



IBI GROUP
3rd Floor – 227-11 Avenue SW
Calgary AB T2R 1R9 Canada
tel 403 270 5600 fax 403 270 5610
ibigroup.com

February 1, 2022

Ms. Elizabeth Armitage
Planning Consultant
Community Growth and Infrastructure
City of Chestermere
105 Marina Road
Chestermere, AB T1X 1V7

Dear Ms. Armitage:

**BYLAWS 008-21, AREA STRUCTURE PLAN AMENDMENT - CLEARWATER
PARK DEVELOPMENT - RESPONSE TO CIRCULATION COMMENTS**

Further to your email to our office on January 19, 2022 please find attached the following:

- Comment Response compiled from the circulation referees concerning Bylaw 008-021 captioned above;
- Revised Clearwater Park Area Structure Plan with text changes highlighted in yellow;

We trust the above is sufficient for the public viewing of this Bylaw, scheduled for Public Hearing on February 8, 2022.

Yours Sincerely,
IBI Group

Elvin Karpovich

Elvin Karpovich
Director

Attach.

Ms. Elizabeth Armitage – February 1, 2022

RESPONSE TO CIRCULATION COMMENTS – BYLAW 008-21 (Clearwater Park Area Structure Plan)

Agencies with no comment or objection:

- Atco Transmission

Atco Gas:

- Atco gas has reviewed the Area Structure Plan, and approves the work provided the following conditions (reference November 30, 2021 email to Elizabeth Armitage) are met.
- Contact our office regarding Atco's planned work in the area.

IBI Response: Noted.

Alberta Environment and Parks, Land Delivery and Coordination South:

- Upon review of this plan, there was no mention of the Provincial Crown land ownership in relation to the wetlands clearly evident within the plan area. Crown owned wetlands as per section 3 of the Public lands act should be a vital topic of conversation within the plan, however it appears silent on this ownership.
- Section 2.3.8 indicates that impacts to wetlands will occur, and that application has been made under Alberta Environmental protection and Enhancement act, for impacts to the water. However again no mention of impacts to the land within these waterbodies. This is Provincial Crown lands and cannot be impacted without authorization under the Public Lands Act.
- At this point, we ask that all wetlands not be impacted or disturbed. Application for Crown ownership review is to be made to the water boundaries unit and that the Provincial wetland policy be respected upon any Public Lands Act section 3 wetlands.

IBI Response: Policy 2.3.4 has been added to the ASP noting that applications for Crown ownership review of wetlands shall be made in accordance with the Public Lands Act.

Alberta Transportation

- Section 4.9 - Transitional Lands Alberta Transportation will support development of a temporary nature on the transitional lands as set out in the Clearwater Park ASP, as development in these areas may be required to be removed at the owner's expense with minimal notice. Permanent development is not encouraged within the areas identified as required for future highway realignment.

IBI Response: Section 4.9 text has been revised to reflect the above comment.

- Section 4.10 - Residential Interface Areas. The residential interface required in the amended MDP Policy 3.4.4.7 should be applied to the realigned Highway 1, along Highway 791, and along the two future interchanges that impact this project. Cross-section details should include the future highway plans, any required noise attenuation / visual screening features, and any climate mitigation features.

IBI Response: Policy 4.10.1 has been amended, and Policy 4.10.5 has been added to reflect the above.

- Exhibit 9 - Open Space and Pathway Connections. There appears to be a local pathway proposed within the land required for future Highway 1 realignment. As part of the residential interface requirements noted above, this pathway must be designed with

Ms. Elizabeth Armitage – February 1, 2022

sufficient mitigation to ensure the safety of pedestrians and other pathway users from the adjacent high speed, high volume freeway that will be constructed in this area. Ideally, this pathway would be relocated outside of the future highway right of way.

- The pathway crossing Highway 1 must be a grade separated crossing (either over or under Highway 1) and should be indicated as such on this exhibit. Alberta Transportation is prepared to work with the City of Chestermere in this regard.

IBI Response: Noted. Exhibit 11 of the ASP shows details of the multi-use pathway crossing under Highway 1.

- Section 6 – Transportation Network. For highway or interchange ramp intersections that require traffic control greater than a two-way stop condition, roundabouts must be considered prior to traffic signals, as per Alberta Transportation's design bulletin #68. A benefit-cost analysis may be necessary to support the installation of a traffic signal in lieu of a roundabout.

IBI Response: Noted. Centron's Transportation consultant will consider this with the detailed design of roadways into Clearwater Park.

- Section 6 – Transportation Network. Alberta Transportation does not support the installation of a traffic signal at Highway 1 and Highway 791 intersection at this time. No connections of the local street system through the plan area to Highway 791 will be permitted, other than locked and gated emergency access, until such time that an interchange is constructed at Highway 1 and Highway 791. Off-site levies should be considered as one method to fund the construction of the interchange and associated upgrade to Highway 791 directly east of the plan area, when required.

IBI Response: Noted. All connections to Highway 791 will be considered for emergency egress only until the interchange has been constructed.

- Section 7.3 – Stormwater Management. Stormwater management facilities proposed directly adjacent to a provincial highway shall be designed and constructed to ensure infiltration of the highway right of way does not occur. Please note that stormwater discharge from development lands is not permitted to enter the highway ditch system without the consent of Alberta Transportation, and any requests for same shall be the responsibility of the City of Chestermere.

IBI Response: Policy 7.3.11 has been added to reflect the above comment.

- At the time of outline plan preparation and referral, Alberta Transportation requests that the Traffic Impact Assessment be updated to determine any improvement required.

IBI Response: Noted.

- At the time of outline plan preparation and referral, Alberta Transportation will work with the City of Chestermere to identify any exemptions to the requirements for obtaining permits for development on land in proximity of a highway that are required pursuant to the Highways Development and Protection Act / Regulation.

IBI Response: Noted.

Rocky View County:

- Residential interface areas have been identified to address transitioning between the two municipalities along the north. The interface, however, does not account for lands adjacent to Highway 791, which the Land Use Concept identifies as high density

Ms. Elizabeth Armitage – February 1, 2022

residential and employment lands, consideration for appropriate transition and interface tools between these uses and the agricultural lands directly east should be considered. Through Sections 4.4.7 and 4.6.6, the Plan provides policy provision for noise abatement and landscape screening requirements. We suggest that the County's Agricultural Boundary Design Guidelines also be utilized when considering all new developments adjacent to existing agricultural areas within the County.

IBI Response: Policy 4.4.7 has been amended for Stage Two development to have regard for the County's Agricultural Boundary Design Guidelines.

Policy 4.10.1 has been amended to include the east boundary of the Plan Area, along the frontage of Highway 791 to the future Highway 1/791 interchange.

- Section 4.2.6 Community Entrances should include policies for the appropriate transition between the two municipalities and consideration of gateways or wayfinding to distinguish between lands within the City and County.

IBI Response: Policy 4.2.12 has been added to highlight the transitioning from rural areas to an urban community.

- Rocky View County also recommends policy provisions for managing impacts during construction, specifically: traffic, dust, lighting, noise, debris, etc., to ensure any off-site impacts are appropriately mitigated during and post-construction with consideration for neighbouring County lands.

IBI Response: Policy 4.10.4 has been added to confirm how construction and post-construction impacts on neighbouring properties in Rocky View County will be managed.

- We appreciate the provision for circulation of Outline Plan and/or Subdivision applications within the plan area as per Section 8.2.1 of the proposed ASP. However, we request that the notification be extended to applications listed in Section 7.0 of the Rocky View County & Town of Chestermere Intermunicipal Development Plan Terms of Reference (2013), including development permits and land use applications.

IBI Response: Policy 8.2.1 has been amended to reflect notification of any application included in the County/Town IMDP Terms of Reference (2013)

- The proposed ASP outlines the Public Engagement process; however, it is unclear if County residents were included in the postcard mailer to stakeholders. If adjacent landowners within the County have not already been notified of the draft plan (by direct mail-out), it may be beneficial to seek their input. We are happy to provide contact information for those residents, should the City administration require them. Please advise.

IBI Response: We confirm that the postcard mailer was forwarded to Rocky View residents, along with Chestermere residents living in the vicinity of Clearwater Park.

- We appreciate the inclusion of the Intermunicipal section and supporting policies added to the proposed ASP that speak to the interface with Rocky View County and opportunities for collaboration on matters of mutual interest. The inclusion of such policies will ensure collaboration between the County and the City to address land-use compatibly and interface issues for each proposed land use area.

IBI Response: Noted.

Ms. Elizabeth Armitage – February 1, 2022

- Within the Transportation Network Section, it notes upgrades to Highway 1A east which currently serves as a service road providing access to County parcels north of Clearwater Park. This proposed change could impact County infrastructure and we request that The City address this in the Transportation Impact Assessment. We kindly request an updated Transportation Impact Assessment be provided for review. Please provide clarity as to whether there are any implications on the County road network as a result of the proposed development. Should there be implications to County roads as a result of the ASP, further discussion regarding those improvements is necessary and the developer should address such improvements through relevant policy in the ASP (to be reviewed by the County).

IBI Response: Noted. The updated Transportation Impact Assessment from Centron's consultant shall note any impact upon County Roads.

- The proposed ASP makes reference to an interim discharge solution as well as an ultimate solution with a storm water outlet. Please provide clarity on whether the interim solution has any release to lands outside the ASP area, and if so, confirmation of what the storm water outlet is. Further, please provide details on the referenced ultimate solution. It is noted that the ASP references the post development release rate of 0.8 L/s/ha and volume of 40mm which is consistent with that of the CSMI, however it is noted that Chestermere is no longer a partner in the CSMI regional solution.

IBI Response: The interim stormwater system does not have any release to lands outside the ASP area. It is based on the only stormwater release being irrigation of agricultural land within the ASP area. The ultimate stormwater system is based on the 'Centralized Pond' strategy described in the current City of Chestermere Stormwater Master Plan.

- The proposed Plan anticipates approximately 15,722 at full build-out. Does the approval of the Plan include provision for recreation levies to accommodate the population increase?

IBI Response: 'Recreation levies will be payable for this development in accordance with the City of Chestermere Off-Site Levies Bylaw

- Referencing the existing Rocky View County Active Transportation Plan: South County, there are no identified pathway alignments between the Plan Area and County lands. At future application stages, the County would be open to opportunities for collaboration with the City on opportunities for pathway and trail connections within the area.

IBI Response: Noted for future discussions.

Western Irrigation District

- The ASP confirms that the sanitary servicing solution requires the construction of Projects 10, 11 and 14 detailed in the City's Utilities Master Plan that are not slated for completion until after 2039. In addition, the ASP identifies a "possible" alternative solution of one sanitary lift station to service all of the ASP lands.
- We have reviewed the Utility Master Plan Amendment prepared by CIMA. We recommend that the UMP amendment and CIMA's Additional Considerations and Variances from Full Build-Out be adopted concurrently with the approval of the ASP.

IBI Response: The ASP reads that the proposed lift station will pump wastewater to the existing City of Chestermere sanitary sewer system at lift station #10. It is proposed that the entire ASP area will be serviced by this lift station. This is also described in the UMP amendment which is being reviewed concurrently with the ASP.

Ms. Elizabeth Armitage – February 1, 2022

- The ASP proposes an interim stormwater solution for Stage 1 "until the City future stormwater outlet is constructed." The interim solution is to pump water from Pond P1 to the Stage 2 lands which will be used for irrigation on agricultural lands. The ASP does not require treatment prior to application to the agricultural lands and necessary prior licensing or approval from Alberta Environment and Parks.

IBI Response: Policy to be added to ASP – 7.3.12 – Alberta Environment and Parks approval shall be required for the proposed agricultural irrigation system.

- Further, the ASP allows for full build-out of the ASP lands before construction of the Future City Trunk. The ASP relies on an interim solution of pumping stormwater from Pond P1 to Pond 2, which is then gravity fed to Pond 3 and Pond 4 with irrigation of some MR lands and the school site. Based on Exhibit G - Revised Staged Master Drainage Plan, only Pond 1 will be designed and constructed for a 1 :500 event. The remainder of the stormwater management ponds will be designed to the City's current standards. We are concerned that the City's current standards of 1 : 100 year volume used to determine the sizing of the storm water ponds and the planned irrigation of MR lands and school site are inadequate to properly manage the volume and rate of flow of stormwater from Stage 2 and Stage 3 lands.

IBI Response: The ASP does not allow for full build-out of the ASP lands before construction of the Future City Trunk. As described in ASP Section 7.3 and shown on Exhibits 15, 16 & 17, Stage 2 lands will not be developed until the Future City Trunk is constructed. Pond 1 is designed for a 1:500 event because it's only outlet will be the agricultural irrigation system during the interim servicing scenario. The City's current standard of 1:100 year volume for sizing of stormwater ponds is the commonly accepted standard for municipalities across North America. The system has also been designed in accordance with AEP's 'Stormwater Management Guidelines for the Province of Alberta.' The Staged Master Drainage Plan provides all of the appropriate stormwater modelling results that confirm that the system is adequate to properly manage the volume and rate of flow stormwater from the Clearwater Park ASP area.

- We recommend (1) development of Stage 1 include a requirement to treat the stormwater to an irrigation standard prior to use on agricultural lands and the developer obtain the necessary licence or approvals from AEP, and (2) the construction of the Future City Trunk is a precondition to development of Stage 2 and 3 lands.

IBI Response: (1) Policy 7.3.12 has been added to confirm that the water quality is acceptable for irrigation on agricultural lands and that AEP approval is required. (2) As described in ASP Section 7.3 and shown on Exhibits 15, 16 & 17, Stage 2 and 3 lands will not be developed until the Future City Trunk is constructed.

- We are deeply concerned that due to the inadequacy of the proposed interim stormwater management, post-development drainage from the ASP lands will drain through the culverts under Highway 1 to Chestermere Lake, or the developer or City will request the District to take the stormwater. WID confirms that it is committed to CSMI as the regional stormwater solution and will not accept stormwater from the ASP lands into its irrigation system and works.

IBI Response: As described in the responses above, the Staged Master Drainage Plan confirms that the stormwater management system is adequate and meets all Municipal, Provincial and Federal standards. An outlet to Chestermere Lake is not being proposed and the developer or the City are not requesting the District to take stormwater.