



ATTACHMENT B: APPLICATION REFERRALS

AGENCY	COMMENTS
<i>School Authority</i>	
Calgary Catholic School District	<p>The Calgary Catholic School District has no objection to the above-noted circulation (PL20200157). As noted, Municipal Reserves are not required at this stage and will be considered at subdivision stage. The Calgary Catholic School District is continuing to monitor residential development in this area.</p>
<i>Province of Alberta</i>	
Alberta Environment	<p>Kindly find the following comments from the Department of Environment and Parks; Lands Delivery South.</p> <p>As noted within the application and aerial photography.</p> <p>The lands contain a watercourse running North / South through the proposed development area. This watercourse would be considered Provincial Crown Lands as per section 3 of the <i>Public Lands Act</i>.</p> <p>There also appears to be a bridge proposed to cross this watercourse. As no application to the Crown has been received in regards to this bridge. We are unable to provide a determination on the outcomes of any such application.</p> <p>We would ask that the greater development respect the document: <i>"Stepping Back from the Water"</i> in pursuing this development plan. Any other plans for occupation of the bed and shore of this watercourse, must be applied for use, as per the <i>Public Lands Act</i>.</p>
Alberta Transportation	<p>Alberta Transportation has reviewed the proposed Ascension Conceptual Scheme and Traffic Impact Assessment, revised in 2020, and offers the following comments:</p> <ol style="list-style-type: none"> 1. Alberta Transportation has recently updated the future classification of Highway 1A to an urban expressway divided (UED) classification. The Glenbow Ranch Area Structure Plan indicates eight lanes will be required long-term along Highway 1A, and therefore to ensure future upgrade of Highway 1A remains possible, a 20 metre unencumbered setback should be provided throughout the plan area, free of all development, utilities, and hard vegetation. 2. Highway 1A at 12 Mile Coulee Road is under the jurisdiction of the City of Calgary, and the proposed intersection identified in the 2020 traffic impact assessment (CFI intersection) appears to operate satisfactorily in the 20-year post-development horizon, from Alberta Transportation's perspective. Coordination of intersection upgrades with the City of Calgary, including any required approvals, will be the responsibility of the developer / Rocky View County. 3. Alberta Transportation understands that the City of Calgary is protecting for a future gradeseparated interchange at the Highway 1A (Crowchild Trail) / 12 Mile Coulee Road



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	<p>intersection. Alberta Transportation supports the identification of future right of way requirements and protection of this land through the subdivision and development approval process. The right of way requirements should be confirmed with the City of Calgary prior to subdivision or development of the lands.</p> <ol style="list-style-type: none"> 4. Alberta Transportation accepts no responsibility for the noise impact of highway traffic upon any development or occupants thereof. Noise impact and the need for attenuation should be thoroughly assessed. The applicant is advised that provisions for noise attenuation are the sole responsibility of the developer and the municipality, and should be incorporated as required into the subdivision/development design. 5. Alberta Transportation advises that if the above noted issues can be addressed within the Conceptual Scheme, the department is willing to enter into a Highway Vicinity Management Agreement with the developer and/or Rocky View County with respect to addressing preapproval of subsequent subdivision applications, and variance of the development permit requirements outlined in the Highways Development and Protection Act/Regulation.
Alberta Culture and Community Spirit (Historical Resources)	<p>We have reviewed the captioned Conceptual Scheme Application and have determined that there are outstanding Historical Resources Act requirements for the proposed project area (Our File: 4835-16-0102-002). Avoidance or additional studies have been required for two archaeological sites located in the project area and consequently <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 – www.opac.alberta.ca.</p> <p>For more information please refer to our website: https://alberta.ca/apply-historical-resources-act-approval-development-project.aspx</p>
Adjacent Municipality The City of Calgary	See letter in Attachment F.
Other External Agencies Canada Post	<p>Canada Post will be serving this community by community mailbox. Without knowing how many lots or the configuration of lots we cannot comment accurately. So I have picked all possible locations for a community mailbox. Canada Post will re-evaluate the locations as we get approved addressing and the development starts.</p>



AGENCY	COMMENTS
<i>Rocky View County Boards and Committees</i>	
<i>Internal Departments</i>	
GIS Services	Please have the developer submit a road naming application.
Fire Services & Emergency Management	<p>Having reviewed the circulation, the Fire Service has the following comments:</p> <ol style="list-style-type: none"> 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. The Fire Service also recommends that the water co-op be registered with Fire Underwriters. 3. Dependent on the occupancies, the Fire Service recommends that the buildings be sprinklered, if applicable, as per the National Building Code. 4. Please ensure that access routes are compliant to the designs specified in the National Building Code and the Rocky View County Servicing Standards. The three access roads from Bearspaw Rd, Bearspaw Village Rd, & Blueridge Rise appear to be sufficient; however, the potential future access may need to become another access point so as to not isolate the residences to the north with only a single access road. 5. 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.
Planning and Development Services - Engineering	<p>There are no further comments at this time.</p> <p>General</p> <ul style="list-style-type: none"> • As a condition of future subdivision, the applicant will be required to provide a detailed landscaping plan for all open space and recreational areas associated to each proposed phase of development to the satisfaction of the County's Municipal Lands department. • As a condition of future subdivision, the applicant is required to submit a Construction Management Plan and Erosion and Sedimentation Control plan, in accordance with the requirements of the County Servicing Standards. • It is to be noted that the applicant shall be responsible for any ROW acquisitions and easements required to service the proposed development. As a condition of future subdivision, the applicant will be required to secure all necessary



AGENCY	COMMENTS
	<p>easements and ROWs for all proposed infrastructure that is required.</p> <p>Geotechnical:</p> <ul style="list-style-type: none"> • A Geotechnical Investigation Report was submitted (EXP Services Inc. – November 18, 2016). • The report concludes that the subject lands are suitable for the proposed development, and provides recommendations for site grading, backfill materials and compaction, excavation and dewatering, as well as pipe supports and foundations. • The report includes a Slope Stability Analysis of existing land, which indicated that slopes greater than 15% achieve a minimum Factor of Safety of 1.5 and no development shall take place within the 6m development setback at the top of the natural drainage course. • As a condition of future subdivision, the applicant shall submit site grading plan, including cut and fill volumes in accordance with the recommendations of approved Geotechnical Investigation report. <p>Transportation:</p> <ul style="list-style-type: none"> • There are 3 access points to the proposed development. <ul style="list-style-type: none"> - Bearspaw Road, - Bearspaw Village Road, and - Blueridge Rise. • The applicant submitted a Transportation Impact Assessment Update (TIA), prepared by Bunt & Associates, dated December 04, 2020. This TIA is an update to the 2017 Ascension TIA completed by Bunt & Associates incorporating the proposed changes to development densities and forecasted trip generation. • The TIA also makes various recommendations for upgrades to offsite roads and key intersections for proposed development includes: <ul style="list-style-type: none"> ▪ Bearspaw Road and Highway 1A: <ul style="list-style-type: none"> ○ A six-lane Highway 1A and permitted-protected southbound left turn at 2028 background and after development ○ An interchange at 2039 after development ▪ 12 Mile Coulee Road and Highway 1A <ul style="list-style-type: none"> ○ A continuous flow intersection (CFI) for the intersection of 12 Mile Coulee Road



AGENCY	COMMENTS
	<p>and Highway 1A and upgrading 12 mile coulee to 4-lane arterial from Tusselwood Drive to Highway 1A at 2028 background and after development condition</p> <ul style="list-style-type: none"> ○ CFI with widened Highway 1A from four lanes to six lanes at 2039 after development ▪ 12 Mile Coulee Road and Tusslewood Drive <ul style="list-style-type: none"> ○ Two-lane roundabout at 2028 background and after development ○ Upgrading Bluebridge Rise to Grand Blvd east of 12 Mile Coulee <ul style="list-style-type: none"> • As the TIA impacts/proposes improvements to provincial highway network and road within City of Calgary jurisdiction, the TIA has been circulated to AT for their review and comment. • At time of future subdivision for the next applicable phase, the applicant will be required to submit an updated TIA to provide recommendations for off-site improvements that are required to be implemented with the applicable phase of the development. If offsite improvements are required to be implemented to support the applicable phase, the applicant will be required to enter into a Development Agreement with the County for the implementation of the necessary upgrades and be eligible to receive cost recoveries for any oversizing allowed in the infrastructure • 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.) and all other offsite improvements identified in the TIA in accordance with the requirements of the County's Servicing Standards. • As a condition of future subdivision, the applicant is required to provide payment of the Transportation Off-Site Levy, in accordance with the Transportation Off-site levy bylaw C-8007-2020 at time of subdivision approval, for the total gross acreage of the lands proposed to be subdivided and developed <p>Sanitary/Waste Water:</p> <ul style="list-style-type: none"> • Applicant provided Ascension Conceptual Scheme – Servicing Design Brief, prepared by Urban Systems, dated November, 2020. As per the Servicing Design Brief, the applicant is proposing to provide wastewater services to the



AGENCY	COMMENTS
	<p>development through the expanded Bearspaw Regional Wastewater Treatment Plant (BRWWTP), new lift station and extension of sanitary pipe system.</p> <ul style="list-style-type: none"> Sanitary flows generated by the proposed Ascension development will be conveyed via gravity sewer pipe systems within proposed roadways. A new wastewater lift station for the site will be constructed to convey the flow off the development area. The Ascension development will then tie-in to the south via a proposed sanitary main extension through the existing Blueridge Mountain Estates subdivision and connection at the existing sanitary sewer manhole at the north edge of the Watermark Phase 2 development. The sewer system network will be ultimately directed through the Watermark Phase 1 and 2 sanitary system and tie into the Bearspaw Regional Waste Water Treatment Plant (BRWWTP). Adequate space is available on the treatment site for the Bearspaw Regional Wastewater Treatment plant expansion. Treated wastewater from the Bearspaw Regional Wastewater Treatment Plan will be discharged to the Bow River through an existing outfall. The discharge pipe has the capacity to service the proposed development. It's to be noted that the BRWWTP is owned by RVC, but operated by MacDonald Watermark Properties under an Operating Lease. At the time of future subdivision, the applicant shall submit a detailed wastewater servicing strategy, including further assessment of tie in to the BRWWTP, detailed wastewater generation for each phase of the development and engineered design drawings. The detailed Wastewater Servicing Study shall also determine all technical requirements and considerations (pressure at tie-in location, minimum flows, impacts to the overall system, etc.) when tying into the existing sanitary system from Watermark development. It is to be noted that the proposed lift station is required to be constructed on a PUL. As a condition of future subdivision, the applicant will be required to provide engineering drawings, prepared by a qualified professional, and enter into a Development Agreement with the County for the construction of the proposed wastewater collection system, lift station, wastewater treatment plant expansion and forcemain connection systems. As a condition of future subdivision, the applicant will be required to submit a Cost Feasibility and Sustainability Analysis estimating the life-cycle costs for the operation, maintenance, repair and replacement of the proposed sanitary lift station and wastewater treatment plant expansion



AGENCY	COMMENTS
	<p>to the satisfaction of the County. The analysis shall also address the proposed location of the lift station and wastewater treatment plant expansion and its impact on the surrounding properties (odour, noise, access, etc.).</p> <ul style="list-style-type: none"> As a condition of future subdivision, the applicant shall be responsible for the payment of cost recovery to MacDonald Watermark Properties for the oversizing of the wastewater outfall line and the wastewater collection line. <p>Water Supply And Waterworks:</p> <ul style="list-style-type: none"> Applicant provided Ascension Conceptual Scheme – Servicing Design Brief, prepared by Urban Systems, dated November, 2020. As per the Servicing Design Brief, The applicant is proposing to provide water services to the development through Blazer Water Systems Ltd. The servicing design brief proposes three options to service the Ascension development, which are as follows: <ol style="list-style-type: none"> Connecting to existing watermains located within the Blueridge Mountain Estates area and Watermark Phase 2. Extending the existing watermain from Watermark Phase 2 following a similar alignment to the Blueridge Mountain Estates watermain and installing adjacent to the existing roadway up to the edge of the Ascension development. As per the servicing brief, the water treatment plant would need to be upgraded to service the Ascension development. Space is available within the existing building for water treatment plant upgrade and expansion to support the Ascension development. A treated water reservoir and booster station will be added within the development site. The reservoir and pump station will allow for fire storage and emergency & equalization storage for the Conceptual Scheme area. Offsite servicing design will be reviewed in more detail at time of subdivision. At the time of future subdivision, the applicant shall submit a detailed water servicing strategy, including further assessment of tie in to the Blazer Water Treatment Plant, water demands for each phase of the development and engineered design drawings. 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. The applicant will also need to enter into a Development Service Agreement with Blazer Water System



AGENCY	COMMENTS
	<p>to purchase the necessary water capacity for the proposed phase and for the construction of all water-related infrastructure within the water treatment plant.</p> <ul style="list-style-type: none"> • All Alberta Environment and City of Calgary approvals shall be the sole responsibility of the applicant. <p>Storm Water Management:</p> <ul style="list-style-type: none"> • The applicant submitted a Staged Master Drainage Plan, prepared by LGN Consulting Engineering Ltd., dated August 2020. • The stormwater management system will be comprised of both an underground storm sewer (minor system) and an overland drainage, composed of swales, ditches and roads (major system). The dry and wet ponds will be constructed with outlet control structures which will discharge into the existing natural drainage course and ultimately reach the Bow River • The report concludes that the post-development unit area release rate and volume discharge from the subject lands meets and exceeds the Bearspaw Glenbow Master Drainage Plan and Alberta Environment objectives. • As a condition of future subdivision, the applicant shall be required to submit an updated Stormwater Management Plan to address the detailed design of the stormwater management infrastructure, in accordance with the County Servicing Standards and the Bearspaw Glenbow Master Drainage Plan. • As a condition of future subdivision, the applicant shall be required to enter into a Development Agreement for the construction of any stormwater management infrastructure, as identified in the Staged Master Drainage Plan. • As a condition of future subdivision, the applicant shall be required to obtain Alberta Environment Water Act Approvals for the wetland and watercourse disturbances, prior to entering into a Development Agreement with the County. The applicant will also be required to provide verification of AEP approvals and registration for the stormwater system under EPEA. • 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 the construction. The drawings and plans shall be in accordance with the requirements of the County's Servicing Standards and best management practices



AGENCY	COMMENTS
	<p data-bbox="623 260 834 285">Environmental:</p> <ul data-bbox="672 310 1541 1619" style="list-style-type: none"> <li data-bbox="672 310 1541 407">• The applicant submitted a Phase 1 Environment Site Assessment, prepared by GHD Limited, dated December 9, 2016. <li data-bbox="672 432 1541 630">• The Phase I ESA identified the historical operation of the farmyard, including the historical handling, use and storage of chemicals, and waste management practices, as potential sources of environmental impairment to the property. As per the conceptual scheme, a Phase 2 ESA and will be conducted in the future, prior to stripping and grading. <li data-bbox="672 655 1541 751">• At the time of future subdivision, the applicant shall submit a Phase 2 ESA in accordance with the requirements of the County Servicing standards. <li data-bbox="672 777 1541 974">• The applicant submitted a Biophysical Impact Assessment (BIA), prepared by Westhoff Engineering Resources Inc. dated August 31, 2020. The BIA describes existing environmental conditions, the potential impacts of the development, and mitigation measures to reduce these impacts. <li data-bbox="672 999 1541 1155">• As per the BIA, potential impacts to soil, wetlands, watercourses, vegetation and wildlife species are expected. BIA recommends mitigation measures to reduce, eliminate, or control the potential negative impacts of the proposed development. <li data-bbox="672 1180 1541 1306">• The applicant shall incorporate the recommendations of the BIA and Phase 2 ESA into the Construction Management Plan and comply with all relevant municipal, provincial and federal legislation, regulations and policies. <li data-bbox="672 1331 1541 1619">• As per the Conceptual Scheme, HRIA fieldwork was conducted in the spring of 2017. The findings of the fieldwork confirmed two possible locations of high archaeological potential. As per the response from Alberta Culture and Tourism (ACT), Historical Resources approval is granted for the majority of the plan area subject to certain conditions. Avoidance or additional studies are required for the two noted sites and the studies are to be carried out prior to the initiation of any land surface disturbance activities.
Utility Services	At the time of future subdivision and development permit, a Solid Waste and Recycling Strategy will be required.

Circulation Period: November 27, 2020 to January 15, 2021.

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