



## ATTACHMENT B: APPLICATION REFERRALS

AGENCY	COMMENTS
<p data-bbox="162 325 438 357"><i>Province of Alberta</i></p> <p data-bbox="162 388 454 420">Alberta Transportation</p>	<p data-bbox="617 388 1510 493">In reviewing the application, the proposed planning document does not fall within the control distance of a provincial highway as outlined in provincial legislation.</p> <p data-bbox="617 504 1396 535">The department has the following comments on the referral:</p> <ol data-bbox="633 556 1477 934" style="list-style-type: none"> <li data-bbox="633 556 1477 724">1. 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 the South Saskatchewan Regional Plan and Section 622(1) of the Municipal Government Act.</li> <li data-bbox="633 735 1477 934">2. In order to facilitate the mitigation of these impacts of development on the provincial highway system, particularly at the Highway 1/Highway 563 interchange, the department recommends collection of off-site levies for transportation infrastructure pursuant to Section 648(2)(c.2) of the Municipal Government Act.</li> </ol> <p data-bbox="617 955 1429 1123">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>
<p data-bbox="162 1176 259 1207">Altalink</p>	<p data-bbox="617 1155 1526 1291">Further to the circulation dated January 23, 2020, AltaLink would like to note that it operates a 138kV transmission line which crosses the property in a diagonal direction as shown in blue on the attached Schedule "A". After review AltaLink has the following comments:</p> <ul data-bbox="617 1312 1542 1711" style="list-style-type: none"> <li data-bbox="617 1312 1542 1438">• Development <b>within 31 metres of AltaLink's</b> centerline should be reviewed by AltaLink to confirm that it will meet code. This potentially could affect proposed buildings within Lots 1, 2, 8 and 9 and the proposed wastewater treatment area.</li> <li data-bbox="617 1449 1542 1543">• Metallic objects within proximity to AltaLink rights of way must be bonded/grounded to mitigate the potential for nuisance shocks and other adverse effects</li> <li data-bbox="617 1554 1542 1711">• It is recommended that any crossings underneath this powerline be submitted to AltaLink prior to plan registration. AltaLink's technologists will review the location for AEUC compliance. Please visit AltaLink's website <a href="http://www.altalink.ca/safety/working-around-transmission-lines-1.cfm">http://www.altalink.ca/safety/working-around-transmission-lines-1.cfm</a> for directions on how to submit an application.</li> </ul> <p data-bbox="617 1732 1510 1837">This is not an objection, it is just a request for Rocky View County to consider the location of AltaLink's transmission line in regard to future development.</p>



AGENCY	COMMENTS
Canada Post	Canada Post will need to use existing sites and some additional new sites. Please have the developer reach out to discuss the location of the community mailboxes as we require additional information such as sidewalk, drainage etc. I have made some suggestions but will need to work with the developer to arrange a suitable location.
<b><i>Adjacent Municipality</i></b>	
The City of Calgary	See Attachment 'F'
<b><i>Internal Departments</i></b>	
Utility Services	The Rocky View Water Co-op should be removed from Policy 5.1 (pg. 15) of the proposed conceptual scheme. The Rocky View Water Co-op is a water supplier operating in the Bearspaw area of the County and is a company independent of Rocky View County operations.
Recreation, Parks and Community Support	<p>The Recreation, Parks and Community Support department have reviewed the following applications and offer the following comments:</p> <p>PL20170009: Area Structure Plan Minor Amendment</p> <p>There are no concerns with this application.</p> <p>PL20170010: Conceptual Scheme</p> <p><u>GENERAL COMMENTS</u></p> <p><i>Section 4.1.3 "Open Space, Trails, and Recreation The design intent is to make open space, connected trails, and on-site recreational opportunities signature features of Bearspaw Lakefront Estates. Open space networks will be interlaced throughout the development and connect every part of the development to each other and to adjacent developments, as well as provide a link to a regional pathway system and significant natural areas within the development; all of which will be publicly dedicated. The open space network is designed to maintain access to the natural areas that the community has enjoyed for years."</i></p> <ul style="list-style-type: none"> <li>• As there is an established usage of these lands for recreational and open space purposes; it is expected that once reserve lands are dedicated; proper infrastructure and accommodations for an anticipated increase in public use will be required.             <ul style="list-style-type: none"> <li>○ Dedicated parking accommodation to support formal trail staging; on-road cycling delineation to</li> </ul> </li> </ul>



AGENCY	COMMENTS
	<p>accommodate “bike and hike” users; pathway and trail infrastructure of a scale and design to ensure safe, durable use and respectful design considerations to permit long term management of the lands as they were intended.</p> <ul style="list-style-type: none"> <li>○ To ensure efficient and cost effective land management; the interface between private and public land (reserves) must be designed properly at the time of subdivision.</li> <li>○ Local examples off poor community design resulting in long term land management issues include Fish Creek Provincial Park and its proximity/interface with the built environment.</li> </ul> <p><i>Section 4.2 “Create a pedestrian friendly community through the design of a local road system, pathway and open space network that incorporates multi-use regional pathways and rustic trails that allow for easy and convenient connection to adjacent sites.”</i></p> <ul style="list-style-type: none"> <li>● Construction of an asphalt Regional pathway within the MR along the eastern alignment of the subject lands is required.           <ul style="list-style-type: none"> <li>○ Inclusion of an asphalt pathway behind proposed lots 21-24 and 32 will “condition” private lot owners to expect pedestrian and bicycle movement along this corridor for both the near and the long term when regional pathway connectivity is achieved.</li> </ul> </li> <li>● Pathway (asphalt) alignments are expected to be linear providing connectivity from the north/south and provide connectivity to staging areas/trail heads where they interface with the road network.</li> <li>● Internal trails (aggregate) are expected to be “loop” and/or “stacked loop” alignments, providing internal routes throughout the park lands. These trails are expected to intersect the regional pathway at various locations.</li> <li>● Please use RVC vernacular/classifications in text and separate these in all figures and legends.</li> </ul> <p><i>Section 4.3 “Fencing shall not be allowed on individual lots to preserve the natural environment of the site perimeter. Instead, the use of landscaping and vegetation as a natural boundary marker for homeowners will be encouraged to obtain privacy and consistency throughout the Bears paw Lakefront Estates community.”</i></p> <ul style="list-style-type: none"> <li>● Vegetative and/or natural boundary markers are not suitable in terms of longevity or property boundary identification.</li> <li>● Past neighbourhood designs where country residential lots and water bodies that are buffered with reserve land have</li> </ul>



AGENCY	COMMENTS
	<p>result in numerous unauthorized encroachments across linear County land for private reservoir access.</p> <ul style="list-style-type: none"> <li>• Through the passage of time and owners, County lands are routinely abused and encroached upon.               <ul style="list-style-type: none"> <li>○ Solid, permanent installations such as concrete or metal cairns at lot vertices where private and public lands share a common boundary will be required.</li> </ul> </li> <li>• The proposed reserve and TransAlta common property line will require formal boundary delineation to prevent trespassing between private and public lands.               <ul style="list-style-type: none"> <li>○ The County cannot condone trespass and therefore cannot permit a development situation where trespass will be unintentionally encouraged.</li> <li>○ The installation of typical agricultural post and 3 or 4 strand smooth wire fencing is acceptable.</li> <li>○ This fencing permits animal movement, formally delineates boundaries and is common that it will blend into the surroundings with minimal visual intrusion.</li> </ul> </li> <li>• The proposed reserve and Springbank Links Golf Course property line will require formal and secure boundary delineation to prevent trespassing between private and public lands.               <ul style="list-style-type: none"> <li>○ The County cannot condone trespass and therefore cannot permit a development situation where trespass will be unintentionally encouraged.</li> <li>○ The specification of a suitable fence treatment will be determined by the County.</li> <li>○ This fencing permits animal movement, formally delineates boundaries and is common that it will blend into the surroundings with minimal visual intrusion.</li> <li>○ This fencing also prevents unauthorized encroachment onto MR lands due to local use of golf carts to provide a short-cut access the course.</li> <li>○ This exact situation is a County enforcement issue regarding a Municipal Reserve that is located in Lariat Loop where local residents are operating golf carts as a short cut to use the Springbank Links golf course.</li> </ul> </li> </ul> <p>Exhibit 7.0- Concept Plan</p> <ul style="list-style-type: none"> <li>• Lots 9-13 of Cell B will require the developer to apply for the acquisition of adjacent undeveloped road allowance from RVC prior to obtaining future subdivision approval.</li> </ul>



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	<p data-bbox="623 260 1503 390">Section 4.4.1 <i>“While the valley and central ravine through the parcel limit developable area, they provide an attractive and interesting feature for the adjacent homesites and for all residents to enjoy the natural open space and trails.”</i></p> <ul data-bbox="672 415 1520 646" style="list-style-type: none"> <li data-bbox="672 415 1520 512">• Please note, this sentence is somewhat misleading. Municipal Reserve lands are intended for public access and are not intended for exclusive use by adjacent residents.</li> <li data-bbox="672 533 1334 558">• As such, provision for public access is required.</li> <li data-bbox="672 579 1448 646">• Provision for destination use of the MR to accommodate public access described previously is requested.</li> </ul> <p data-bbox="623 667 1471 730">Section 4.4.2: <i>“Rocky View West Recreation Board’s Master Plan and Operating Guidelines”</i></p> <ul data-bbox="672 751 1503 1087" style="list-style-type: none"> <li data-bbox="672 751 1503 848">• Please note, this is not a relevant document as the RV West Recreation Board has been disbanded and replaced by the Recreation Governance Committee.</li> <li data-bbox="672 869 1396 932">• Reference to this group should be removed from the document.</li> <li data-bbox="672 953 1503 1087">• Operational guidelines are provided by the County via policy and supported by maintenance service levels found in the County’s “Parks and Pathways: Planning, Development and Operational Guidelines.”</li> </ul> <p data-bbox="623 1108 1520 1297">4.4.3 Recreation <i>“In addition to the passive recreational opportunities provided by the extensive trail system, the developer of Bearspaw Lakefront Estates will discuss the community’s recreational needs with the Rocky View West Recreation District Board. Public access to the site will be possible along the local pathway and trail system or via the Rustic Pathway.”</i></p> <ul data-bbox="672 1318 1503 1507" style="list-style-type: none"> <li data-bbox="672 1318 1503 1415">• Please note, this is not a relevant document as the RV West Recreation Board has been disbanded and replaced by the Recreation Governance Committee.</li> <li data-bbox="672 1436 1487 1507">• Recreation, Parks and Community Support department can provide information regarding pathway and trail alignments.</li> </ul> <p data-bbox="623 1528 993 1554">4.5 Transportation Overview</p> <p data-bbox="623 1575 1513 1701"><i>“.....the development concept for Bearspaw Lakefront Estates allows for the integration of a shared use pathway to ease connectivity for active transportation modes to other developments in the area, thus responding to the County’s Active Transportation Plan (2018).”</i></p> <ul data-bbox="672 1722 1487 1906" style="list-style-type: none"> <li data-bbox="672 1722 1487 1818">• The proponent is requested to accommodate provision for lay-by parking/staging area(s) are recommended to support destination use of this park land for greater public use.</li> <li data-bbox="672 1839 1487 1906">• In addition, the Active Transportation Plan: South County recommended development of a “Yield Roadway” affecting</li> </ul>



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	<p>Calling Horse Drive to Villosa Ridge Drive, fronting the extreme SW corner of the development.</p> <p><i>“7.1 Proposed Land Use Designations”</i></p> <ul style="list-style-type: none"> <li>Please note, all MR and ER lands are required to have suitable land use designations- commonly PS- Public Service, that is reflective of the intended use as park/recreation (MR) and environmental preservation (ER).</li> </ul> <p><u>POLICY SUMMARY REVIEW</u></p> <p><i>Policy 4.4: “An open space network within the planning area, including the delineation of public and private land, shall be constructed by the developer, as generally shown in Exhibit 9, to the satisfaction of the County. “</i></p> <ul style="list-style-type: none"> <li>Delineation of the open space network shall take into consideration social, biophysical and aesthetic functions for the immediate neighbourhood as well as for the greater region.</li> <li>Acquisition and dedication of Environmental Reserve or identification of Environmental Reserve Easement affecting private lands shall be in accordance with the Municipal Government Act.</li> </ul> <p><i>Policy 4.5: “The Developer shall dedicate Municipal Reserve in accordance with Exhibit 9 at the time of subdivision, subject to a review of Environmental Reserve/ Environmental Easement requirements. Municipal Reserve shall be developed in a form acceptable to the County at the time of dedication. Notwithstanding the provisions of the Municipal Government Act, the Developer is committed to the provision of Municipal Reserve in accordance with Exhibit 9 of this Conceptual Scheme.”</i></p> <ul style="list-style-type: none"> <li>Acquisition and dedication of reserve land shall be in accordance with the Municipal Government Act.</li> <li>Notwithstanding provision for reserve dedication; creation of publically accessible, private open space is encouraged.</li> <li>All crossings over reserve land (County lands) to accommodate utility access purposes will require formal recognition and agreement using County supplied documentation.</li> </ul> <p><i>Policy 4.6 “The pathway and trail system (Local, Rustic) within the planning area, as generally shown in Exhibit 10, shall be constructed by the Developer, to the satisfaction of the County.”</i></p> <ul style="list-style-type: none"> <li>The applicant is reminded to use Rocky View County pathway and trail classifications and associated design parameters such as tread width and clear zones.</li> </ul>



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	<ul style="list-style-type: none"> <li>• Further, consideration for incorporation of bicycle facilities as identified in the Active Transportation Plan: South County are to be considered to permit “on-road” alignments to support movement within and to points beyond the plan area.</li> </ul> <p><i>Policy 4.7 “The pathway and trail system (Local, Rustic) within the Planning area, as generally shown in Exhibit 10, shall be publicly accessible.”</i></p> <ul style="list-style-type: none"> <li>• In recognition this central park land will undoubtedly be a recreation destination; the applicant is asked to provide the following accommodations to support high use:               <ul style="list-style-type: none"> <li>○ Dedicated off street parking at pre-determined trail heads/staging areas.</li> <li>○ Lay-by parking adjacent to the road way or development of an off-street parking lot would be acceptable to allow locals to visit and enjoy the park land and its proposed trail/pathway network.</li> <li>○ Due to regional context; this development’s park land and trail network is contiguous between the communities of Valley Ridge and Emerald Bay and beyond to the former Devonian Park (Bears paw Legacy Park).</li> <li>○ Future planning and regional pathway/trail network development is anticipated as adjacent lands pursue development.</li> <li>○ Due to the overall size of the proposed park land system; provision for parking will support near term use.</li> <li>○ The Parks and Open Space Master plan supports provision for connectivity through the plan area.</li> <li>○ The Active Transportation Plan: South County supports provision for connectivity through the plan area.</li> </ul> </li> </ul> <p><i>Policy 4.8 “Pathways and trails including road crossings (crossing requirements and locations to be determined at the time of subdivision) shall be constructed in accordance with the descriptions in the County’s Pathways and Trail Classification and the requirements of the County’s Servicing Standards and shall be situated outside any proposed road widening.”</i></p> <ul style="list-style-type: none"> <li>• Where feasible, the developer is encouraged to accommodate consideration for active transportation network infrastructure as identified in the Active Transportation Plan: South County.</li> </ul> <p><i>Policy 4.9 “The pathway and trail system (Local, Rustic) within the planning area, as generally shown in Exhibit 10, shall be maintained</i></p>



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Planning and Development Services - Engineering	<p data-bbox="623 262 1526 359"><i>by the Bearspaw Lakefront Estates Homeowners Association through an agreement to be determined with the County at the subdivision stage.”</i></p> <ul data-bbox="672 380 1526 562" style="list-style-type: none"> <li data-bbox="672 380 1526 443">• The applicant is reminded to use Rocky View County pathway and trail classifications.</li> <li data-bbox="672 464 1526 562">• In addition to pathway and trail maintenance; to ensure continuity of maintenance and operations; the HOA shall also be responsible for landscape maintenance of all MR lands.</li> </ul> <p data-bbox="623 583 1526 716"><i>“Policy 7.2 A Landscape Plan for Bearspaw Lakefront Estates shall be submitted by the Developer prior to subdivision approval of each Phase, prepared by a qualified Landscape Architect, to the satisfaction of the Municipality, and shall include:...”</i></p> <ul data-bbox="672 737 1526 835" style="list-style-type: none"> <li data-bbox="672 737 1526 835">• As typical- MR lot delineation via hard installation such as boundary markers, cairns and/or fencing shall be incorporated into landscape drawings.</li> </ul> <p data-bbox="623 919 743 945"><b>General:</b></p> <ul data-bbox="672 966 1526 1098" style="list-style-type: none"> <li data-bbox="672 966 1526 1098">• The application will need to be submitted to Alberta Transportation for review and comment since the proposed development is located within the 1.6 km setback from Highway 1.</li> </ul> <p data-bbox="623 1119 816 1144"><b>Geotechnical:</b></p> <ul data-bbox="672 1165 1526 1339" style="list-style-type: none"> <li data-bbox="672 1165 1526 1339">• The applicant/owner submitted a geotechnical report conducted by McIntosh Lalani Engineering Ltd. dated June 16, 2020 that that included a slope stability analysis and determined that the slopes would not adversely impact the proposed development.</li> </ul> <p data-bbox="623 1360 841 1386"><b>Transportation:</b></p> <ul data-bbox="672 1407 1526 1759" style="list-style-type: none"> <li data-bbox="672 1407 1526 1612">• The applicant/owner submitted a Traffic Impact Assessment conducted by Bunt &amp; Associates dated April 5, 2019 as well as a memo conducted by Bunt &amp; Associates dated May 12, 2020. A revised TIA may be required at future subdivision stage as the current TIA assumed that the build out of Bingham would construct any necessary upgrades.</li> <li data-bbox="672 1633 1526 1759">• The proposed road layout does not meet the requirement of the County Servicing Standards, as more than 10 lots are being proposed without a secondary access. The layout should be revised to provide secondary access.</li> </ul> <p data-bbox="623 1780 930 1806"><b>Sanitary/Waste Water:</b></p> <ul data-bbox="672 1827 1526 1919" style="list-style-type: none"> <li data-bbox="672 1827 1526 1919">• The applicant/owner indicated that connection to existing piped wastewater services is not economically feasible at this time and is proposing to service the proposed development using</li> </ul>





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	<p>an Orenco system. The development will be required to connect to piped services when they become available in the future (the Coach Creek development is looking to extend water and wastewater services along TWP Rd 250 from Harmony to its site at SW-36-24-03-W05M).</p> <ul style="list-style-type: none"> <li>• The applicant/owner submitted: a “Wastewater System Design Summary” report conducted by SD Consulting Group dated May 2020; a “Hydrogeological Investigation of Proposed Subsurface Disposal System” report conducted by SD Consulting Group stamped March 16, 2021; and an “Impact Assessment – Ephemeral Stream and Long Term Montiroing” memo conducted by SD Consulting dated July 19, 2021.             <ul style="list-style-type: none"> <li>○ The reports included preliminary design calculations and conceptual drawings of the proposed system as well determined site soil suitability and indicated that there should be minimal impacts to the Bow River and the the natural drainage course that runs through the subject lands.</li> </ul> </li> </ul> <p><b>Water Supply And Waterworks:</b></p> <ul style="list-style-type: none"> <li>• The applicant/owner indicated that connection to existng piped water services are not feasible at this time and is proposing to use individual groundwater wells. The development will be required to connect to piped services when they become available in the future (the Coach Creek development is looking to extend water and wastewater services along TWP Rd 250 from Harmony to its site at SW-36-24-03-W05M).</li> <li>• The applicant/owner provided an Aquifer Testing Report conducted by SD Consulting Group – Canada Inc. dated May 6, 2020. The report indicated that there should be sufficient groundwater to service the proposed development. The report included a Phase 1 assessment and a Phase 2 assessment that involved the drilling and testing of two groundwater wells within two lots of the proposed development.</li> <li>• The applicant/owner indicated that fire suppression will be provided through dry fire suppression systems within building structures and shall be enforced through architectural controls registered on title.</li> </ul> <p><b>Storm Water Management:</b></p> <ul style="list-style-type: none"> <li>• The applicant/owner submitted a Conceptual Stormwater Management Report conducted by IBI Group dated June 7, 2021 that proposes to manage drainage generated by the proposed development via a series of stormwater ponds that is in accordance with the requirements of the Springbank Master Drainage Plan.</li> </ul>



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	<ul style="list-style-type: none"> <li>• As per the County Servicing Standards, developments that consist of 10 or more proposed lots need to be located on a PUL. The developer is proposing to locate the stormwater ponds within MR or ER. The parcel in which the stormwater facilities are located on will require physical access.</li> <li>• As a condition of future subdivision, the applicant/owner will be required to obtain AEP approvals and licensing for the proposed storm water management infrastructure including Water Act approvals and APEA registration of the facilities and discharge. <i>Please note that there are long lead times for obtaining AEP approvals. It is the applicant's responsibility to ensure that the AEP approvals and registrations have been obtained by the time of subdivision endorsement.</i></li> </ul> <p><b>Environmental:</b></p> <ul style="list-style-type: none"> <li>• The applicant/owner submitted a Biophysical Impact Assessment conducted by Sweetgrass Consultants Ltd. dated April 2018. A natural drainage course runs through the subject lands and development is being proposed within the riparian setback. The BIA indicated that the proposed development should not significantly impact the drainage course. At time of future subdivision endorsement, the applicant/owner will be required to ensure that the drainage of the natural drainage course is maintained.</li> <li>• The applicant/owner will be responsible to obtain all required AEP approvals should the proposed development impact any wetlands.</li> </ul>

Circulation Period: January 23, 2020 to February 13, 2020.

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