



ATTACHMENT B: APPLICATION REFERRALS

AGENCY	COMMENTS
Province of Alberta	
Alberta Environment and Parks	Summit's hydrological assessment is the best I've seen for all the proposals in the area. It provides useful modelling calculations on the impacts on Big Hill Spring (increase of: .4 L/s to .7 L/s). Also mentioned in the email is our desire to know the impacts of increased flow on the tufa in the park (geological significant feature for Alberta). It would be great if a cumulative impact assessment could evaluate the potential increase in flow from all the proposals and the resulting potential impact on tufa.
Alberta Health Services	Thanks for referring the application to Alberta Health Services (AHS) for review. It's our understanding that this application is for the Summit Aggregate Pit located at W 1/2 31-26-3 W5M. The supporting document AHS has reviewed the provided Summit Pit Master Site Development Plan (MSDP) (dated March 2020) and verifies it is an amendment to the original MSDP (dated September 25 2015), and the subsequent relevant applications, including PL20150100-MSDP PL20150101-Redesignation (dated January 2016), PL 20170145 – Redesignation (dated September 2017) and PL20170184 (dated December 2017). AHS has no concern with the information provided in the MSDP and has no additional comments to those communicated to you before.
Alberta Transportation	In reviewing the application, the proposed development falls within the control distance of a provincial highway as outlined in the Highways Development and Protection Act / Regulation, and will require a roadside development permit from Alberta Transportation. The application form and instructions can be obtained from the department's website at https://www.alberta.ca/roadside-development-permits.aspx. The department has the following additional comments on the referral: 1. Ownership of sand and gravel resources is subject to Section 58 of the Land and Property Act, Chapter L-7 RSA 2000. Prior to extraction of these resources beneath a statutory road allowance or road plan, these roads must be closed and disposed of as outlined in Section 22 of the <i>Municipal Government Act</i>, Chapter M-26 RSA 2000. 2. A Traffic Impact Assessment (TIA) shall be prepared by a qualified transportation professional, and reviewed by Alberta Transportation. The TIA must provide information regarding the traffic that could be generated by the proposed development, review safety impacts of the additional traffic, and will identify any necessary upgrades to the Highway intersection. 3. Design and construction of highway improvements to support the proposed development is to be completed at no cost to Alberta Transportation, and to the satisfaction of Alberta Transportation and Rocky View County.



AGENCY	COMMENTS
Internal Departments Planning and Development Services - Engineering	Alberta Transportation has reviewed and accepted the TIA and supplemental information, and will require construction of the Type IV intersection treatment as a condition of development permit approval. 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. - As the application is for aggregate mining, prior to issuance of future DP, the applicant is to provide payment of the Community Aggregate Payment Levy in accordance with Bylaw C-7748-2018, as amended, in the amount of \$0.40 per ton of aggregate extracted and removed. - At the DP Stage, the applicant is required to provide a Construction Management Plan for the construction of the Type IVa intersection at Range Road 40 and Highway 567 and the paving of Range Road 40 in accordance with County's servicing standards. - At the DP Stage, the applicant will be required to provide a detailed reclamation plan for the Phase I area in accordance with the MSDP and the requirements under the Code of Practice for Gravel Pits published by AEP. The plan shall address: - the progressive reclamation of the pit in terms of operating and un-reclaimed areas compared to reclaimed areas to ensure a maximum open pit area of 40 acres at any given time; - the reclamation monitoring and maintenance plan to ensure the success of the reclamation activities; - Implementation of the recommendations of the slope stability assessment prepared in support of reclamation activities. - At the DP stage, the applicant is required to provide a comprehensive landscaping plan, prepared by a qualified Landscape architect, for the Phase I area showing the landscaping elements that are to be incorporated into the berm, setback and entrance areas. - The applicant provided an updated Air Quality Assessment, prepared by SLR Consulting (Canada) Ltd., dated May 21, 2020. The assessment was done to provide an air quality assessment of emissions associated with the activities and operations of the proposed aggregate development. The assessment concluded that the proposed mining operation is not expected to exceed Alberta Ambient Air Quality objectives beyond the subject lands and have limited impact to nearby residences. Some operating best-practice options were recommended to reduce dust emissions such as the application of Calcium Chloride to unpaved roads for dust suppression, adding shrouds to conveyor drops and the application of watering on mine surfaces. The report further recommends crushing equipment(s) should be located at least 190 m from the easterly boundary and 140 m from all other site boundaries.



AGENCY	COMMENTS
	- The applicant provided an Acoustic Assessment Report, prepared by SLR Consulting (Canada) Ltd., dated May 21, 2020. The acoustic Assessment was done to assess the potential sound egress from the site operations in relation to the nearest noise sensitive receptors. The assessment concluded that the Summit operations should not exceed the sound level criterion at any noise sensitive receptors, with the inclusion of the proposed acoustic mitigation measures. The mitigation measures are incorporated as policies in Section 17 of MSDP. Geotechnical: - The applicant provided a Hydrogeological Assessment Report prepared by SLR Consulting (Canada) Ltd. dated January 14, 2020. The report concludes that the mining of the aggregate resources will be extracted to a maximum of 1.0 m above the maximum level of the groundwater table. No adverse net impact of development at the site on surface water or groundwater users in the vicinity is expected. - At the DP Stage, the applicant will be required to implement a groundwater measurement program and provide the County with new groundwater readings at the boundaries of the Phase I area. The record should provide information on the fluctuations in groundwater levels to ensure gravel extraction activities remain a minimum of 1.0 m above the highest recorded groundwater reading at all times. - At the DP Stage, the applicant is required to implement a groundwater measurement program for which the applicant is to install piezometers within the open pit area to take monthly readings of the groundwater levels to ensure mining activities remain a minimum of 1.0 m above the recorded groundwater levels at all times. The applicant will be required to keep a log to record the readings and be able to provide the County with the log upon request and include the log in the Annual Operations Report. - At the DP Stage, the applicant may be required to provide a Geotechnical Assessment which provides slope stability recommendations for Phase I of the gravel pit. The assessment is to provide recommendations for slope design and setbacks in the active pit areas as well as for final reclaimed conditions. - At the DP Stage, the applicant is required to provide a geotechnical report, prepared by a qualified geotechnical professional, providing a pavement structure design for the Type IVa intersectional improvement at Range Road 40 and Highway 567 and for the pavement structure of Range Road 40 to the satisfaction of AT and the County. Transportation: - Access to the site will be via Range Road 40. - The applicant provided an updated TIA, prepared by Watt Consulting Group, dated March 10, 2020. The TIA provided an update to the analysis completed in 2014 for intersection of Highway 567 and Range Road 40. As per the updated TIA, a Type II intersection would be required upon opening



AGENCY	COMMENTS
	day, a Type III intersection at the 10-year horizon and a Type IVa intersection at the 20-year horizon. - As per the MSDP, Mountain Ash Limited Partnership intend to construct a Type IVa intersection at Highway 567 and Range Road 40 at the initial Stage 1 of the extraction operation to satisfy the ultimate 20-year horizon. - At the DP Stage, the applicant will be required to enter into a Development Agreement with the County for: - The upgrade of Range Road 40 to an industrial paved standard (400.6) from Highway 567 to the site access (approximately 400 m); - Upgrade of the intersection of Range Road 40 and Highway 567 to a Type IVa standard including all signage and any other roadside indicators to the satisfaction of AT; - Implementation of the recommendations of the geotechnical report and pavement structure design; - Implementation of the recommendations of the Construction Management Plan; and - Implementation of the recommendations of the illumination and climbing lane warrants as required. - At the DP stage, the applicant is required to provide an intersection illumination warrant analysis, prepared by a qualified professional, to determine if any illumination is warranted at the Type IVa intersection of Range Road 40 and Highway 567. - At the DP stage, the applicant is required to provide a climbing lane warrant, prepared by a qualified professional, to determine if there is a need for a climbing lane to allow for the safe entrance of truck traffic onto the highway from the intersection of Range Road 40 and Highway 567. Should a climbing lane is warranted, the construction of climbing lane is required to be done through a Development Agreement. - It was noted in the MSDP, Phase 5 of the operation proposes to excavate and mine under the Road Allowance at Range Road 40, which currently provides access to multiple properties. The applicant will be required to close and consolidate road allowance and obtain appropriate approvals to mine within the Road Allowance. - At the DP stage, the applicant will be required to provide a Traffic Management Plan in accordance with Joint Operating Standards which shall address: - measures to control driving behavior of aggregate haulers; - use and monitoring of in-vehicle monitoring systems; - turning movements onto the Highway to provide recommendations to optimize safety of Highway users; and - measures to be implemented to prevent the transfer of aggregate and other detritus materials onto the Highway and local road network.



AGENCY	COMMENTS
	At the DP stage, the applicant will be required to provide payment of the Transportation Offsite Levy, in accordance with the current levy for the total gross acreage of the gravel pit and areas associated with gravel extraction activities. Sanitary/Waste Water: - As per the MSDP, the sanitary servicing will be provided by portable facilities. - Engineering has no concerns at this time. Water Supply And Waterworks: - As per the MSDP, the water servicing will be provided by portable facilities. - Engineering has no concerns at this time. Stormwater Management: - The applicant provided a Conceptual Stormwater Management Report prepared by SLR Global Environmental Solutions dated January 2020, which provides the overall stormwater management concept for the gravel pit. The stormwater management strategy will be implemented over six phases as the site develops. The surface water management measures for each stage include perimeter and interception ditches, settlement ponds and discharge sumps. - At the DP stage, the applicant will be required to provide a detailed stormwater management plan for the Phase I pit area, which follows the stormwater management concepts outlined in the SLR Global Environmental Solutions Report dated January 2020 and meets the requirements of the County Servicing Standards. It's to be noted that stormwater ponds are required to be lined to avoid contamination of groundwater and risk mobilizing existing contaminants in the soil or groundwater. As the concept relies on the discharge of stormwater via groundwater discharge sumps, the applicant will be required to provide confirmation of AEP approval for the implementation of the discharge sumps for any release to the environment. - At the DP stage, the applicant will be required to provide an Erosion & Sedimentation Control Plan (ESC) prepared by a qualified professional, providing the ESC measures to be implemented onsite during the operation of the pit in accordance with the MSDP and the requirements of the County Servicing Standards. - At the DP Stage, the applicant will be required to provide an Erosion & Sedimentation Control (ESC) Plan prepared by a qualified professional, providing the ESC measures to be implemented for the construction of the Type IVa intersectional at Range Road 40 and Highway 560 and the paving of Range Road 40. Environmental: - The applicant provided a Biophysical Impact Assessment (BIA) prepared by SLR Global Environmental Solutions dated January 2020.



AGENCY	COMMENTS
Transportation Services	• Following are the findings of BIA ○ Soil: The on-site soils have low wind erosion risk and moderate water erosion risk; no sensitive soils were observed within the Project area during the field investigation. ○ Vegetation: Vegetation in the project area has been heavily modified by agricultural land use. No rare plants were found in the Project area. No prohibited or noxious weeds listed under the Weed Control Act were observed. ○ Wildlife: Provincially sensitive species and federally listed species have the potential to be present within the Project area. The Project area consists of primarily disturbed habitat and the area surrounding the Project consists of a similar intensive agricultural land use. The Project is expected to result in minimal loss of wildlife habitat, and no interaction with or disturbance to species at risk. ○ Wetland: 20 wetlands are present within the project area and close vicinity. Based on the conceptual footprint for the Project, the two larger wetlands in the northwest corner of the Project area and 4 wetlands in the sensitive SW corner of the Project area will be avoided. The other 14 wetlands will be removed to accommodate planned development phases through AEP approval. ○ Water Resources: No mapped watercourses were identified in the Project area during the desktop review, and no obvious drainages were observed during the field assessment. • It was noted in the BIA through a hydrological assessment that the groundwater beneath the Project area eventually discharges at the Big Hill Springs. It is proposed that the excavation will be operated "dry" (i.e., above the water table, with no dewatering needed). The study determined that the wetlands are all surface water fed, with no permanent groundwater source. • As per the BIA, the area has a high potential to contain a historic resource of archeological concern. Prior to issuance of future DP, the applicant will be required to obtain clearance under the Historical Resources Act prior to commencing with mining activities. • The applicant provided a Wetland Assessment and Impact Report, prepared by SLR global environmental solutions, dated February 2020. As per the Wetland assessment and impact report, no mapped watercourses are identified within the project area. A total of 20 wetlands were identified for the project area and assesses in the field. Submission under the Water Act and the Public Lands Act will be required for the disturbance to these wetlands. • At the DP stage, the applicant will be required to obtain all permits and approvals under the Water Act and public lands act for any wetlands that may be impacted due to the gravel extraction activities. For gravel pit operations applicant to be reminded to adhere to the conditions within the County's Community Aggregate Payment (CAP) Levy Bylaw.



ROCKY VIEW COUNTY

AGENCY	COMMENTS
Agricultural & Environmental Services	Applicant to be reminded to adhere to the conditions identified within the County Noise Bylaw.
	Application involves Development along Alberta Transportation Road Allowance. Therefore recommend applications to be circulated to Alberta Transportation for review and comments.
	It may be of benefit to the applicant to create a Weed Management Plan and have a contractor available (or be personally prepared) to control any regulated weeds. The applicant will need to ensure compliance with the Alberta Weed Control Act.

Circulation Period: (April 7, 2020 to April 30, 2020)

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