

ATTACHMENT C: APPLICATION REFERRAL RESPONSES

AGENCY	COMMENTS
<i>School Authority</i>	
Calgary Catholic School District	No concerns.
<i>Province of Alberta</i>	
Alberta Transportation	<p data-bbox="477 472 1523 514">February 7, 2024</p> <p data-bbox="477 525 1523 598">Transportation and Economic Corridors offers the following additional comments and observations with respect to the proposal:</p> <ol data-bbox="477 609 1523 1123" style="list-style-type: none"> <li data-bbox="477 609 1523 787">1. The existing intersection of Highway 1A and 12 Mile Coulee Road is presently at capacity and is not capable of supporting traffic from additional development. Until such time that Rocky View County and the City of Calgary have reached agreement with respect to upgrading the intersection, subsequent subdivision and development of the land will not be supported. <li data-bbox="477 798 1523 976">2. The department expects that the municipality will mitigate the impacts of traffic generated by developments approved on the local road connections to the highway system, pursuant to Policies 8.37, 8.38, and 8.39 of the South Saskatchewan Regional Plan, and Section 622(1) of the Municipal Government Act. <li data-bbox="477 987 1523 1123">3. In order to facilitate the mitigation of these impacts of development on the provincial highway system, the municipality may want to collect off-site levies for transportation infrastructure pursuant to Section 648(2)(c.2) of the Municipal Government Act. <p data-bbox="477 1134 1523 1270">The department further notes willingness to work with the municipality on any requirements of Section 3.1 of the Off Site Levy Regulations for "transportation infrastructure" should the municipality choose to adopt off-site levies for transportation infrastructure.</p>
Alberta Culture and Community Spirit (Historical Resources)	No response received.
Alberta Health Services	No concerns.
<i>Public Utility</i>	
ATCO Gas	No objections.
ATCO Pipelines	<p data-bbox="477 1669 1523 1711">Re-Circulation</p> <p data-bbox="477 1722 1523 1764">No response received.</p> <p data-bbox="477 1774 1523 1816">Initial Circulation</p> <p data-bbox="477 1827 1523 1921">The Engineering Department of ATCO Transmission, (a division of ATCO Gas and Pipelines Ltd.) has reviewed the above named plan and has no objections subject to the following conditions:</p>

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FortisAlberta	No concerns.
TELUS Communications	No objections.
	<p>1. Any existing land rights shall be carried forward in kind and registered on any newly created lots, public utility lots, or other properties.</p> <p>2. ATCO Transmission requires a separate utility lot for its sole use.</p> <p>3. A pipeline alteration may be required in this area to License 5895-9. (406.4mm)</p> <ul style="list-style-type: none"> • All costs associated with any alterations to ATCO Transmission pipeline(s) and/or appurtenances to accommodate development will be borne by the developer/owner. • This process can take up to 18 months to complete. • Should the property owner wish to obtain a cost estimate for a pipeline alteration, please contact Dobry Mihov, Sr. Engineer, Transmission Engineering via email at Dobry.Mihov@atco.com. <p>4. Ground disturbances and surface works within 30 meters require prior written approval from ATCO Transmission before commencing any work.</p> <ul style="list-style-type: none"> • Municipal circulation file number must be referenced; proposed works must be compliant with ATCO Transmission requirements as set forth in the company's conditional approval letter. • Contact ATCO Transmission Land Department at 1-888-420-3464 or landadmin@atco.com for more information. <p>5. Road crossings are subject to Engineering review and approval.</p> <ul style="list-style-type: none"> • Road crossing(s) must be paved and cross at a perpendicular angle. • Parallel roads are not permitted within ATCO Transmission right(s)-of-way. • If the road crossing(s) requires a pipeline alteration, the cost will be borne by the developer/owner and can take up to 18 months to complete. <p>6. Parking and/or storage is not permitted on ATCO Transmission facility(s) and/or right(s)-of-way.</p> <p>7. Encroachments are not permitted on ATCO Transmission facility(s) and/or right(s)-of-way.</p> <p>8. ATCO Transmission recommends a minimum 15 meter setback from the centerline of the pipeline(s) to any buildings.</p> <p>9. Any changes to grading that alter drainage affecting ATCO Transmission right-of-way or facilities must be adequate to allow for ongoing access and maintenance activities.</p> <ul style="list-style-type: none"> • If alterations are required, the cost will be borne by the developer/owner. <p>10. Any revisions or amendments to the proposed plans(s) must be re-circulated to ATCO Transmissions for further review.</p>

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<i>Other External Agencies</i>	
Canada Post	<p>Re-Circulation</p> <p>No response received.</p> <p>Initial Circulation</p> <p>Canada Post will supply mail service by way of 2 means. For the townhome with attached garages we will provide service by community mail box that will be located across the street from this development. The senior building will either be serviced by a lock box assembly at the cost of the developer or a counter service depending on if this is an assisted living development or independent living.</p>
<i>Adjacent Municipality</i>	
The City of Calgary	<p>February 16, 2024</p> <p>Thank you for reaching out regarding the 12 Mile Coulee Road/Highway 1A intersection improvements not advancing with the refusal of PL20220181. From a City of Calgary mobility perspective, we have no additional comments on the subject Damkar project as a result of the intersection improvements not moving forward as long as the October 2023 updates that addressed our August 2023 comments re. access points are retained in the Conceptual Scheme.</p> <p>November 10, 2023</p> <p>The City of Calgary has reviewed the application in reference to the Rocky View County/City of Calgary Intermunicipal Development Plan (IDP), and the Bearspaw Area Structure Plan (ASP). City of Calgary Administration appreciates the efforts made to address our previous comments and offers the following updated comments for your consideration.</p> <p>Planning:</p> <ul style="list-style-type: none"> • As a member of the Calgary Metropolitan Region Board (CMRB) we are strong proponents of the policies in the Growth and Servicing Plans and have a shared accountability to adhere to them. The City of Calgary does not oppose the proposed development; however, The City would like to understand how the proposed development aligns with Growth Plan Policy 3.1.10.3 and notes that an exception may have to be submitted to the CMRB Board. We suggest speaking to CMRB Administration to confirm. <p>Water Resources:</p> <ul style="list-style-type: none"> • The City of Calgary requests to review the updated Stormwater Management Plan at Development Permit stage.
<i>Internal Departments</i>	
Building Services	No concerns.

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Fire Services & Emergency Management	No concerns.
Capital and Engineering Services	<p data-bbox="488 312 607 342">General:</p> <ul data-bbox="488 365 1524 598" style="list-style-type: none"> <li data-bbox="488 365 1524 495">• As a condition of a future subdivision, the applicant shall be responsible to dedicate all necessary easements and ROWs for utility line assignments and provide for the installation of all underground shallow utilities and street lighting with all necessary utility providers to the satisfaction of the County. <li data-bbox="488 499 1524 598">• As a condition of a future subdivision, the applicant is required to submit a Construction Management Plan for proposed development in accordance with County's servicing standards. <p data-bbox="488 617 683 646">Geotechnical:</p> <ul data-bbox="488 669 1524 1073" style="list-style-type: none"> <li data-bbox="488 669 1524 800">• As part of the original Conceptual Scheme, a preliminary geotechnical assessment was undertaken for the lands including the subject land by Leviton in 2013. As per the Geotechnical Assessment, the on-site slopes are considered stable for the current condition. <li data-bbox="488 804 1524 968">• At the time of future subdivision, the applicant is required to provide a Geotechnical investigation report for the proposed development. The geotechnical investigation will evaluate the soil and groundwater conditions within the project boundaries and provide geotechnical recommendations for the proposed development to the satisfaction of the County. <li data-bbox="488 972 1524 1073">• The site has slopes more than 15%. At the time of future subdivision stage, the applicant shall submit a Slope Stability Analysis to assess the site grading and determine any setback requirements in these areas. <p data-bbox="488 1092 703 1121">Transportation:</p> <ul data-bbox="488 1144 1524 1946" style="list-style-type: none"> <li data-bbox="488 1144 1524 1205">• The development is proposed to gain an all-turn access via Damkar Court from 12 Mile Coulee Road NW. <li data-bbox="488 1209 1524 1346">• The applicant provided a Transportation Impact Assessment (TIA) for the proposed development prepared by Bunt & Associates dated July 20, 2020, and a TIA update memo prepared by Bunt and Associates dated May 16, 2022. <li data-bbox="488 1350 1524 1946">• As per the TIA <ul data-bbox="581 1381 1524 1812" style="list-style-type: none"> <li data-bbox="581 1381 1524 1442">○ 12 Mile Coulee Rd/Hwy 1A: Fails to operate at the background and post-development conditions. <li data-bbox="581 1446 1524 1610">○ 12 Mile Coulee Rd NW/Blueridge Rise: Anticipated to operate with substantial delay for the east bound left turn at the background and post-development conditions. The signal analysis indicated no signal is warranted. The long delay for the east bound can be mitigated through the installation of appropriate signage. <li data-bbox="581 1614 1524 1713">○ 12 Mile Coulee Rd/Tusslewood Drive and 12 Mile Coulee Rd/Tuscany Way: Anticipated to require signalization for the background condition and post-development conditions. <li data-bbox="581 1717 1524 1812">○ 12 Mile Coulee Rd/Damkar Court: No improvements are required. The intersection can accommodate total post-development traffic through to the 2039 horizon. <li data-bbox="537 1816 1524 1946">• Intersections of 12 Mile Coulee Rd NW/Blueridge Rise, 12 Mile Coulee Rd/Tusslewood Drive and 12 Mile Coulee Rd/Tuscany Way require to be upgraded at both, the background and post development conditions. These intersections fall within the City of Calgary jurisdiction. Should

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	<p>City of Calgary require these intersections to be signalized and upgraded, the applicant shall complete all necessary improvements to the City's satisfaction as a condition of future subdivision.</p> <ul style="list-style-type: none"> • As per the response received from the City of Calgary, the city doesn't have any additional comments/requirements for the intersection of 12 Mile Coulee Rd/Hwy 1A at this time. • At the time of future subdivision, the applicant will be required to submit an updated TIA taking into consideration existing background traffic, traffic to be generated from the proposed development and any other traffic from other approved developments in the areas. If the offsite improvements are required to support the subdivision, the applicant will be required to enter into a Development Agreement with the County for the implementation of the necessary upgrades. • As a condition of future subdivision, the applicant will be required to enter into a Development Agreement with the County for the construction of the internal road network including all related infrastructure (sidewalks, curb & gutters, etc.) in accordance with the requirements of the County's Servicing Standards. • As a condition of a future subdivision, the applicant is required to provide payment of the Transportation Off-Site Levy, in accordance with the applicable levy bylaw at the time of approval, for the total gross acreage of the lands proposed to be developed. • It is to be noted that the applicant shall be responsible for any offsite ROW acquisitions (if required) to support the proposed development. <p>Sanitary/Waste Water:</p> <ul style="list-style-type: none"> • The applicant submitted a Damkar Seniors Housing Conceptual Scheme Amendment Utility Servicing Design Brief, prepared by CIMA+, dated April 2020 and a Utility Servicing Design Brief, prepared by CIMA+, dated May 2022. • As per the Utility Design Brief, the existing offsite sanitary infrastructure is available to service the proposed development. The existing sanitary mains will be extended to service the buildings. The gravity collection system drains to the Bearspaw Regional Wastewater Treatment Plant (WWTP) located within the Watermark development. • At the time of future subdivision, applicant shall provide an update to sanitary servicing study as per actual wastewater usage for the proposed development. Should the upgrades to the WWTP would be required based on the wastewater generation to service the proposed development, the Applicant would be required to construct required upgrades to the WWTP to the satisfaction of the County. • As a condition of a future subdivision stage, the applicant will need to enter into a Development Agreement with the County for the construction of the necessary sanitary infrastructures to service the development as required. • As a condition of future subdivision, the applicant shall be responsible to pay the County their capital cost share based on actual connections for the required upgrades to the WWTP. <p>Water Supply and Waterworks:</p> <ul style="list-style-type: none"> • As per the Utility Design Brief and a Servicing Support Letter, prepared by CIMA+, dated June 25, 2021. The water servicing for the proposed development will utilize the water distribution system by Blazer Water

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	<p>Systems Ltd (WTP). The water distribution system will provide treated potable domestic water and fire flows to the proposed development. The existing dual water mains extending from Spyglass Way near the intersection with Watermark Ave have been stubbed into the site which will be extended and looped to service the buildings.</p> <ul style="list-style-type: none"> • At the time of future subdivision, the applicant shall submit a detailed water servicing strategy, including further assessment of connection to the WTP, fire suppression strategies, and actual water demands for each phase of the development and engineered design drawings. • Should the upgrades to the WTP be required based on the water demand to service the proposed development; the Applicant would be required to construct required upgrades to the WTP to the satisfaction of the County. • As a condition of future subdivision, the applicant will need to enter into a Development Agreement with the County for the construction of the water distribution system, fire suppression infrastructures and all other water infrastructure required to service the development as needed. • As a condition of future subdivision, the owner shall enter into a Capacity Allocation Agreement for servicing allocation to the lots created, based upon the servicing need identified in the detailed water servicing and sanitary servicing reports. • As a condition of future subdivision, the applicant shall be responsible to pay the County their capital cost share based on actual connections for the required upgrades to the WTP. <p>Storm Water Management:</p> <ul style="list-style-type: none"> • As part of the revised conceptual scheme, the applicant provided a stormwater concept prepared by Westhoff Engineering, dated May 12, 2022. • The stormwater management concept for the site proposes utilization of a major and minor system such as trap lows, catch basin with ICDs and underground tanks to manage stormwater for the proposed development. The minor system is connected to the existing Damkar Phase 1 pipe system. The PVC stubs exist for the future connection along the south side of the proposed development. The permissible release rate will be met with appropriate the control structures to ensure flows leaving the site meet the available capacity in the existing downstream pipes. • At the time of future subdivision stage, the applicant will be required provide a detailed stormwater management plan and design drawings for the proposed stormwater management system and all related infrastructure in accordance with the requirements of the Damkar Subdivision Phase 1 Stormwater Management Plan, Master Drainage Plan for the Watermark at Bearspaw development, the County's Servicing Standards, Alberta Environment regulations and best practices. • As a condition of future subdivision, the applicant will be required to prepare an erosion and sediment control (ESC) plan, prepared by a qualified professional, identifying ESC measures to be taken during construction of proposed infrastructure. The drawings and plans shall be in accordance with the requirements of the County's Servicing Standards and best management practices

AGENCY**COMMENTS**

Environmental:

- No environmental constraints are present given that the lands have previously been stripped, graded and serviced.
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Original Circulation Period: July 15, 2021, to August 6, 2021.

Re-Circulation Period: January 11, 2024, to February 1, 2024.