; . File: PL20200087 (04736002/6011);File: PL20200083 (04736002/6011);File: PL20200084 (04736002/6011)  
**Attachments:** QUALICO APPLICATION -31march2021-2nd reading.docx  
**Importance:** High  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Do not open links or attachments unless sender and content are known.

Hi Michelle, Jessica, Dominic,  
Attached is my written submission for Council package for the April 13, 2021 for the Qualico Rudieger Development - Land Use Bylaw -C-8120-2020; C-8121-2020; C-8122-2020.  
Thank you,  
Deb and Garth Vickery  
OBCR resident

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**From:** Debbie Vickery <19dgv55@gmail.com>  
**Sent:** March 31, 2021 3:04 PM  
**To:** 'legisativeservices@rockyview.ca' <legisativeservices@rockyview.ca>; 'janderson@rockyview.ca' <janderson@rockyview.ca>  
**Cc:** 'kevin.hansen@rockyview.ca' <kevin.hansen@rockyview.ca>; 'swright@rockyview.ca' <swright@rockyview.ca>; 'ckissel@rockyview.ca' <ckissel@rockyview.ca>  
**Subject:** QUALICO APPLICATION - PUBLIC HEARING 13APRIL2021 - Land Use Bylaw -C-8120-2020; C-8121-2020; C-8122-2020; . File: PL20200087 (04736002/6011);File: PL20200083 (04736002/6011);File: PL20200084 (04736002/6011)

Hi Michelle and Jessica,  
Attached is my written submission for Council package for the April 13, 2021 for the Qualico Rudieger Development - Land Use Bylaw -C-8120-2020; C-8121-2020; C-8122-2020.  
Thank you,  
Deb and Garth Vickery  
OBCR resident

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**From:** Rocky View County <[noreply@everbridge.net](mailto:noreply@everbridge.net)>  
**Sent:** March 22, 2021 11:21 AM  
**To:** [19dgv55@gmail.com](mailto:19dgv55@gmail.com)  
**Subject:** Land Use Bylaw Application Public Hearing

This is a *Safe & Sound* message from Rocky View County.

You're receiving this message because you subscribed to planning and development information about your area or an address in the County important to you.

## Notice of Public Hearing

Hearing Date: Tuesday, April 13, 2021

Time: At or sometime after 1:00 p.m. (afternoon appointment)

Location: Rocky View County – livestreamed on [www.rockyview.ca](http://www.rockyview.ca)

### **BYLAW C-8120-2020**

DIVISION 3 – Public hearing to consider Bylaw C-8120-2020 to amend the Central Springbank Area Structure Plan providing for the proposed Highway 1 / Old Banff Coach Road Conceptual Scheme. Located at the southeast junction of Highway 1 and Range Road 31, directly bordering the city of Calgary. File: PL20200087 (04736002/6011) Note: This item is related to the two items below.

### **BYLAW C-8121-2020**

DIVISION 3 – Public hearing to consider Bylaw C-8121-2020 to adopt the Highway 1 / Old Banff Coach Road Conceptual Scheme providing a policy framework to guide future redesignation, subdivision and development proposals within a portion of SW-36-24-03-W05M. Located at the southeast junction of Highway 1 and Range Road 31, directly bordering the city of Calgary. File: PL20200083 (04736002/6011) Note: This item is related to the item above and below.

### **BYLAW C-8122-2020**

DIVISION 3 – Public hearing to consider Bylaw C-8122-2020 to redesignate the subject lands from Agricultural, General District to Direct Control accommodating a mixed commercial development, and to Residential, Mid-Density Urban District accommodating the development of a residential community within the eastern portion of the lands. Located at the southeast junction of Highway 1 and Range Road 31, directly bordering the City of Calgary. File: PL20200084 (04736002/6011) Note: This item is related to the two items above.

## Adjacent Landowners

If you are an adjacent landowner as defined by the Alberta Municipal Government Act, you will already have been contacted by the County directly about this proposal. If you support or oppose the proposed amendment, you may present your input to Council. [Click here](#) for details.

The deadline for written submissions to be included in the Council Agenda package is: Wednesday, March 31, 2021

The deadline for audio/video submissions is: Monday, April 12, 2021 by 12 p.m.

## **Non-Adjacent Landowners**

If you are not an adjacent landowner, but believe you are impacted by the proposal, you have the right to be heard. The Council Agenda for the meeting will contain the full details and reports on the proposed land use change. It will be available approximately one week before the hearing date on the [Council Agenda section of our website](#), or at the County Hall ([262075 Rocky View Point, Rocky View County](#)) during office hours. After the full report has been released, if you want to support or oppose the application, [click here](#) for details on making your views known.

## **Land Use Districts**

The Land Use Bylaw has full descriptions for each type of land use district (zoning). [Click here](#) to see the County's full Land Use Bylaw.

An interactive map shows the most-recently-updated land use designations everywhere in Rocky View County. [Click here](#) to see the map, and then click on any area to show details.

## **Questions**

If you have any questions about the proposed bylaw contact Planning Services at 403-230-1401.

If you have questions on the public hearing process contact Legislative & Legal Services at 403-520-8197 or 403-520-1651.

Log in to update your Safe & Sound information at [www.rockyview.ca/safe](http://www.rockyview.ca/safe) or call 403-230-1401.

Rocky View County  
Marketing & Communications  
[communications@rockyview.ca](mailto:communications@rockyview.ca)

MARCH 31, 2021

Municipal Clerk's Office

262075 Rocky View Point

Rocky View County, AB, T4A 0X2

To whom it may concern,

RE: QUALICO APPLICATION (RUDIEGER LANDS) – BYLAW C-8120-2020; BYLAW C-8121-2020; BYLAW C-8122-2020

**After reviewing the Qualico communities OBCR Conceptual Scheme we strongly believe that Bylaw C-8120-2020/ 8121-2020 / 8122-2020; the Qualico communities OBCR Conceptual Scheme are deficient and should be rejected. IT DOES NOT COMPLY WITH THE CMRB!!!**

Below are sections of the CMRB – March 17, 2021 document that is currently in the 3<sup>rd</sup> review from March 18 through April 8, 2021.

The Qualico Application does not conform to the CMRB document and the OBCR residence do not want, nor do we need such a development. RVC currently has the following Commercial Developments that are not near completion in **Bingham Crossing AND Harmony, that is a few km to the west of this Application..** Our population **does not support another commercial development. As per the CMRB, the density of the residential portion of this Application is not supported.** If RVC is thinking of taxation benefits, this commercial area will look like Horizon Mall, empty and non-functioning! **Where is the documentation to support we need more commercial land development???**

**Other important issues** at hand that does not support this Application: **OBCR is an historical road. Currently the OBCR residence have been in constant meetings with Alberta Transport** (Jerry Lau, P. Eng. Infrastructure Manager Southern Region Alberta Transportation Government of Alberta AND **Trevor Richelhof AICP, C.E.T.** Development / Planning Technologist Construction & Maintenance, Southern Region Alberta Transportation Government of Alberta) AND **Rockyview County** (Byron Riemann, Jeannette Lee, Dominic Kazmierczak) **trying to work through SAFETY issues.** The capacity of OBCR road to handle the **volume of traffic from Qualico current development (2017) and this Application can not happen SAFELY.** This is due to the increase of motorized vehicles on a road that has **blind driveway's, no shoulders, Pedestrian/ cyclist traffic.** **Since Crestmont – a Qualico Development was built 2017 to the east of the Coach Creek Application, and continues to be built, soon to be 2000+ residence added to OBCR and now the Current Qualico Application, the residence's of OBCR have still NOT seen any improvements to SAFETY of OBCR through calming or diversion measures. AS per the CMRB, developments must have TRANSPORTATION infrastructure to provide of efficient movement of goods.** Where is the documentation to support this????

The **next item of concern as per the CMRB 3.1.2.3 – Employment Area Placetypes** should be directed to Preferred Growth Area where infrastructure, servicing and transportation is available. They should be located in areas close to the population centre that can provide opportunities for short commutes and are located where transportation infrastructure can provide for efficient movement of goods. Again, this application does not support this, and should be **denied**.

The **next item of concern as per the CMRB 3.1.3.2** The remaining proportion of dwelling units may be either in Preferred Placetypes or in the Residential Community placetype. The minimum average residential density for the Residential Community placetype shall be as follows: (a) City of Calgary: 12 dwelling units/hectare (5 dwelling units/acre); (b) other Urban Municipalities and Joint Planning Areas: 12 dwelling units/hectare (5 dwelling units/ acre); and (c) Hamlet Growth Areas: 8.5 dwelling units/ hectare (3.5 dwelling units/acre). There fore this application should be **denied**.

The **next item of concern as per the CMRB 3.1.4** – Locational Criteria for Placetypes - Each placetype has appropriate and important locational criteria. **The Preferred Placetypes and Employment Area locations, because of their densities and potential for transit, logically fall within urban jurisdictions and in focused growth areas with adequate infrastructure, circulation, and services.** The Rural and County Cluster Placetype is **designed to preserve and enhance the Rural Character and Economy of Rural Areas.**

Policies 3.1.4.1 Municipalities shall comply with the following locational criteria when designating areas for Placetypes: (a) **Preferred Placetypes shall only be located in Urban Municipalities, Hamlet Growth Areas, or Joint Planning Areas;** (b) **new Employment Areas shall only be located in Preferred Growth Areas, with the exception of resource extraction and Agriculture-related business including Processors, Producers and other Agribusiness, which have no location criteria;** (c) **the Rural and Country Cluster Placetype shall not be located in Preferred Growth Areas;** and (d) the Residential Community Placetype shall be permitted in Preferred Growth Areas if the minimum Preferred Placetype proportions are achieved as specified in 3.1.3.1 and the minimum Density requirements are achieved in accordance with 3.1.3.2.

**This Qualico Application does not demonstrate compliance with the CMRB. There fore this application should be denied.**

The **next item of concern as per the CMRB 3.1.5 Rural Area Development -**

The rural areas surrounding the region's cities, towns, and Hamlets comprise the largest portion of land within the region and play an important role in supporting a robust economy, rural character and local identity. In addition, these areas support key environmental and water resources that need protection. There is a diverse set of opportunities for rural areas to grow in productive ways that complement key regional needs.

Policies 3.1.5.1 Rural areas will be supported with the following growth location opportunities: (a) growth within a Joint Planning Area if the proposed growth aligns with the three Preferred Placetypes, Employment Areas, and associated densities; (b) growth planned for development in Existing Area



Structure Plans; (c) growth within identified Hamlet Growth Areas, if the proposed growth aligns with the three Preferred Placetypes, Employment Areas, and associated minimum densities; and (d) **growth in all rural areas that complies with the Rural and Country Cluster placetype.**

3.1.5.2 The Rural and Country Cluster Placetype in **rural areas should be characterized by larger lot sizes, lower density, and single-detached housing.** This Placetype may include country cluster patterns that configure housing development **in a focused area and preserves remaining land for open space.** (a) The Rural and Country Cluster Residential **Placetype is encouraged to be developed in a country cluster residential pattern to a maximum of 80 dwelling units, in locations where infrastructure and services can be provided.** (b) The **maximum Density is 1.2 dwelling units/ hectare (0.5 dwelling units/acre) overall which can be clustered onto areas with no more than 80 dwelling units,** and an average residential Density of 7.5 gross dwelling units/hectare (3 dwelling units/ acre).

3.1.5.3 **Statutory plans shall identify the impacts, including fragmentation of farmland, of Greenfield Development on land used for agricultural purposes.** Strategies to mitigate the identified impacts should also be included.

3.1.5.4 **Local Employment Areas that comply with the following criteria** shall not be subject to the Regional Evaluation Framework approval process: **(a) the proposed Employment Area does not exceed eight hectares (20 acres); (b) The proposed Employment Area is not contiguous to an Urban Municipality, with a recommended minimum distance of two kilometres;** and

3.1.5.5 **Country Cluster development patterns should address preservation of wildlife corridors and conservation of environmental areas.**

This Qualico Application does not demonstrate this. There fore this application should be **denied.**

### The **next item of concern as per the CMRB 3.2.3 Agricultural Economy**

Agriculture is a complex system, including both rural and urban components, which operate at local, regional, provincial, national and international scales. **Agriculture plays an important cultural and economic role in large and small communities across the CMR.** Farming is a business, and producers will make decisions that allow them to compete in a globalized marketplace. **It is important to achieve a balance between conserving agricultural land and promoting other forms of economic development in a manner that promotes new land uses which are compatible with existing ones.** Supporting valueadded Agriculture and related industries in proximity to producers is important for supporting the agricultural industry.

Policies 3.2.3.1 Municipal Development Plans shall: (a) identify the role that agriculture plays in the municipality and include policies to support a strong, resilient and diversified agricultural economy; (b) include policies to support growth of agribusiness and value-added agriculture and related industries, especially when located in proximity to producers, as appropriate to the local scale and context; (c) **identify more opportunities to buy, share and sell locally produced food;** and (d) identify opportunities for Agri-tourism, as appropriate to the local scale and context.

**This Qualico Application does not demonstrate compliance with the CMRB. There fore this application should be denied.**

OBCR Residence's would applaud Qualico with a development of acreage living and a small neighborhood business (coffee /deli shops; Local produce from the farming community; Small local business – bakery.etc), that, we would believe would conform to the CMRB 2021 Document. The North and South ASP, and MDP, should be passed and approved by the board for applications being presented within weeks of approval. Please note that the first reading of this Bylaw was not circulated to OBCR residence, only to farmland owners. There fore the residence that are greatly affected by this Qualico Development were not aware and did not voice a concern.

Looking from the outside in, this rush of the Qualico Application does not look favorable. The Residence of OBCR also **note the internal battle of 4 to 3 counsellors**, and we the **residence of Springbank do not feel we are being represented truly!**

RUDIEGER building site is part of the SPRINGBANK BINDER that is part of RVC Historical Sites. The Rudieger Farm was the first Charolais Ranch in Western Canada. The Springbank Residence would hope that RVC will be maintaining this Heritage Site and ensuring that Qualico Development follows through.

**Again, we strongly oppose Bylaw C-8120-2020/ 8121-2020 / 8122-2020 and the Qualico communities OBCR Conceptual Scheme ask that Deputy Reeve McKylor provide voice for those Springbank residents who are of a similar mind!!!**

Submitted on behalf of,

Debbie and Garth Vickery

Old Banff Coach Road Resident

**Michelle Mitton**

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**From:** Ena Spalding <enaspalding@shaw.ca>  
**Sent:** March 31, 2021 3:44 PM  
**To:** Legislative Services Shared  
**Subject:** [EXTERNAL] - Bylaw C-8120-2020: Highway1/Old Banff Coach Road Conceptual Scheme  
**Attachments:** conceptschemeQRudRch310321es.pdf  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Do not open links or attachments unless sender and content are known.

Attention: Legislative Services, Rocky View County  
[LegislativeServices@rockyview.ca](mailto:LegislativeServices@rockyview.ca)

**Subject: Bylaw C-8120-2020**  
**Re: Highway1/Old Banff Coach Road Conceptual Scheme**  
(Nov/Dec 2020)  
**File Number: 04736002, 04736011 Application Number:**  
**PL20200087/083/084**

Please see attached my comments on this Conceptual Scheme for inclusion in the public hearing package.

To: Legislative Services, Rocky View County [LegislativeServices@rockyview.ca](mailto:LegislativeServices@rockyview.ca)

**Subject: Bylaw C-8120-2020**

**Re: Highway1/Old Banff Coach Road Conceptual Scheme (Nov/Dec 2020)**

**File Number: 04736002, 04736011 Application Number: PL20200087/083/084**

**Cumulative Effects:**

- In the Conceptual Scheme (CS) Qualico has NOT addressed the issues caused by the **cumulative effects** of their new development in addition to the adjacent developments proposed within the West View ASP in the City of Calgary west of Crestmont, as well as Melcor's extensive development plans immediately north of Hwy 1 and west of Valley Ridge, as well as Bingham Crossing just to the west. This is a major omission.

**City of Calgary Review?**

- Qualico has not provided any information on the City of Calgary's review of this CS.

**Specific comments on Conceptual Scheme:**

**1.2 VISION:**

The following Conceptual Scheme objectives (CS) are **NOT aligned with the existing Central Springbank Area Structure Plan (ASP)**:

b) and c) The Conceptual Scheme does NOT align with the existing Central Springbank ASP. As you know, Rocky View County has submitted the new Springbank ASPs to the Calgary Metropolitan Region Board (CMRB) for consideration. Until the new Springbank ASPs are agreed to by the CMRB, **there should be NO one-off amendments of the existing ASP. To do otherwise RVC would be putting developers ahead of RVC taxpayers. Qualico should bring this CS back when the new ASP is finalized.**

e) **The CS should FIRST ensure that the development is compatible with future residential development within RVC, NOT the city of Calgary. This CS is NOT compatible with development policies in RVC/Springbank under the existing ASP.**

f) **What the CS is proposing is largely commercial, not residential and the residential is urban density, not rural density (see existing ASP).**

g) "To establish a servicing scheme and supporting policy framework appropriate for facilitation of the proposed development" – the servicing scheme described under 7.0 Utilities for water supply and sanitary wastewater is a monumental and expensive undertaking that will be difficult to execute. **Reality check – what would the temporary solutions be during the years before these expensive projects could be completed? Trucking in water and trucking out sewage? These kinds of temporary measures, which RVC residents have experienced in other parts of the county, are NOT acceptable.**

i) Notification and consultation: If Qualico had wanted to appropriately notify and consult surrounding residents and landowners and respond to community concerns, **they could have held virtual open house(s) and invited Springbank residents to attend**

**virtually for discussion of their CS.** This kind of development affects more than just the homeowners who were notified within the very limited (1.5 ml) circulation area. **The recently scheduled open house by Qualico on March 31 (just 3 hours before the deadline for written submissions) DOES NOT qualify as PROPER or TIMELY CONSULTATION.**

### 1.3 RELEVANT POLICY DOCUMENTS:

The photo of the big-box mall with huge parking lot on Page 7 shows four-lane highways on both sides. **Is Qualico anticipating turning Old Banff Coach Rd into a four-lane highway to accommodate their commercial/residential/mall development? Has Alberta Transportation agreed to that?** The commercial proposal is for over 700,000 sq ft, which is the equivalent of six big-box stores. **Qualico needs to provide more information about their plans for Old Banff Coach Rd.**

### 1.4 RATIONALE FOR PROCEEDING WITH DEVELOPMENT:

Table 4 Anticipated Population & Density – **the estimated population of 1,000 on 8 units/acre does NOT align with the policies of the existing ASP.**

### 2.1 REGIONAL LOCATION:

“The Site has **direct access to Highway 1 via Old Banff Coach Road.**” **This is NOT an accurate statement. Direct access would be just that, NOT via Old Banff Coach Road.**

**This statement also contradicts the later section 4.1.2:**

4.1.2 “Access to the Site shall be generally in accordance with Figure 5.0, **with access locations off Old Banff Coach Road** to be confirmed at the subdivision phase and in accordance with Alberta Transportation requirements. **Direct access to Highway 1 shall not be permitted.**”

### 2.4 PHYSICAL SITE FEATURES:

Discussion of the **existing large pond shown in two photographs in this section is incomplete.** This pond attracts migratory and resident species, especially in spring and fall, e.g., many species of ducks, as well as swans, such as the **Trumpeter Swan which is a species at risk in Alberta. As well another species at risk in Alberta, the Peregrine Falcon** has been recorded hunting for prey there, during its breeding season.

**Biophysical Features:** “No species of management concern (listed provincially or federally) were identified.” As above, **at least two species of management concern have been recorded there, therefore this statement is MISLEADING and WRONG.** Also “The anthropogenic shallow open wetland (W13) was ranked moderate for songbird, waterfowl and bat habitat.” **Qualico needs to provide more details on wildlife species and their use of this site.**

### 3.1 LAND USE:

“Land use districts proposed as part of this Conceptual Scheme ... The R-MID district is proposed ... to provide similar lot and housing typology outcomes, as well as density, intended to be facilitated within the adjacent West View development.” **It cannot be clearer that Qualico have designed this development to fit with and match their adjacent development in Calgary. They have ignored that this land is in Rocky View County where these densities are NOT part of the existing Springbank ASP.**

“For the commercial areas of the Site, a direct control (DC) district is proposed...” apparently so that Qualico can include “additional uses to align with the vision of the Conceptual Scheme.” **Again, Qualico is ignoring the existing Springbank ASP.**

### 3.2 CONCEPT LAYOUT & SUBDIVISION:

“Single family residential development is proposed in the eastern extents of the Site and will involve similar housing product/typologies to the proposed residential development located within the West View development immediately east of the Site” in the City of Calgary. **Qualico’s proposal ignores the existing Springbank ASP and instead models itself after the city ASP.**

“One future development scenario may include the **closure of a portion of Old Banff Coach Road**, and consolidation of these lands with the balance of the quarter section. This would be subject to Alberta Transportation (AT) and Rocky View County coordination.”

Have there been discussions with AT that indicate that they would approve their provincial highway, i.e., Old Banff Coach Rd (OBCR) being closed? **AT have stated in the past that they do not allow the creation of discontinuous provincial highways.**

### 4.1 REGIONAL ROAD SYSTEM:

**Qualico proposes to build THREE new access roads onto Old Banff Coach Rd which is unacceptable.** Figure 5 shows these being at: the intersection of OBCR with Range Rd 31; one at the intersection of OBCR with Township Rd 245; and the third access further east on OBCR, close to the “temporary” access road into Crestmont. **Old Banff Coach Rd was not designed to accommodate a high volume of traffic** and has many 90 degree turns and blind corners between Hwy 1 and Springbank Rd. **The intersection of OBCR/Twp Rd 245 is the most dangerous place on OBCR, where several people have died in road accidents. This plan would put users of OBCR at even higher risk.** This could lead to closing OBCR east of the “temporary” Crestmont access. Alberta Transportation, Springbank residents and other OBCR users may not want that outcome.

4.1.2 “Access to the Site shall be generally in accordance with Figure 5.0, **with access locations off Old Banff Coach Road** to be confirmed at the subdivision phase and in accordance with Alberta Transportation requirements. **Direct access to Highway 1 shall not be permitted.**” **This statement contradicts the earlier section 2.1: 2.1 “The Site has direct access to Highway 1 via Old Banff Coach Road.” This is NOT an**

accurate statement. Direct access would be just that, **NOT via Old Banff Coach Road.**

**Due to the increased volume of traffic (from the Crestmont “temporary” road on this same stretch of OBC Rd, when will Qualico implement the proposed mitigation measures to help make OBC Rd safer, e.g., 3-way and 4-way STOP signs at Horizon View Rd and West Bluff Rd intersections? As well as mandate right-turn only exit from Crestmont onto OBC Rd and no left turn into Crestmont when travelling east on OBC Rd.?**

#### 5.1 PATHWAYS:

The conceptual scheme proposes pathways and sidewalks that “provide(s) a connection for pedestrians and cyclists from the proposed West View development to the (Qualico) commercial area and on to Old Banff Coach Road.” That is, not only from this development but from the rest of the City of Calgary – **pedestrians and cyclists being directed onto a busy provincial highway (i.e., OBC Rd)! This proposal is very high-risk for the safety of pedestrians, cyclists and users of OBC Rd; and therefore, unacceptable.**

#### 5.2 MUNICIPAL RESERVE:

**RV County should REJECT the proposal of the Conceptual Scheme “to defer the full 10% MR requirement for the Site (equivalent to 4.6 ha) to another parcel (Block 2 Plan 7510024) owned by the Applicant”. That land parcel is NOT close enough in terms of walking or cycling (2 to 3 km away) to qualify as a substitute.** Also, that land parcel does not have any conceptual scheme and is currently zoned agricultural. Therefore, **this proposal for deferral of the MR should be rejected.**

#### 6.0 DEVELOPMENT STANDARDS:

“Development standards and supplementary architectural guidelines will be used at the subdivision and development permit stages to ensure that all developments will be compatible with adjacent land uses” – **given that existing uses in all the adjacent and surrounding lands is agricultural (except for the Rudiger Ranch house site), this does not make sense and is misleading.**

#### 6.11 ROCKY VIEW/CALGARY INTERFACE:

Qualico claims that the proposed Conceptual Scheme “policies have been identified to assist in establishing a seamless **transition between Calgary (West View development) and Rocky View (Highway 1/Old Banff Coach Road Site)**”. In other words, **the transition between Qualico’s urban development in the City and Qualico’s mid to high-density residential/commercial development in Rocky View County.** However, the **Intermunicipal Development Plan (IDP) addresses the transition between urban city developments and the rural Rocky View land uses.** Qualico proposes “more urban density to transition to residential densities” in the city as transition to their planned commercial mall. What the IDP calls for is the developer to

address the transition from urban to rural. **This Conceptual Scheme does not provide proper Rocky View/Calgary intermunicipal interface in accordance with the IDP.**

#### 6.12 COMMERCIAL/ RESIDENTIAL INTERFACE:

The CS states “(refer to sections provided on the following page)” but **the Key Map on Page 34 is entirely different than the other transportation maps in the CS. This shows there is a problem with the accuracy of details in this Conceptual Scheme.**

#### 7.0 UTILITIES:

Qualico states that “The Conceptual Scheme does not propose, nor is it necessary, for any utilities to tie into City of Calgary utility networks.” This confirms that the City of Calgary has continually refused to extend its utilities to developments in RVC. However, **this section does NOT say who pays for the proposed servicing infrastructure to be built.** See below.

#### 7.1 WATER SUPPLY:

**“Water supply for the Conceptual Scheme is proposed to be provided via connection of a 200mm water feedermain to the existing Harmony Drinking Water Treatment Plant.” “Provided” by whom? Is Qualico anticipating future infrastructure that would be paid for by RVC taxpayers? Or, if Qualico intends to pay or share the costs of building private water/wastewater infrastructure, then the CS should state that clearly here. The cost of the proposed 10 km-long water feedermain to/from Harmony would be prohibitive for this Conceptual Scheme alone. Qualico needs to provide information on who pays for this infrastructure.**

**Does a 200mm water feedermain fit the recommendations of *Springbank ASP Servicing Strategy* for RVC by ISL Engineering?** The ISL report indicates that the proposed main waterline from Harmony would be a 500 mm pipe. The ISL report also proposes a 300 mm pipe. So **the CS water supply infrastructure differs from both the ISL report and proposed North & South Springbank ASPs.**

**Also, the Alberta Environment water license given to Harmony restricts them from trading part their water allocation to other developments. If so, this proposal to get water from Harmony is a non-starter. Qualico should state if Alberta Environment has approved (under the Water Act) that Harmony can trade part of its water allocation, prior to RVC considering this Conceptual Scheme. Qualico needs to provide more information.**

#### 7.2 SANITARY WASTEWATER:

Qualico proposes that the Conceptual Scheme will have a “sanitary main that connects to a wastewater lift station north of Highway 1 before **connecting to the existing Harmony Wastewater Treatment Plant.**” **What is the estimated cost of piping wastewater 9 km to Harmony?** Prohibitive for this Conceptual Scheme alone and, therefore, unlikely to be a possible solution. **What is Qualico proposing as a temporary solution until the sanitary main is built? Trucking out their**



**wastewater? That would be unacceptable to Springbank residents.**

What is the current capacity of the Harmony Wastewater Treatment Plant and wouldn't the capacity need to be increased to accommodate new development(s) as well as Harmony's own build-out? **Qualico needs to provide more information.**

**Does the proposed wastewater pipeline fit the recommendations of *Springbank ASP Servicing Strategy for RVC by ISL Engineering* (October 2020)?**

### 7.3 STORMWATER MANAGEMENT

"The stormwater pond will discharge to an existing culvert crossing Highway 1 before draining to an existing unnamed drainage ravine that connects to the Bow River".

**This SC should not propose turning natural drainage channels into surficial runoff channels from commercial development. This stormwater should NOT be allowed to flow into the Bow River/Bearspaw Reservoir without being fully treated onsite first.**

Figure 6 WATER & SANITARY SERVICING:

**Why is "East Springbank" written across the Artists View community?**

**Artists View has never been in East Springbank. This is another inaccurate detail that Qualico was not aware of.**

### 9.0 PUBLIC CONSULTATION:

"Public consultation was completed in tandem with the Conceptual Scheme application informing landowners within a 1.5-mile radius of the proposed Conceptual Scheme in addition to the ASP amendment and land use redesignation applications."

If they had wanted to appropriately notify and consult surrounding residents and landowners and respond to community concerns, **Qualico could have held virtual open house(s) and invited Springbank residents to attend virtually for discussion of their CS. This kind of development affects more than just the handful of homeowners who were notified within the very limited (1.5 ml) circulation area.**

"Feedback was received from a total of 13 respondents and responses were provided either via email or phone call." The low number of respondents is directly equal to the lack of effort to fully consult the Springbank community. **It is no surprise that "the majority of comments focused on traffic and safety implications on Old Banff Coach Road."**

**NOTE: The recently scheduled public information session by Qualico on March 31 (just 3 hours before the deadline for written submissions) DOES NOT qualify as PROPER or TIMELY CONSULTATION. There was no need (as Qualico claims) to wait for the date of the public hearing before scheduling a session. They could have done so days, weeks or months before.**

PRESENTATION of CS:

Presentation of this CS is poor quality. Qualico should have provided properly oriented maps/figures for reviewing in the online version of this Conceptual Scheme. That is, they should be oriented horizontally, not vertically. Most of the maps/figures in this CS

are presented in the wrong orientation which makes it difficult, if not impossible, to review these maps properly.

Ena Spalding  
178 Artists View Way  
Rocky View T3Z 3N1

March 31, 2021

## Michelle Mitton

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**From:** Gina Maier <maiermg@outlook.com>  
**Sent:** March 26, 2021 2:44 PM  
**To:** Legislative Services Shared  
**Subject:** [EXTERNAL] - RE: BYLAW C-8121-2021 OPPOSE DAVID SYMES OF STANTEC CONSULTING/COACH CREEK DEVELOPMENTS/QUALICO PROPOSED DEVELOPMENT

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Do not open links or attachments unless sender and content are known.

Dear Sir/Madam,

I want to formally oppose the above proposal to amend the land use bylaw.

I can't imagine that anyone living in Springbank, particularly in the quiet residential streets and small neighborhoods that branch off the Old Banff Coach Road (Horizon View, Solace Ridge Place, Artist's View for example), would be in favour of transforming this portion of the Old Banff Coach Road in any way – especially a transformation into a commercial corner where a farm sits today.

The reason people live in this area, is precisely because there are not any such developments.

The fact that as residents, we are receiving an invitation from Qualico communities to attend their information session on their development makes me wonder how far along the process already is.

Do we as residents even have a say in this matter? And if so, transparency would be greatly appreciated. Ie. Who is voting in favour and what are the actual numbers?

Sincerely,

Gina Maier

Resident, 124 Solace Ridge Place

## Michelle Mitton

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**From:** gmwilky@shaw.ca  
**Sent:** March 31, 2021 1:51 PM  
**To:** Michelle Mitton; Rocky View County Office of the CAO  
**Cc:** Gloria Wilkinson  
**Subject:** [EXTERNAL] - submission letter for each of the three public hearings for Rudiger lands on April 13, 2021  
**Attachments:** RVC Rudiger Ranch application response-G2.docx  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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Please let me know this submission has been received and will be entered as requested.

Gloria Wilkinson

41-year Springbank resident

Rudiger Ranch Application

File Numbers:04736002, 04736011

Application Numbers: PL20200087 / 083 / 084

March 31, 2021

**Letter to be entered into the record for each of the three public hearings.**

Greetings Council:

These applications and conceptual scheme **must fail**:

1. No townhall was held, until March 31, same day as RVC deadline for submissions. I don't believe Council requirement for public engagement is met. Instead; were calls to individuals which described different intended outcomes, including re-introducing the idea of four lanes for Old Banff Coach Road (which RVC just finished taking out of the new ASPs)  
**As an outcome to today's virtual session there is two new pieces of information that must be made available to the public before this public hearing can proceed:**
  1. TIA Report
  2. Sub-catchment Drainage Plan
2. A new access proposed onto Old Banff Coach Road right at the steep-hill junction to Township Road 245. This will cause exponential increase in collision hazards. All accesses to the Rudiger lands (and should also have been to the Crestmont lands in the City) should be right-out turns only. This is a two-lane highway with historic values back to the original coach days when this was the only horse-coach route to Banff, so preserve it.
3. Water is proposed to come 10+/- miles from Harmony. Harmony's licenses, 00231686-00-00 and 00414326-00-00, both clearly state that the licenses are for ONLY the lands within the legal description of the Harmony approval.  
So the "notion" that "someone" under a cost recovery plan would spend \$568M to bring that **pipeline to this application site is nonsense. NO. (RVC recently took another \$2.2M out of our tax stabilization fund to cover unmet repayments for East Balzac. That fund must be almost depleted now, so no more "help" is available. None of which has been used for the general taxpayer at any time, only to bail out commercial that is supposed to be great for the tax-base?)**  
HAWSCO Franchise Agreement, 2014-239, under Appendix 2, item 2 states "that franchise fees should be based on delivery **revenues** to the benefit ----". And under item 4 it states "prior to proposing any changes in the franchise fee, customers shall be notified through the publication in a newspaper ----".  
Current water licenses for Harmony describe their ability to meet the 3500 residences must be done under water conservation measures. This of course does not include Harmony's application to go to 4500. Reason to mention this? That means there is no ability to supply

water under this “notion”.

I state these points because none of this is contemplated in any of the three documents which means this entire process should be considered an **incomplete application** and sent back to the applicant. This is NOT ready for public hearing.

4. Wastewater: again, a pipeline is proposed to come all the way from Harmony’s lift station. The current bylaws for Harmony state the wastewater MUST be managed on site i.e. irrigate the golf course and green spaces, because no discharge is allowed offsite. Where is the analysis that the additional wastewater from the Rudiger application can be handled on the Harmony lands?  
So, if RVC proceeds, this is another multimillion-dollar cost not only for the pipeline, but the lift station itself must be increased in capacity. Another “notion” guesstimated go under cost recovery? NO; therefore same conclusion as in #3 above – **incomplete application, send it back.**
5. The RVC study, done by Tate Economic Research, in figure 5, demonstrates that there is NO need for new commercial to handle the region – “Springbank residents are adequately served for 75 years”. (Could that be why Bingham has not proceeded in the last 11 years? Could that be why Commercial Court continues to struggle?) Knowing all this, this application is still rushing to be approved. Why?
6. Stormwater is proposed to run straight to the Bow River. We have been protecting a heron rookery right at that Bow River location for years. This influx will destroy that sight. Additionally, from the mapping in Qualico’s Conceptual Scheme it appears this stormwater is to run right through private property – this can’t be considered a legal document with concepts like that!  
Additionally, the documents show no route/solution to get the stormwater (which starts up broadcast hill at Artists View East) across/under Highway 1. Details of RVC adopted management are in the Springbank Master Drainage Plan (tables 2.1, 2.2, and 2.3 plus the map as figure 3.1).
7. These three applications do not follow the IDP between RVC and Calgary:
  - 4.1.2 states the need to jointly plan intermunicipal entranceways and that the Alberta Government needs to be at that table.
  - 4.1.3 Requires an Intermunicipal Cooperation Team be set up under a terms of reference. Where are those TOR and their outcomes?
  - 4.3 Hwy 1 West Corridor: “—coordination but NOT the intent that the look and feel of the final development be identical across the boundary”. This application is identical only to the lands to the east, but to absolutely nothing in RVC. Does this mean there was no Cooperation Team?  
Is it not correct that all land uses adjacent to highways must meet a 1.6 km setback? Since

there are highways on 2 sides of this application, show what possible land is left developable to meet this!

8. Focus of the application is ONLY on the commercial portion. This commercial is to serve the existing Crestmont development in the City, BUT who pays the price? RVC residents in Springbank (see all the above points)

IF correct time would be taken, the Rudiger Ranch site should be saved as a **heritage site**. I believe it is already listed as such in the binders which we (Springbankers') gave to RVC listing all such sites in Springbank. It was the first Charolais ranch in Western Canada and operated both here and at 100 Mile House.

Please deny this application outright.

Respectfully,

Gloria Wilkinson

## Michelle Mitton

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**From:** Richard and Heather Clark <clarkrh@telus.net>  
**Sent:** March 28, 2021 7:37 PM  
**To:** Legislative Services Shared  
**Subject:** [EXTERNAL] - OPPOSE Bylaw C-8120-2021, Bylaw C-8121-2021, Bylaw C-8122-2021

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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OPPOSE

Bylaw C-8120-2021 - The CS ASP should not be amended to provide for a poor CS

Bylaw C-8121-2021 - Opposed to adopting high density project.

Bylaw C-8122-2021 - Opposed to redesignation to both high density DC-COM and R-MID

This letter is in objection to the Hwy1/OBCR Development Project (project).

March 27, 2012

Dear Council and Administration of Rocky View County.

While there is recognition the development will occur, we object to the high density of commercial and residential in the proposed project.

The proposal appears to follow the Central Springbank ASP and land use designations.

The DC-COM is a variant of the Direct Control. In this case, DC-COM is full commercial development. The residential of R-MID provides small city sized lots. Both of these are merely an extension of the land use in West View. The proposed high-density use is in direct contrast to the rural country vision of Spring Bank. It is opposed by the residents.

Suggestion:

It is suggested that development promote the rural character of the surrounding area and be a transition. The land use could be C-MIX or C-REG and R-CRD. Perhaps in consultation with residents, a more thoughtful approach can be found to preserve and enhance the character of the area.

In conclusion, the proposed Hwy1/OBCR CS is in contradiction to the desires of residents. Thus, there is objection to the current project.

Thank you

Heather and Richard Clark



244090 Range Rd 31, Calgary

403-288-2978

## Michelle Mitton

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**From:** Jayne Ruttan <jayne.ruttan@shaw.ca>  
**Sent:** March 31, 2021 3:08 PM  
**To:** Legislative Services Shared  
**Subject:** [EXTERNAL] - BYLAW C-8037-2020, BYLAW C-8120-2020, BYLAW C-8121-2020

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

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To Whom It May Concern:

I am writing to express my objection to this proposed development. While I am not against growth or development, it needs to be rural in design. Yet, once again, what is being proposed is not what the majority of residents have asked for. Bingham Crossing development went through despite over 85% of those in attendance at the public hearing speaking out against it. Now we are left with massive infrastructure bills to be borne by the Alberta taxpayer should that development commence building. Castleglen indicted a new interchange price tag of \$140m. It was laughable to hear developers indicate they have no idea what the costs of the interchange upgrades are going to be, that will be determined later. As in, long after the developers have made their profit and left. How can a project that bears no responsibility for majority of infrastructure with massive impact on density and use of roads in the area be approved? How do councillors from the other side of the County have the ability to vote against what the residents in a West division want? At every open house I have attended over the years, the repeated theme is the same. Keep Springbank rural. Any growth and development should be premised on retaining what makes the area great, rural living. This is not that, based on my understanding of the simplistic presentation provided. Massive urban malls, parking lots, high density housing is not conducive to this area. Nor can our roadways handle this. I see 4 lane roads being planned to accommodate the massive increase in traffic through the area. I live on Horizon View Road. How do you think this will impact residents in this area? Wildlife? Safety? We have no shoulders and a two lane country road. Where do you think all the construction vehicles and future traffic are going to flow through?

This is definitely not rural, nor economically or environmentally sustainable. The infrastructure costs to be borne by the Alberta taxpayer to fund the overpass and the widening of roads is not contemplated in this analysis. Claims of increased tax revenue and special levies do not even come close to the aforementioned. In addition, urban sprawl is a serious concern. This is just more of it. We have a massive mall being built a mile east on the highway, we do not need more malls. It is economically and environmentally unsustainable and irresponsible.

Rural growth would include things like a local recreation centre, senior housing, farmers market expansion. This is not a rural development and not what the residents and I think many Albertans want. How tragic in the name of "tax revenue" a beautiful community is being systematically destroyed by ill thought out, unsustainable development.

Concerned resident,  
Jayne Ruttan

## Michelle Mitton

---

**From:** Jeffrey F. Dunn <dunnj@ucalgary.ca>  
**Sent:** March 31, 2021 4:24 PM  
**To:** Dunn; Jessica Anderson; Legislative Services Shared; Dominic Kazmierczak; kevin.hansen@rockyview.ca; Division 2, Kim McKylor; Division 1, Mark Kamachi; Division 8, Samantha Wright; Division 9, Crystal Kissel; transportation.minister@gov.ab.ca; Division 6, Greg Boehlke  
**Subject:** [EXTERNAL] - Input to proposed bylaw amendments - for public hearing April 13, 2021

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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Dear Rocky View Planning & Council Members,

This letter is written to express opposition to the 3 amendments listed below. I am not opposed to development, but it seems this is being rushed through the approval process.

Bylaw C-8120-2020, C-8121-2020, & C-8122-2020  
File Number:04736002, 04736011  
Application Number: PL20200087 / 083 / 084

Name: Jeff Dunn

Address: 213 Artists View Way, t3z3n1

There are a few issues that it seems should be determined before the development is planned. As they are all linked, I am dealing with them together.

- 1. Water licenses should be clearly agreed; clean dirty and solid waste at build out & a plan for run off not to go into the Bow River**
- 2. Traffic needs to be determined post Stoney Trail usage before proceeding.**
- 3. There is No Need for more commercial businesses:** Only after Stoney Trail is completed and traffic changes are determined, can the future need of adding yet another commercial property be analyzed.

### **1. Water Licenses & Run-Off**

- The maps show piping water from Harmony, 10 km each way, each pipe. However the existing Harmony water licenses, 00231686-00-00 and 00414326-00-00, both clearly state that the licenses are for ONLY the lands within the legal description of the Harmony approval. They also state the wastewater MUST be managed on site i.e. to irrigate the golf course and green spaces, because no discharge is allowed offsite. That is enough to stop this proposed development now!
- Also gravity fed pipes are shown on the map, along an area that is hilly, not flat and certainly not all downhill.
  - Also are property owners to be responsible for their own solid waste? That would be a nasty surprise unless you had the 2 acres for a septic system?
  - Coach Creek has been eliminated from the maps, yet the development of the same name is suggesting stormwater, which will be contaminated by the businesses, to run down the path of this creek directly into the Bow River, untreated. I recognize that Coach Creek is not quite in this RV development but the run off will be, and the same developer is responsible for adjoining "Crestmont" where the creek is.

## **2. Old Banff Coach Road (OBCR) & traffic**

There have been many studies done on this road!

- There was a traffic study done “recently”, in the last few months. This is invalid both due to the hugely decreased traffic from covid and as no traffic study done now, can be valid. At best there can be calculations based on what will happen to traffic post Stoney Trail completion.
- This is already a problem with the lovely old historic highway that is OBCR. It is narrow, curvy, hilly and extremely prone to blowing snow all the winter/spring months.
- To add more traffic will make it much more dangerous.
  - It cannot be widened due to many issues, notably cost.
  - adding stop signs doesn’t solve anything.
  - If RV takes this road over, it will be yet another taxpayer cost.

## **3. No Need for more commercial businesses in this area:**

note: Only after Stoney Trail is completed and traffic changes are determined, can the future need of adding yet another commercial property be analyzed.

### **Existing Commercial:**

Within 5 minutes;

- There is 1 full size supermarket as well as many services in Westsprings,
- East on Hwy 1, there is a huge development almost completed with a big Save On and Farmers market at COP (Trinity Hills & Greenwich).
  - There are garden, wood & automobile services etc 5 min west, at Commercial Court,

Within 10 min;

- 2 additional supermarkets, plus many additional services in Aspen.
- Home Depot and Lowes are 10 minutes NE, less time when Stoney Trail is complete.
- Also, there are more commercial services to come including the many other local developments previously approved, like Bingham Crossing, Huggard Rd, Calaway Park

RV communication should be increased and time extended. The only information session, from the developer was held the same afternoon as this submission is required to be sent to RVC. Only those within 1.5kms were even notified, and in all directions, almost all of the area in a circle of that 1.5 kms are fields, so very few people were notified at all.

We don’t want another development approved, **then not used**. Built, unused development would be a huge taxpayer liability for all of Rocky View County.

These applications should be stopped until such time as the infrastructure licenses have been completed, & Stoney Trail connecting SW Calgary to NW.

Sincerely  
Jeff Dunn

## Michelle Mitton

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**From:** John Bargman <johnbargman@shaw.ca>  
**Sent:** March 31, 2021 3:12 PM  
**To:** Legislative Services Shared  
**Cc:** Jessica Anderson  
**Subject:** [EXTERNAL] - BYLAW C-8122-2021

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Do not open links or attachments unless sender and content are known.

Having just attended the only open house on this development, which was only held 4 hours prior to closing of input to council, it is apparent that this applicant is proposing a servicing strategy that does not fit with the strategy outlined in the ISL report that was prepared for the North and South Springbank ASP.

It was stated that there are no tie-ins planned for their wastewater lines. It was also stated that the Harmony water licence would be used to supply the initial phase(s) of this development.

The maps show:

Their water lines are not looped.

There is no reservoir.

The water lines proposed are too small to supply other developments. Smaller than the lines shown in the ISL strategy. The ISL strategy shows the main "Harmony line" going along the Trans Canada not TWP Rd 245.

This application must be changed to comply with the ISL servicing strategy. If it is not Rocky View County will fail on the first application since 2<sup>nd</sup> reading of the North and South Springbank ASPs to start to build out a water and wastewater system for all of Springbank.

The application also needs to be changed to show that no development or further applications to the county for this scheme can be granted until the water issues are resolved including having Alberta Environment and Parks approve the amendment of the Harmony water licence. Otherwise considerable cost to Rocky View could be incurred in processing and approving requests that may not ever happen. The applicant will need to present plans that show the reduced water usage for Harmony with modified development plans as well as the plans for this development to Alberta Environment and Parks that include the volumes of water required.

John

*John F. Bargman*

John F. Bargman  
178 Artists View Way  
Calgary, Alberta  
T3Z 3N1

C: 403-703-0753  
T:403-246-4294  
E: johnbargman@shaw.ca

## Michelle Mitton

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**From:** LAURIE HARMS <lpharms@shaw.ca>  
**Sent:** March 30, 2021 9:06 AM  
**To:** Legislative Services Shared  
**Cc:** gmharms  
**Subject:** [EXTERNAL] - Bylaws C-8120-2020, C-8121-2020, C-8122-2020  
**Attachments:** QualicoOBCR.pdf

Do not open links or attachments unless sender and content are known.

Please accept the attached letter as a record of my opposition the the Qualico Highway1/Old Banff Coach Road Conceptual Scheme. I previously submitted my response on January 11, 2020 but received no record of its receipt.

I would appreciate confirmation that my letter has been included in the responses to this proposed development.

Thank you.

Sincerely,

Laurie Harms  
43 Artist View Pointe

Laurie Harms  
43 Artist View Pointe  
Springbank, AB  
T3Z3N3

Jessica Anderson  
Planning and Development Services Department  
Rocky View County  
262075 Rocky View Point  
Rocky View County AB  
T4A0X2

RE: Proposed Conceptual Scheme Highway 1/Old Banff Coach Road  
File Number. 04736002, 04736011  
Application Number. PL20200087 / 083 / 084

January 11, 2020

Dear Jessica,

I am writing to **oppose** the proposed Qualico "Highway 1/Old Banff Coach Road Conceptual Scheme". Although we can see this land from our home, we were not within the 1.5 km radius of residents notified or consulted. According to the distribution map, a third of our neighbours on Artist View Way were not even included. Clearly, the absolute minimal requirements for community consultation were met.

There are many issues in this proposal but perhaps the most significant is that the objectives are not aligned with the current ASP. Qualico suggests redesignation of the Rudiger Ranch lands from Agricultural to Urban density with Commercial development as an amendment to the new draft ASP. Were the County to approve this redesignation, there would be no question that developers are prioritized above long term residents. On November 4, the City of Calgary rejected proposals for an additional 11 residential developments: there is no justification for the county to then approve development just outside the city limits.

As landowners in Artist View, we are concerned with traffic on Old Banff Coach Road. Lowered speed limits have been valuable and improved safety. Access

to this proposed development off Old Banff Coach Road, with additional lanes and increased traffic is completely contrary to these changes.

In this current proposal, the establishment of a Municipal Reserve is deferred to a separate submission. The area suggested is a strip of forest/grassland between Artist View West and Crestmont which is a well known wildlife corridor for deer, moose, coyote, and seasonal bear. I would suggest this land be designated Environmental Reserve on the Block 2 Plan 7510024 parcel and that this current Conceptual Scheme be dismissed.

Although I am aware that comments on a Conceptual Scheme are to address technical issues and compatibility with other existing uses in our neighbourhood, past experience with the developer has not been positive. The 'temporary' access road to Crestmont was immediately and obviously built to be permanent. With this new submission, there was a clear lack of effort to engage the community; contact was made with a minimal number of landowners over Christmas (Dec. 21) and days after a province-wide pandemic lockdown. The attempt to amend an ASP during its development, and failure to adhere to previous agreements demonstrates that the concept of 'bargaining in good faith' has been lost.

Please record my opposition to this application.

Sincerely,

A handwritten signature in black ink that reads "Laurie Harms". The signature is written in a cursive, flowing style.

Laurie Harms



## Michelle Mitton

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**From:** Mark Maier <MarkM@aurumgroup.com>  
**Sent:** March 26, 2021 2:55 PM  
**To:** Gina Maier; Legislative Services Shared  
**Subject:** [EXTERNAL] - Re: BYLAW C-8121-2021 OPPOSE DAVID SYMES OF STANTEC CONSULTING/COACH CREEK DEVELOPMENTS/QUALICO PROPOSED DEVELOPMENT

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Do not open links or attachments unless sender and content are known.

Dear Sir/Madam,

I echo my wife's sentiments expressed below.

Sincerely,  
Mark Maier

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**From:** Gina Maier <maiermg@outlook.com>  
**Date:** Friday, March 26, 2021 at 2:43 PM  
**To:** "LegislativeServices@rockyview.ca" <LegislativeServices@rockyview.ca>  
**Subject:** RE: BYLAW C-8121-2021 OPPOSE DAVID SYMES OF STANTEC CONSULTING/COACH CREEK DEVELOPMENTS/QUALICO PROPOSED DEVELOPMENT

Dear Sir/Madam,

I want to formally oppose the above proposal to amend the land use bylaw.

I can't imagine that anyone living in Springbank, particularly in the quiet residential streets and small neighborhoods that branch off the Old Banff Coach Road (Horizon View, Solace Ridge Place, Artist's View for example), would be in favour of transforming this portion of the Old Banff Coach Road in any way – especially a transformation into a commercial corner where a farm sits today.

The reason people live in this area, is precisely because there are not any such developments.

The fact that as residents, we are receiving an invitation from Qualico communities to attend their information session on their development makes me wonder how far along the process already is.

Do we as residents even have a say in this matter? And if so, transparency would be greatly appreciated. Ie. Who is voting in favour and what are the actual numbers?

Sincerely,

Gina Maier

Resident, 124 Solace Ridge Place

This email message and any files transmitted with it are confidential and intended solely for the person or organization named above, and any other use or disclosure is strictly forbidden. If you are not the named addressee you should not disseminate, distribute copy or alter this email. If this message has been sent to anyone else other than the above-mentioned party please notify us by returning this email and any files attached to it to the Sender and then delete or dispose of this email and any attachments in a confidential manner. Though we have taken reasonable precautions to ensure no viruses are present in this email, we cannot accept responsibility for any loss or damage arising from the use of this email or its attachments.

## Michelle Mitton

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**From:** Rizzuto Family <rizzuto@me.com>  
**Sent:** March 22, 2021 11:33 AM  
**To:** Legislative Services Shared  
**Subject:** [EXTERNAL] - Opposed BYLAWS C-8120-2020,C-8121-2020,C-8122-2020

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

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Opposed to all 3, stated below.

Will increase crime, noises and traffic. As well will have negative impact on wildlife.

Michael Rizzuto  
220 Horizon View Glen

### **BYLAW C-8120-2020**

DIVISION 3 – Public hearing to consider Bylaw C-8120-2020 to amend the Central Springbank Area Structure Plan providing for the proposed Highway 1 / Old Banff Coach Road Conceptual Scheme. Located at the southeast junction of Highway 1 and Range Road 31, directly bordering the city of Calgary. File: PL20200087 (04736002/6011) Note: This item is related to the two items below.

### **BYLAW C-8121-2020**

DIVISION 3 – Public hearing to consider Bylaw C-8121-2020 to adopt the Highway 1 / Old Banff Coach Road Conceptual Scheme providing a policy framework to guide future redesignation, subdivision and development proposals within a portion of SW-36-24-03-W05M. Located at the southeast junction of Highway 1 and Range Road 31, directly bordering the city of Calgary. File: PL20200083 (04736002/6011) Note: This item is related to the item above and below.

### **BYLAW C-8122-2020**

DIVISION 3 – Public hearing to consider Bylaw C-8122-2020 to redesignate the subject lands from Agricultural, General District to Direct Control accommodating a mixed commercial development, and to Residential, Mid-Density Urban District accommodating the development of a residential community within the eastern portion of the lands. Located at the southeast junction of Highway 1 and Range Road 31, directly bordering the City of Calgary. File: PL20200084 (04736002/6011) Note: This item is related to the two items above.

## Michelle Mitton

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**From:** Dunn <moiandrob@shaw.ca>  
**Sent:** March 31, 2021 4:07 PM  
**To:** Jessica Anderson; Legislative Services Shared; Dominic Kazmierczak; kevin.hansen@rockyview.ca; Division 2, Kim McKylor; Division 1, Mark Kamachi; gboehike@rockyview.ca; Division 8, Samantha Wright; Division 9, Crystal Kissel; transportation.minister@gov.ab.ca  
**Subject:** [EXTERNAL] - Input to proposed bylaw amendments - for public hearing April 13, 2021  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Do not open links or attachments unless sender and content are known.

Dear Rocky View Planning & Council Members,

This letter is written to express opposition to the 3 amendments listed below. I am not opposed to development, but it seems this is being rushed through the approval process.

Bylaw C-8120-2020, C-8121-2020, & C-8122-2020  
File Number:04736002, 04736011  
Application Number: PL20200087 / 083 / 084

Name: Moire Dunn  
Address: 213 Artists View Way, t3z3n1

There are a few issues that it seems should be determined before the development is planned. As they are all linked, I am dealing with them together.

- 1. Water licenses should be clearly agreed; clean dirty and solid waste at build out & a plan for run off not to go into the Bow River**
- 2. Traffic needs to be determined post Stoney Trail usage before proceeding.**
- 3. There is No Need for more commercial businesses:** Only after Stoney Trail is completed and traffic changes are determined, can the future need of adding yet another commercial property be analyzed.

### **1. Water Licenses & Run-Off**

- The maps show piping water from Harmony, 10 km each way, each pipe. However the existing Harmony water licenses, 00231686-00-00 and 00414326-00-00, both clearly state that the licenses are for ONLY the lands within the legal description of the Harmony approval. They also state the wastewater MUST be managed on site i.e. to irrigate the golf course and green spaces, because no discharge is allowed offsite. That is enough to stop this proposed development now!
- Also gravity fed pipes are shown on the map, along an area that is hilly, not flat and certainly not all downhill.
  - Also are property owners to be responsible for their own solid waste? That would be a nasty surprise unless you had the 2 acres for a septic system?
  - Coach Creek has been eliminated from the maps, yet the development of the same name is suggesting stormwater, which will be contaminated by the businesses, to run down the path of this creek directly into the Bow River, untreated. I recognize that Coach Creek is not quite in this RV development but the run off will be, and the same developer is responsible for adjoining "Crestmont" where the creek is.

## **2. Old Banff Coach Road (OBCR) & traffic**

There have been many studies done on this road!

- There was a traffic study done “recently”, in the last few months. This is invalid both due to the hugely decreased traffic from covid and as no traffic study done now, can be valid. At best there can be calculations based on what will happen to traffic post Stoney Trail completion.
- This is already a problem with the lovely old historic highway that is OBCR. It is narrow, curvy, hilly and extremely prone to blowing snow all the winter/spring months.
- To add more traffic will make it much more dangerous.
  - It cannot be widened due to many issues, notably cost.
  - adding stop signs doesn’t solve anything.
  - If RV takes this road over, it will be yet another taxpayer cost.

## **3. No Need for more commercial businesses in this area:**

note: Only after Stoney Trail is completed and traffic changes are determined, can the future need of adding yet another commercial property be analyzed.

### **Existing Commercial:**

Within 5 minutes;

- There is 1 full size supermarket as well as many services in Westsprings,
- East on Hwy 1, there is a huge development almost completed with a big Save On and Farmers market at COP (Trinity Hills & Greenwich).
  - There are garden, wood & automobile services etc 5 min west, at Commercial Court,

Within 10 min;

- 2 additional supermarkets, plus many additional services in Aspen.
- Home Depot and Lowes are 10 minutes NE, less time when Stoney Trail is complete.
- Also, there are more commercial services to come including the many other local developments previously approved, like Bingham Crossing, Huggard Rd, Calaway Park

RV communication should be increased and time extended. The only information session, from the developer was held the same afternoon as this submission is required to be sent to RVC. Only those within 1.5kms were even notified, and in all directions, almost all of the area in a circle of that 1.5 kms are fields, so very few people were notified at all.

We don’t want another development approved, **then not used**. Built, unused development would be a huge taxpayer liability for all of Rocky View County.

These applications should be stopped until such time as the infrastructure licenses have been completed, & Stoney Trail connecting SW Calgary to NW.

Thank-you for your time,  
Moire Dunn

## Michelle Mitton

---


**From:** rob@lupton.ca  
**Sent:** March 31, 2021 10:47 AM  
**To:** Legislative Services Shared  
**Cc:** Division 2, Kim McKylor  
**Subject:** [EXTERNAL] - Bylaw C-8120-2020: C-8121-2020 and C-8122-2020  
**Attachments:** Qualico.docx

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Do not open links or attachments unless sender and content are known.

Please find attached our household's letter in opposition to the proposed Bylaw amendments.

Regards  
Robert M Lupton  
e-mail: [rob@lupton.ca](mailto:rob@lupton.ca)  
Cell: 403 973 3095

Skype call link   
[Linkedin](#)

March 31, 2021

Robert & Sally Lupton

28 Windmill Way

Calgary, AB T3Z 1H6

RE: Bylaw's C-8120-2020; C-8121-2020 and C-8122-2020

Please accept this email as our household's **opposition** to the proposed Bylaws referenced above. We oppose for the following reasons:

Circumvention of the process by any individual or corporation for personal or corporate gain is unreasonable. The Springbank community is still reviewing and considering the impacts of the proposed *new* Springbank Area Structure Plan and it has yet to be approved by the County, objections to this plan have already been posted. Attempts by Qualico to bypass due process by amending the current ASP is disrespectful of the community that they are asking to join.

The County has consistently refused to develop a strategy that deals with creating a suitable buffer zone between the City of Calgary development and County development (both commercial and residential). Regions such as Springbank are different from Balzac and each requires thoughtful planning. This has not been done, and until a well-developed plan is created, strong opposition to developments such as this will continue.

Respectfully

Robert & Sally.

## Michelle Mitton

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**From:** Rocky View Forward <info@rockyviewforward.com>  
**Sent:** March 31, 2021 4:25 PM  
**To:** Legislative Services Shared  
**Subject:** [EXTERNAL] - Bylaws C-8120-2020, 8121-2020, and 8122-2020  
**Attachments:** rvf-qualico-hwy1-oldbanffcoachroad-publichearing-march31submission.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Do not open links or attachments unless sender and content are known.

Please find attached Rocky View Forward's written submission on Qualico's Highway 1/Old Banff Coach Road application scheduled for an April 13th public hearing.

all the best,  
Janet Ballantyne for  
Rocky View Forward



**Submission on Qualico's  
Highway 1 / Old Banff Coach Road Application  
Bylaws C - 8120-2020, C - 8121-2020, and C - 8122-2020**

**Prepared by: Rocky View Forward, March 31, 2021**

Rocky View Forward would like to have submitted a fulsome critique of this application by the March 31<sup>st</sup> deadline for written submissions. However, the applicant chose to delay holding any public engagement on its application until noon on March 31<sup>st</sup>. As a result, we have not had time to absorb the information presented at that open house and incorporate it into detailed comments on the application.

We can say that the application should be refused for many reasons including:

- Inappropriate timing of application
- Inadequate public consultation
- Inconsistency with the County Plan
- Lack of viable servicing
- Inconsistency with the existing country residential community
- Poorly articulated traffic impacts
- Inadequate control over commercial development

We will provide some comments on these critical shortcomings here and will provide a more detailed analysis as part of the public hearing process.

**Inappropriate timing of the application**

This application should be tabled until the Springbank ASPs are finalized. However inappropriate it may have been, the ASPs were explicitly drafted to accommodate this specific application. To now undertake parallel amendments to an ASP that, from the County's perspective, has already been superseded is nonsensical.

If the revised ASPs are approved by the CMRB, amending the Central Springbank ASP will have been a waste of time. If the ASPs are rejected by the CMRB, Council will need to reconsider its overall intentions regarding the Springbank area, including the land covered by this application.

**Inadequate public consultation**

Qualico has undertaken no meaningful public consultations. At their virtual open house today, they said that they made a conscious choice to only notify landowners in a circulation zone they crafted themselves rather than engage in more traditional public consultations. As a result, they did absolutely no public advertising of their proposed development. This is completely unacceptable.

A proposal of this magnitude should be accompanied by significant public engagement before it reaches the public hearing stage. This massive development is totally out of character for the community and it will have significant impacts on the entire Springbank community and beyond. Residents throughout the County have a right to know that such proposals are coming forward.

Other than one letter to people within 1.5 km of their site, the only public engagement they undertook is the one open house held a few hours before this submission was due. They claimed that they couldn't schedule the open house earlier because they didn't know when the public hearing was going to be held. Since when was that relevant?

Holding the open house on the same day as written submissions are due is almost worse than holding none since it displays a complete disrespect for residents and a disregard for the County's processes.

### **Inconsistency with the County Plan**

Since Qualico is proceeding with this application, the application must be assessed in terms of its compliance with the existing County Plan. Contrary to Qualico's assertions, this Concept Scheme is clearly inconsistent with key aspects of the County Plan.

Any objective reading of the County Plan's policies dealing with highway business areas and/or other business areas and residential development will conclude that this application conflicts with key provisions of all relevant policies.

The major contradictions, which will be dealt with in greater detail in our public hearing presentation, include:

- New highway business areas "shall demonstrate" that they "would not adversely impact the build-out of land within nearby business areas". While the Concept Scheme acknowledges the existing highway business area at the Trans-Canada and Range Road 33, it conveniently ignores the impact it will have on Bingham Crossing's commercial development at that interchange.
- The County Plan's policies for other business development are intended for "proposals for small scale business development away from identified business areas".
  - Qualico's own website describes its proposed development as "a massive mixed-use centre" that will provide 800,000 square feet of commercial space and that "will be home to dozens of powerful brands positioned to serve west Calgary, surrounding rural communities and the thousands of travelers that drive along the Trans-Canada Highway between Calgary and Banff each day".

- Qualico's own words are not describing a "small scale business development".
- Qualico's description is echoed in the Direct Control bylaw which identifies that the purpose of the direct control district is to accommodate "large scale commercial development".
  - The County Plan policies also stipulate that applications for business uses in the vicinity of an identified business area "shall not be supported". Adjacent interchanges along the Trans-Canada are unquestionably "in the vicinity" of each other.
  - In terms of the application's proposed residential development, the Concept Scheme conveniently transposes two words in County Plan Policy 5.13, thereby, radically altering the policy's meaning. The policy's words are - "direct high density forms of residential development **to adjacent** urban municipalities". In contrast, the Concept Scheme presents this policy as being that the County Plan "direct[s] high density residential development **adjacent to** urban municipalities".
    - We had hoped the applicant might provide more information on its plans for the proposed residential community at its open house. However, no detail beyond the sketchy information in the Concept Scheme was provided.

### **Lack of viable servicing**

The Concept Scheme assumes its development will obtain water and wastewater servicing from the Harmony potable water and wastewater treatment plants. Reading the Concept Scheme leaves the impression that this infrastructure is there waiting for Qualico to connect its new development to already-existing pipes. Nothing could be further from the truth.

Again, the virtual open house failed to answer any of the questions regarding the extension of servicing from Harmony to the Old Banff Coach Road site. There are serious questions about its viability. The \$158 million estimated cost from the Springbank Servicing Strategy does not include costs for additional water licenses. Although the applicant stated at the open house that the Harmony water licenses are not being fully utilized, those water licenses are restricted to use within Harmony's own development - a constraint conveniently overlooked.

There are also significant concerns regarding the viability of extending Harmony's wastewater system since it relies on spray irrigation for the disposal of its treated effluent.

Until it has been concluded that it is actually feasible to extend Harmony's water and wastewater infrastructure to service this application, the applicant has not demonstrated that the land can be serviced.

Even if it can be demonstrated that it is technically feasible to extend Harmony's infrastructure to service this proposed development, how the extension will be paid for needs to be part of any evaluation of this application. The applicant did not answer questions on this issue at its open house.

### **Inconsistency with the existing country residential community**

Transitioning from Springbank's conventional country residential development to massive commercial and high-density residential development should be a substantive component of this proposal. However, the Concept Scheme's discussion of transitions focuses on ensuring an adequate transition between Calgary's Crestmont residential community and the proposed commercial development. At their virtual open house, the applicant confirmed that their transition "work" focused on this transition, not with any transition to the rest of Rocky View.

The only reference the Concept Scheme provides on transitioning within Rocky View is to assert that elevation differences will provide a screening between its proposed development and the already-existing residential development in Rocky View.

This is completely inadequate. Simply saying that people won't be able to see it from their houses ignores the major impact this development would have on the existing community. There will be noise, light pollution, increased traffic, as well as the view of the roofs of 800,000 square feet of commercial buildings. None of these blends into a country residential community; nor do they provide any transition between urban and rural development.

### **Questionable traffic impacts**

There are serious concerns regarding the traffic impacts that will result from adding almost 1,000 new residents as well as all the commercial traffic from 800,000 square feet of retail space. The Concept Scheme provides virtually no information on traffic impacts. This is clearly a major concern for the community since at least half of the open house was spent attempting to explain away the proposal's impacts on traffic.

Although the applicant has prepared a Traffic Impact Assessment and a Network Analysis for Old Banff Coach Road, they avoided responding to direct requests to release these documents during the open house.

### **Inadequate control over commercial development**

The application is proposing to create two direct control districts. The direct control bylaw (C-8122-2020) that was given first reading on December 22, 2020 completely fails to provide any policy guidance for the commercial development.

The proposed bylaw provides a list of 46 conforming uses, none of which will be subject to any public input once the April 13<sup>th</sup> public hearing is over. Some of the commercial uses that will be permitted include alcohol production, retail cannabis outlets, communications towers of any sort, multi-unit residential development, restricted establishments such as casinos, car dealerships, light industrial, outdoor storage. It is highly unlikely whether anyone in the community understands that such a wide range of uses will be possible on the site. The applicant has certainly not provided any acknowledgement even though they will have had direct involvement in crafting the list of conforming uses.

In addition to no effective control over the types of commercial activities that will be possible, the DC bylaw includes no controls on sizes of commercial buildings within the area. The only constraints are on building height and front, back and side yard setbacks. This is completely unacceptable.

### **Conclusion**

Any one of these issues is sufficient to reject this application. When combined, these issues leave council with only one acceptable answer – that this proposed development does not belong in Rocky View.

## Michelle Mitton

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**From:** Shannon Rizzuto <srizzuto@me.com>  
**Sent:** March 22, 2021 11:31 AM  
**To:** Legislative Services Shared  
**Subject:** [EXTERNAL] - Opposed BYLAW C-8120-2020,C-8121-2020, C-8122-2020

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Do not open links or attachments unless sender and content are known.

Opposed to all 3, stated below.  
Will increase crime, traffic and noise. Will have negative impact wildlife.  
Shannon Rizzuto  
220 Horizon View Glen

### **BYLAW C-8120-2020**

DIVISION 3 – Public hearing to consider Bylaw C-8120-2020 to amend the Central Springbank Area Structure Plan providing for the proposed Highway 1 / Old Banff Coach Road Conceptual Scheme. Located at the southeast junction of Highway 1 and Range Road 31, directly bordering the city of Calgary. File: PL20200087 (04736002/6011) Note: This item is related to the two items below.

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DIVISION 3 – Public hearing to consider Bylaw C-8122-2020 to redesignate the subject lands from Agricultural, General District to Direct Control accommodating a mixed commercial development, and to Residential, Mid-Density Urban District accommodating the development of a residential community within the eastern portion of the lands. Located at the southeast junction of Highway 1 and Range Road 31, directly bordering the City of Calgary. File: PL20200084 (04736002/6011) Note: This item is related to the two items above.

## Michelle Mitton

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**From:** Shelm1@telus.net  
**Sent:** March 31, 2021 10:06 AM  
**To:** Legislative Services Shared  
**Cc:** Division 2, Kim McKylor; rob@lupton.ca; Jessica Serfas; Glen Dickey; Heather Bulger; Iain Elder; Rocky View Forward; Travis Gieck  
**Subject:** [EXTERNAL] - Bylaw C-8120-2020: C-8121-2020 and C-8122-2020  
**Attachments:** Qualico.docx

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Do not open links or attachments unless sender and content are known.

Please find attached our household's letter in opposition to the proposed Bylaw amendments.

Kind Regards  
Shelley and Kevin Moore  
39 Windmill Way  
Calgary AB  
T3Z 1H5

March 31, 2021

Kevin and Shelley Moore

39 Windmill Way

Calgary, AB T3Z 1H5

RE: Bylaw's C-8120-2020; C-8121-2020 and C-8122-2020

Please accept this email as our household's **opposition** to the proposed Bylaw's referenced above. We oppose on the following reasons:

Circumvention of the process by any individual or corporation for personal or corporate gain is untenable. The Springbank community is still reviewing and considering the impacts of the proposed *new* Springbank Area Structure Plan and it has yet to be approved by the County. Attempts by Qualico to jump the que by amending the current ASP is disrespectful of the community that they are asking to join.

The County has continually refused to develop a strategy that deals with creating a suitable buffer zone between the City of Calgary development and County development (both commercial and residential). Regions such as Springbank are different from Balzac and each requires thoughtful planning. This has not been done, and until a well developed plan is created, strong opposition to developments such as this will continue.

Respectfully

Kevin and Shelley Moore



## Michelle Mitton

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**From:** Tamara Schmidt <tdawnschmidt@gmail.com>  
**Sent:** March 25, 2021 9:44 PM  
**To:** Legislative Services Shared  
**Subject:** [EXTERNAL] - Springbank Development  
**Attachments:** Resident letter to Rockyview.pages; ATT00001.htm

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Do not open links or attachments unless sender and content are known.

Please have this document read and presented at all Springbank Development hearings.

Regards  
Tamara Schmidt

## Highway 1 ~ Old Banff Coach Road Development

### To Whom It May Concern:

I am disappointed that a council elected to look after the best interests of the communities they represent doesn't honour and respect the citizens of those communities. We have procedures, protocols and development regulations in place to provide communities with safe, planned, sustainable development. These procedures and protocols, as well as the input from the PRESENT community you are elected to represent, must be your highest priority.

By not following these procedures and protocols and giving the citizens of the community ample time to research, review and provide feedback, you are being delinquent in your roles as council.

There will be development west of Calgary into Rocky View. Everyone knows that. That is why we have a Springbank development plan. To break Springbank into 2 divisions is ridiculous and was not the procedure in which original Springbank development plans were based. Residents have lived in the community and designed this development infrastructure to provide for the safest and most sustainable growth of the community.

We do not have the infrastructure to support the present or any new proposed development on Highway One. The roads were not designed to handle the volume of traffic that is already on these roads. Higher density development will only make the situation worse and unsafe for everyone who uses the roads. This situation is even more treacherous as Springbank is now a short cut for Calgarians to other locations west of Calgary. It is also heavily used to avoid the Highway 1 construction. Between the hauling trucks, cars, bicycles and motorcycles, these roads are presently very dangerous with additional volume and have limited passing/shoulder space. You know this.

Our schools and recreation facilities are at maximum capacity. They also were not designed for the type of density and infrastructure that the council has presently approved all around the Springbank area. New development in this overcrowded scenario needs to be avoided at all costs. If these proposals proceed, Developers must provide full funding to support the schools and recreation centres. These areas would not need to expand as quickly if not for the development of these densely populated communities.

The residents who have supported, maintained and developed these recreation facilities and the wonderful school culture we enjoy are currently not being heard. We cannot handle more residents in our current recreation and school facilities.

The proposal for the water and sewage treatment is an embarrassment to our community. It completely goes against what the citizens of Springbank have voted for and expect in this demographic.

## Michelle Mitton

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**From:** cobham11@aol.com  
**Sent:** March 24, 2021 11:37 AM  
**To:** Legislative Services Shared  
**Cc:** Jessica Anderson; banardin@aol.com; Michelle Mitton; 19dgv55@gmail.com; plan.springbank@gmail.com  
**Subject:** [EXTERNAL] - Bylaw C-8121-2020

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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Municipal Clerk's Office  
262075 Rocky View Point  
Rocky View County, AB, T4A 0X2

To whom it may concern,

After reviewing the Qualico communities OBCR Conceptual Scheme we strongly believe that Bylaw C-8121-2020 and the Qualico communities OBCR Conceptual Scheme are deficient and should be rejected.

An application by Stantec Consulting Ltd. on behalf of Coach Creek Developments Inc. has been submitted to consider Bylaw C-8121-2020. The application seeks to amend Land Use Bylaw C08000-2020 and adopt the Qualico communities Highway 1 / Old Banff Coach Road Conceptual Scheme (OBCR) in order to re-designate, subdivide and develop a Site bordering the City of Calgary. The Site is owned by Qualico and consists of two parcels (115.3 ac) currently designated as Agricultural and known as Rudiger Ranch. Surrounding sites to the south, west, and north are also designated as Agricultural. Lands to the east, within the City of Calgary, are designated Special Purposes – Future Urban Development District under the City Land Use Bylaw and are subject to the West View ASP that was approved by the City of Calgary on February 24, 2020. The lands to the east are also owned by Qualico and are being planned concurrently with the Qualico communities Conceptual Scheme.

Qualico is proposing to build a large commercial mall and convert Old Banff Coach Rd into a 4-lane road. Qualico is also asking RVC council to amend the Central Springbank ASP, just as Springbank residents are considering the details of the new draft South and North Springbank ASPs and the Municipal Development Plan (MDP, Bylaw C-8090-2020). The OBCR scheme does not address the issues resulting from the cumulative effects of their development together with the various Springbank ASPs, the MDP, the adjacent development proposed within the West View ASP, Melcor's planned development immediately north of Hwy 1, and the yet-to-be-developed Bingham Crossing just to the west.

The Qualico communities OBCR scheme is based on the Central Springbank ASP of 2001 and the County Municipal Development Plan of 2013, amended 2019. Even with these older plans, Qualico is requiring amendments that would change land use from agricultural and "residential" to part commercial/part residential, allow for regional commercial development, and facilitate commercial development at site. Qualico's Conceptual Scheme is being rushed to a Public Hearing on April 13 just as the updated ASPs are under review and close to being finished. We believe that to do so is to Qualico's benefit and makes it easier for them to proceed with fewer requirements that will not meet or fit with those outlined in the updated Springbank ASPs, which there are many.

Here are our further comments regarding specifics that are not addressed in the Qualico communities OBCR Conceptual Scheme:

- The transportation plans show changes to RR31 and OBCR to 4 lanes on 2 sides of the development that would interfere with resident's ability to access Hwy 1 and the city via OBCR/Springbank Rd during construction. Access would again be restricted when expansion would remove the curve of OBCR to Hwy 1 and put all traffic from OBCR onto RR31.

- Has the water supply been agreed to by Harmony not just “proposed to be provided” by Harmony? This was a problem with the Atkins development.
- Fire suppression uses the present County Fire Station #102 at Springbank Airport. The fire department may be stretched to provide the additional service required by this commercial development (2320 jobs) and a residential property increase for 966 people.
- Development is broken down into 4 phases. What is the timeline for these from beginning to completion?
- The Traffic Impact Assessment and Master Drainage are “underway or completed”. There is no discussion of the traffic impact assessment results and the Master Drainage Plan won’t be done until after scheme is approved.
- When reading the scheme, we were concerned with the number of "should" and "may" statements rather than "shall" statements. Shall is mandatory, should is not mandatory and may is discretionary. These include areas like lighting, garbage, signs, loading and others. Hopefully, by waiting for completion of the new SAP regulations before consideration of the the Qualico proposal, there would be fewer surprises.
- At this stage, there was no information in the text or figures of the scheme regarding what kind of stores, how many stores or what kind of commercial development is being planned. If we were voting on this, we would want more information on these matters as well as on any associated residential development.

It is clear that the door is now open for developers to do whatever they wish as their are few, if any, real constraints on commercial/industrial development in their schemes. The residents of Rocky View are constantly bombarded with one new plan or scheme after another. They all have one thing in common - the promotion of development for development's (or developer's) sake without much to address the real issues that have existed here for decades: water supplies and ground water management, waste management, fire and police department support, high-speed internet access, traffic overload, and protection of the environment. It would be refreshing to see a plan that addresses those issues for the current residents and without the addition of new residential and commercial development proposals that are unsupported and unnecessary.

Again, we strongly oppose Bylaw C-8121-2020 and the Qualico communities OBCR Conceptual Scheme ask that Deputy Reeve McKylor provide voice for those Springbank residents who are of a similar mind.

Sincerely,

Thomas and Barbara Nardin  
 Lot 1, NW1/4, Sec 18, T24 R2, W05M

## Michelle Mitton

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**From:** Travis Gieck <tjgieck@gmail.com>  
**Sent:** March 21, 2021 2:19 PM  
**To:** Legislative Services Shared  
**Subject:** [EXTERNAL] - Hwy 1/Old Banff Coach Rd commercial development - deadline March 31 for Public Hearing on April 13, 1 pm

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Do not open links or attachments unless sender and content are known.

Please accept this email as the requested response from our household that is within the 1.5km circulation area of the proposed revisions to the current Springbank Area Structure Plan (ASP) to allow approval for development at Highway 1/Old Banff Coach Road.

Our household is firmly AGAINST ANY one-off approvals by the Rocky View County that is not in strict adherence to the existing or yet to be approved amendments to the new ASP for Springbank. To move forward with approval of such a development at this time would be a gross use of preferred treatment of developer vs Rocky View County resident.

We have concerns in regards to the ambitious plan to provide water and sewer to the proposed development. Extending infrastructure from Harmony is a significant undertaking and the resulting costs, regardless that they may qualify for the LIP/LIT program, would be removing available dollars from a fund that is intended to assist residential communities to upgrade infrastructure and NOT intended to subsidize private enterprise.

Harmony is a new development and at full build-out, additional servicing should be considered within reasonable proximity, not extending service over 10 km. Therefore, the proposal offered by Qualico is insufficient and does not provide reasonable and adequate solutions to either Potable Water Supply or Wastewater treatment. Clearly Qualico was unable to obtain an agreement for such services from the City of Calgary.

Large commercial development in Springbank and other areas located within Rocky View will always have difficulties with resident support due to the scarcity of potable water and the issue of waste water treatment. Approvals of any similar plans must always address these issues, along with other issues such as drainage/run-off and high traffic, and this proposal is grossly lacking in a sound and reasonable approach to any of these issues.

The Springbank community is a large, organized group of residents that has the best interests of the area and future development in mind. The community acknowledges that development will occur. However, appropriate, considerate, complete public engagement by both developer and the County are expected and insisted upon. To date, commercial development in the Springbank area has been unsuccessful because the Community did not support the concepts. Perhaps this development has the opportunity to change history with a more holistic approach.

Regards,

Travis and Brenda Gieck  
71 Windmill Way  
T3Z 1H5

## Michelle Mitton

---

**From:** Laura Gerbrecht <lgerbrecht@melcor.ca>  
**Sent:** March 30, 2021 4:27 PM  
**To:** Legislative Services Shared  
**Subject:** [EXTERNAL] - Bylaw C-8120/8121/8122-2020, Highway 1 and Old Banff Coach Road project.  
**Attachments:** Rocky View County - Bylaws C-812081218122-2020.pdf  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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Good afternoon,  
Please see the attached written submission to the Legislative Services regarding:

Bylaw C-8120/8121/8122-2020, Highway 1 and Old Banff Coach Road project.

Thank you,

**Laura Gerbrecht**

Receptionist and Office Assistant

*Please note: I am currently working from home. Email is the best way to reach me. For information on all of the steps that Melcor is taking to protect our communities from COVID-19, [click here](#).*

e| [lgerbrecht@melcor.ca](mailto:lgerbrecht@melcor.ca)  
a| 210, 101-6th Street SW  
Calgary, AB T2P 5K7  
w| [Melcor.ca](http://Melcor.ca)

MELCOR DEVELOPMENTS LTD.

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---

**From:** Alan Boucher  
**Sent:** March-30-21 4:09 PM  
**To:** Laura Gerbrecht  
**Subject:** RE: Highway 1 and Old Banff Coach Road project.

Thanks Laura. Please see attached for submission to the County. Thanks for offering to take care of that.

Best regards,

**Alan Boucher**  
**403-270-1289**

---

**From:** Laura Gerbrecht  
**Sent:** March 30, 2021 3:24 PM  
**To:** Alan Boucher  
**Subject:** RE: Highway 1 and Old Banff Coach Road project.

Hi Alan,  
Please see attached letter for your review and signature, once you've signed off on this would you like me to email it in. Looks like there is directions for that?!

Thanks

**Laura Gerbrecht**

Receptionist and Office Assistant

*Please note: I am currently working from home. Email is the best way to reach me. For information on all of the steps that Melcor is taking to protect our communities from COVID-19, [click here.](#)*

e| [lgerbrecht@melcor.ca](mailto:lgerbrecht@melcor.ca)  
a| 210, 101-6th Street SW  
Calgary, AB T2P 5K7  
w| [Melcor.ca](http://Melcor.ca)

MELCOR DEVELOPMENTS LTD.



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**From:** Alan Boucher  
**Sent:** March-30-21 3:01 PM  
**To:** Laura Gerbrecht  
**Subject:** FW: Highway 1 and Old Banff Coach Road project.

Hi Laura,

Can you please prepare a letter noted in Italic below. I can sign off and then could you send it off to the County?

Let me know if you have any questions.

Best regards,

**Alan Boucher**  
**403-270-1289**

---

**From:** Ben Mercer [mailto:[BMercer@qualico.com](mailto:BMercer@qualico.com)]  
**Sent:** March 30, 2021 2:45 PM  
**To:** Alan Boucher  
**Subject:** RE: Highway 1 and Old Banff Coach Road project.

I really appreciate that Al. Truman was going to do the same. I provided them with a couple sentences, but I'll rearrange it for you so that it does not look like a carbon copy job.



“

**RE: BYLAWS C-8120/8121/8122-2020, Highway 1/Old Banff Coach Road Conceptual Scheme**

*As a Springbank landowner adjacent to the proposed development, Melcor is in full support. The site's close proximity to the Highway is ideal for commercial land uses, and the plan demonstrates how it will be integrated with the residential community to the east. We think that growth and development in Springbank is a good thing and this location is an appropriate place for it. Thank you for the opportunity to provide our input.”*

The deadline to submit letters is tomorrow (Wednesday) at 4:30. They go to [legislativeservices@rockyview.ca](mailto:legislativeservices@rockyview.ca) (include the bylaw number in the subject line)

Nothing new to report on the servicing, we have Stantec working on the preliminary engineering part, but if we get land use approval we will go full steam on a subdivision application and detailed engineering. The process for expansion of the Harmony Franchise area is still in the early stages, but that will become a high priority later this year. Cary and I will keep you informed (he is more involved than I am.)

Thanks again for your help with this AI, I'll buy you lunch sometime soon.

Ben

---

**From:** Alan Boucher <[ABoucher@melcor.ca](mailto:ABoucher@melcor.ca)>  
**Sent:** Tuesday, March 30, 2021 1:59 PM  
**To:** Ben Mercer <[BMercer@qualico.com](mailto:BMercer@qualico.com)>  
**Subject:** RE: Highway 1 and Old Banff Coach Road project.

The latter....tell me what you want us to say and we'll sign on Melcor letterhead.

Best regards,

**Alan Boucher**  
**403-270-1289**

---

**From:** Ben Mercer [<mailto:BMercer@qualico.com>]  
**Sent:** March 30, 2021 11:47 AM  
**To:** Alan Boucher  
**Subject:** FW: Highway 1 and Old Banff Coach Road project.

Okay is B&A representing you for those lands next to Highway 1? If so, I'll get them to do up a letter on your behalf.

Or do you just want me to provide the sentences and then you would slap it into Melcor letterhead?

Appreciate your help AI. I feel your pain, I'm stretched super thin these days as well!

Ben

---

**From:** Alan Boucher <[ABoucher@melcor.ca](mailto:ABoucher@melcor.ca)>  
**Sent:** Tuesday, March 30, 2021 11:42 AM  
**To:** Ben Mercer <[BMercer@qualico.com](mailto:BMercer@qualico.com)>  
**Subject:** RE: Highway 1 and Old Banff Coach Road project.

Hi Ben,

I'm okay, but I wish there was two of me these days! I'm super swamped right now so won't have the pleasure of digging into this. If you want to have B&A draft up a letter of support for us we would be happy to support Qualico.

Any updates otherwise on servicing our lands from Harmony?

Hope you are well!

Best regards,

**Alan Boucher**  
**403-270-1289**

---

**From:** Ben Mercer [<mailto:BMercer@qualico.com>]  
**Sent:** March 29, 2021 2:35 PM  
**To:** Alan Boucher  
**Subject:** Highway 1 and Old Banff Coach Road project.

Hey Al, how are ya? Sorry to bother you with this, but our project is going for Public Hearing on April 13<sup>th</sup>, and we need all the support we can get!

Would Melcor be willing to submit a support letter on this one? There is an opportunity to send in letters and have them part of the public record. Here is a link to the County advertisement:

<https://www.rockyview.ca/Portals/0/Files/Notices/2021/20210323-Council-Meeting-Public-Hearing-April13.pdf>

Here is a link to the Conceptual Scheme Stantec prepared:

<https://www.rockyview.ca/Portals/0/Files/BuildingPlanning/Planning/UnderReview/ProposedCS/Proposed-CS-Highway-1-Old-Banff-Coach-Road.pdf>

Also, its late notice, but we are holding an information session on Wednesday at noon. (Invite attached) Not sure if you want to participate in that, but I can get Stantec to include you if you are interested.

If you want to chat about anything or have questions about the project let me know and I'll give you a call. Thanks Al,

Ben

**Ben Mercer, RPP, MCIP**  
Senior Planning Manager



100, 5709 2<sup>nd</sup> Street SE  
Calgary, AB T2H 2W4

**Direct:** 403.212.6378  
**Cell:** 403.606.8498  
**Email:** [bmercerc@qualico.com](mailto:bmercerc@qualico.com)

[www.qualicocommunities.com](http://www.qualicocommunities.com)



March 30, 2021

Rocky View County  
Legislative Services  
4906 Richard Road SW  
262075 Rocky View Point  
e-mail: [legislativeservices@rockyview.ca](mailto:legislativeservices@rockyview.ca)

**Re: *BYLAWS C-8120/8121/8122-2020, Highway 1/Old Banff Coach Road Conceptual Scheme***

As a Springbank landowner adjacent to the proposed development, Melcor Developments Ltd is in full support of the proposed application. The site's close proximity to the Highway is ideal for commercial land uses, and the plan demonstrates how it will be integrated with the residential community to the east. We think that growth and development in Springbank is a good thing and this location is an appropriate place for it.

Thank you for the opportunity to provide our input.

**Alan Boucher RPP, MCIP**  
Regional Manager – Calgary  
d| 403.270.1289  
e| [aboucher@melcor.ca](mailto:aboucher@melcor.ca)

**From:** [John Bargman](#)  
**To:** [Legislative Services Shared](#)  
**Cc:** [Jessica Anderson](#)  
**Subject:** [EXTERNAL] - BYLAW C-8122-2021  
**Date:** March 31, 2021 3:12:23 PM

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**Do not open links or attachments unless sender and content are known.**

Having just attended the only open house on this development, which was only held 4 hours prior to closing of input to council, it is apparent that this applicant is proposing a servicing strategy that does not fit with the strategy outlined in the ISL report that was prepared for the North and South Springbank ASP.

It was stated that there are no tie-ins planned for their wastewater lines. It was also stated that the Harmony water licence would be used to supply the initial phase(s) of this development.

The maps show:

Their water lines are not looped.

There is no reservoir.

The water lines proposed are too small to supply other developments. Smaller than the lines shown in the ISL strategy.

The ISL strategy shows the main “Harmony line” going along the Trans Canada not TWP Rd 245.

This application must be changed to comply with the ISL servicing strategy. If it is not Rocky View County will fail on the first application since 2<sup>nd</sup> reading of the North and South Springbank ASPs to start to build out a water and wastewater system for all of Springbank.

The application also needs to be changed to show that no development or further applications to the county for this scheme can be granted until the water issues are resolved including having Alberta Environment and Parks approve the amendment of the Harmony water licence. Otherwise considerable cost to Rocky View could be incurred in processing and approving requests that may not ever happen. The applicant will need to present plans that show the reduced water usage for Harmony with modified development plans as well as the plans for this development to Alberta Environment and Parks that include the volumes of water required.

John

*John F. Bargman*

John F. Bargman  
178 Artists View Way  
Calgary, Alberta  
T3Z 3N1

C: 403-703-0753

T:403-246-4294

E: [johnbargman@shaw.ca](mailto:johnbargman@shaw.ca)

To: Jessica Anderson, Planning & Development, Rocky View  
County <janderson@rockyview.ca>  
Re: **Highway1/Old Banff Coach Road Conceptual Scheme**  
File Number: **04736002, 04736011**  
Application Number: **PL20200087/083/084**

I request that Rocky View reject Qualico's Conceptual Scheme. I have outlined below the reasons for my request for this application to be rejected:

### **1. Central Springbank ASP:**

The Conceptual Scheme does NOT align with the existing Central Springbank ASP. Rocky View County is working with Springbank residents to develop a new ASP, which will go to Public Hearing next month. Until the details of the new ASP are agreed to by Rocky View County (RVC) and RVC residents, there should be NO one-off amendments of the existing ASP. To do otherwise RVC would be putting developers ahead of RVC taxpayers. Qualico should bring their CS back when the new ASP is in place.

The CS should FIRST ensure that the development is compatible with future residential development within RVC, NOT the city of Calgary. This CS is NOT compatible with development policies in RVC/Springbank under the existing ASP.

### **2. Water and wastewater:**

- Water supply for the Conceptual Scheme is proposed to be provided via connection of a 200mm water feedermain to the existing Harmony Drinking Water Treatment Plant." I believe that the Alberta Environment water license given to Harmony restricts them from passing along water supply to other developments. Therefore, this proposal to get water from Harmony needs prior Alberta Government approval, prior to approval from RVC.
- The cost of the proposed 10 km-long water feedermain to/from Harmony would be prohibitive for this Conceptual Scheme. Who will pay for it? This is not clear. If it is intended that Rocky View taxpayers should pay costs, this CS should be rejected. The Harmony Water treatment plant would need expansion to handle this development and the initial phase of Harmony - see ISL Engineering's water and wastewater strategy developed for the proposed Springbank ASP(s).
- The ISL report states "The distribution system consists of a number of 250 mm and 300 mm watermains forming a looped water system". This CS proposes a 200mm water feedermain that is not compatible with the ISL

report meaning this pipeline cannot be part of the larger water supply system outlined in the proposed ASP.

- SANITARY WASTEWATER – Qualico proposes that the Conceptual Scheme will have a “sanitary main that connects to a wastewater lift station north of Highway 1 before connecting to the existing Harmony Wastewater Treatment Plant.” What is the estimated cost of piping wastewater 9 km to Harmony? Who will pay for it? The taxpayers of Rocky view should not pay for this wastewater main and lift station.
- The Harmony wastewater treatment plant will need to be expanded to handle the extra volumes for developments envisioned in the ASP – see ISL report.
- Qualico states that “The Conceptual Scheme does not propose, nor is it necessary, for any utilities to tie into City of Calgary utility networks.” This confirms that the City of Calgary has continually refused to extend its utilities to developments in RVC. However, this section does NOT say who pays for the proposed servicing infrastructure to be built.
- In summary, no development (including grading and clearing) within the conceptual scheme should be allowed to happen without the water and wastewater systems being in place and ready for operation – no temporary solution such as trucking of water or wastewater should be allowed.

3. Public Consultation: “Public consultation was completed in tandem with the Conceptual Scheme application informing landowners within a 1.5-mile radius of the proposed Conceptual Scheme in addition to the ASP amendment and land use redesignation applications.” If Qualico had wanted to appropriately notify and consult surrounding residents and landowners and respond to community concerns, Qualico could have held virtual open house(s) and invited Springbank residents to attend virtually for discussion of their CS. This kind of development affects more than just the handful of homeowners who were notified within the very limited (1.5 km) circulation area. I do not believe appropriate public consultation was conducted. I was never invited to any public consultation.

#### 4. REGIONAL ROAD SYSTEM

- Qualico proposes to build THREE new access roads onto Old Banff Coach Rd which is unacceptable. Figure 5 shows these being at: the intersection of OBCR with Rge Rd 31; one at the intersection of OBCR with Township Rd 245; and the third access further east on OBCR, not far from the “temporary” access road into Crestmont. Old Banff Coach Rd was not designed to accommodate a high volume of traffic and has many 90 degree turns and blind corners between Hwy 1 and Springbank Rd. The intersection of OBCR/Twp Rd 245 is the most dangerous place on OBCR where people

have died in road accidents. This CS would put users of OBCR at even higher risk.

- The photo of the big-box mall with huge parking lot on Page 7 shows four-lane highways on both sides. Is Qualico anticipating turning Old Banff Coach Rd into a four-lane highway to accommodate their commercial mall development? Has Alberta Transportation agreed to that? The commercial proposal is for over 700,000 sq ft, which is the equivalent of six big-box stores. Qualico needs to provide more information.
- Nowhere in the Conceptual Scheme (CS) has Qualico addressed the traffic issues caused by the cumulative effects of their new development in addition to the adjacent developments proposed within the West View ASP in the City of Calgary west of Crestmont, as well as Melcor's large development plans immediately north of Hwy 1, west of Valley Ridge.
- Qualico has not provided any information from the City of Calgary's review of this CS.
- There is no recognition of Alberta Transportation's 2014 report that recommends dead-ending OBC to the east of this proposed development.
- "The Site has direct access to Highway 1 via Old Banff Coach Road." This is an inaccurate statement. Direct access would be just that, NOT via Old Banff Coach Road.

This statement also contradicts the later section 4.1.2: "Access to the Site shall be generally in accordance with Figure 5.0, with access locations off Old Banff Coach Road to be confirmed at the subdivision phase and in accordance with Alberta Transportation requirements. Direct access to Highway 1 shall not be permitted."

- The road map Figure 5 in Section 4 of the CS does not match with the road "key map" on page 34. This leaves doubt as to what is being proposed and if anything in this document is correct.

## 5. Physical Site Features

Within the section Biophysical Features on page 15 the report states: "No species of management concern (listed provincially or federally) were identified." I have personally observed Trumpeter Swans using the large pond within the lands of this proposed development every spring. I have also recorded other birds such as Prairie Falcon, Peregrine Falcon, Gyrfalcon, Rough-legged Hawk, Bald Eagle and Golden Eagle either perching in or flying over the CS lands.

- ## 6. Municipal Reserve (MR) - RV County should REJECT the proposal of the Conceptual Scheme "to defer the full 10% MR requirement for the Site (equivalent to 4.6 ha) to another parcel (Block 2 Plan 7510024) owned by the Applicant". That land parcel is NOT close enough in terms of walking or cycling (2 to 3 km away) to qualify as a substitute. Also, that land parcel does not have any conceptual scheme.



7. LAND USE: “Land use districts proposed as part of this Conceptual Scheme ... The R-MID district is proposed ... to provide similar lot and housing typology outcomes, as well as density, intended to be facilitated within the adjacent West View development.” It cannot be clearer that Qualico has designed this development to fit with and match their adjacent development in Calgary. They have ignored that this land is in Rocky View County where these densities are NOT part of the existing or new draft ASP for Springbank.
8. Section 6.0 “Development standards and supplementary architectural guidelines will be used at the subdivision and development permit stages to ensure that all developments will be compatible with adjacent land uses” – given that existing uses in all the adjacent and surrounding lands is agricultural (except for the Rudiger Ranch house site), this does not make sense.
9. Cumulative Effects: Nowhere in this CS has Qualico addressed the issues caused by the cumulative effects of their new development in addition to the adjacent developments proposed within the West View ASP in the City of Calgary west of Crestmont, as well as Melcor’s large development plans immediately north of Hwy 1, west of Valley Ridge, and the yet-to-be-developed Bingham Crossing just to the west.

John F. Bargman  
178 Artists View Way  
Calgary T3Z 3N1  
January 11, 2021

**From:** [Jessica Anderson](#)  
**To:** [Jessica Anderson](#)  
**Subject:** FW: [EXTERNAL] - KOAC Submission: Conceptual Scheme, Qualico communities, Highway 1/Old Banff Coach Road  
**Date:** April 5, 2021 12:39:24 PM

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**From:** Margaret Bahcheli <[mbahcheli@outlook.com](mailto:mbahcheli@outlook.com)>  
**Sent:** March 31, 2021 4:23 PM  
**To:** Questions <[questions@rockyview.ca](mailto:questions@rockyview.ca)>  
**Cc:** Margaret Bahcheli <[mbahcheli@outlook.com](mailto:mbahcheli@outlook.com)>  
**Subject:** [EXTERNAL] - KOAC Submission: Conceptual Scheme, Qualico communities, Highway 1/Old Banff Coach Road

**Do not open links or attachments unless sender and content are known.**

Rocky View County,

I attended the virtual information session as best I could given that I had to download the meeting app and it took many attempts to get through to the presentation in progress.

Comments:

1. There was a lot of “Rocky View County and the Province” will solve the access road issues coming from the applicant. That is not an acceptable response from a rational planning perspective. The public and the county needs to know what the solutions, if any, will be. Knowingly creating a future crisis for the province needs to stop being a developer planning tool. Rocky View County controls that process.

2. In the virtual session, I believe I submitted the same question at least 6 times question thinking it wasn't going in properly and then thinking it wasn't being picked for discussion by the applicant. Maybe a Councillor can ask:

The water license held by Harmony, or its delegate, is an irrigation license from the Bow River. Water can be drawn but it must be used to irrigate land in order for the water to make its way back to the river. Part of the planned 27-hole golf course was for it to be a destination for irrigation water at full Harmony buildout. How does the Qualico treated water volume affect the original Harmony irrigation plan, particularly given that spray irrigation is limited to May to October?

3. The information session on the same day as the deadline for submissions to the County is void as against Public Policy. The community is not being treated fairly. It feels like a rush job. Again, this is not rational public planning. Rocky View County needs to have higher standards for its residents.

Thank-you,

Frustrated Resident

Margaret Bahcheli  
114 Crooked Pond Way

## PLANNING POLICY

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**TO:** Council  
**DATE:** May 25, 2021 **DIVISION:** 3  
**FILE:** 04736002/6011 **APPLICATION:** PL20200083  
**SUBJECT:** Amending Bylaw – Highway 1 / Old Banff Coach Road Proposal

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**APPLICATION:** To adopt the Highway 1 / Old Banff Coach Road Conceptual Scheme to provide a policy framework to guide future redesignation, subdivision and development proposals within a portion of SW-36-24-03-W05M.

**GENERAL LOCATION:** Located at the southeast junction of Highway 1 and Range Road 31, directly bordering the city of Calgary.

**LAND USE DESIGNATION:** Residential, Mid-Density Urban District and Direct Control District

**EXECUTIVE SUMMARY:** On April 13, 2021, Council held a Public Hearing to consider the Highway 1/ Old Banff Coach Road proposal. Second reading was granted and Administration was directed to refer the applications to the Calgary Metropolitan Region Board (CMRB). During the hearing, Administration had included a proposed motion to address concerns raised by the City of Calgary about the application; however, Council opted not to pass the motion at that time. Since then, Qualico Communities has formally requested that Council reconsider making this amendment to the Conceptual Scheme to strengthen their application as it moves through the CMRB approval process.

The motion is suggested as follows:

THAT a new policy 8.1.5 be added to the Hwy 1 / OBCR Conceptual Scheme (Bylaw C-8121-2020) that reads:

*Prior to subdivision approval, Rocky View County, in consultation with The City of Calgary, shall review the impacts to The City of Calgary's infrastructure and services. If material impacts are found, prior to subdivision a cost sharing agreement or alternative appropriate mechanisms shall be in place to mitigate those impacts.*

Administration continues to support the proposed motion for several reasons:

- It demonstrates collaboration and an attempt to resolve the concerns of the City;
- The City has indicated that this policy may resolve their outstanding concerns (in conjunction with information sharing and on-going collaboration efforts of Staff);
- It allows for further consideration of possible impacts, and agreements to manage those impacts at the appropriate stage of development; and,

Therefore, Administration recommends that Council amend the Hwy 1 / OBCR Conceptual Scheme prior to referral to the CMRB in accordance with Option #1.

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### Administration Resources

Jessica Anderson, Planning Policy



May 17, 2021

Via: E-Mail

Jessica Anderson, Senior Planner  
262075 Rocky View Point  
Rocky View County, AB, T4A 0X2

**Reference: Highway 1/Old Banff Coach Road Conceptual Scheme Amendment**

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**Dear Jessica:**

The Highway 1/Old Banff Coach Road Conceptual Scheme received second reading on April 13, 2021 (Bylaw C-8121-2020). We understand that there have been subsequent discussions between County Administration and City of Calgary representatives regarding this plan. The outcome of these discussions seems to have provided a path forward for the two municipalities to address intermunicipal concerns. To capture the appropriate policy requirement in the Conceptual Scheme, it has been suggested that a minor amendment be made to the plan. A new policy would be added that reads:

*Prior to subdivision approval, Rocky View County, in consultation with The City of Calgary, shall review the impacts to The City of Calgary's infrastructure and services. If material impacts are found, prior to subdivision a cost sharing agreement or alternative appropriate mechanisms shall be in place to mitigate those impacts.*

We support the proposed amendment, as it demonstrates the commitment to continue working collaboratively with the City through to the next step of the development process. We respectfully request Council support for this amendment, as it should address matters that would otherwise arise through the CMRB review process.

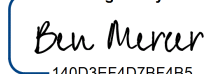
Sincerely,

**Coach Creek Developments Inc.**

By its managing partner,

**Qualico Developments West Ltd.**

DocuSigned by:



140D3EF4D7BF4B5...

Ben Mercer

Associate Director, Planning & Community Engagement

cc. Cary Kienitz, Associate Director of Development