

PLANNING POLICY

TO: Council
DATE: September 14, 2021 **DIVISION:** 8
FILE: 05618039/05619004/006/054 **APPLICATION:** PL20170153
SUBJECT: Emergent; Amending Bylaw – Bylaw C-7991-2020 (Ascension Conceptual Scheme)

APPLICATION: To adopt the Ascension Conceptual Scheme to provide a policy framework to guide future redesignation, subdivision and development proposals within SW/SE-19-25-02-W05M.

GENERAL LOCATION: Located immediately west of the city of Calgary at the southwest junction of Highway 1A and 12 Mile Coulee Road.

EXECUTIVE SUMMARY: Following on from previous closed session discussions on this application, and depending on the focus of debate or questions of Administration, Council may wish to consider moving into closed session again on this item under Sections 21 (disclosure harmful to intergovernmental relations, 24 (advice from officials) and 27 (privileged information) of the Freedom of Information and Protection of Privacy Act.

On June 1, 2021, Council held a Public Hearing to consider the Ascension Conceptual Scheme. The Public Hearing was closed and the matter was tabled to allow consideration of amendments to the plan related to transportation. On June 15, 2021, Council further considered the Plan, making amendments, and granted second reading. Administration was directed to refer the Plan to the Calgary Metropolitan Region Board (CMRB). CMRB Administration reviewed the proposed Ascension Conceptual Scheme in relation to the principles and objectives of the Interim Growth Plan (IGP) and the evaluation criteria of the Interim Regional Evaluation Framework (IREF). The review found the Ascension Conceptual Scheme to be consistent with the objectives of the IGP and IREF. Subsequently, on July 28, 2021, CMRB Administration recommended that the CMRB Board approve the application.

On August 26, 2021, the City of Calgary submitted a challenge to the CMRB recommendation stating concerns broadly with respect to protection of source water, transportation and transit, impacts on Calgary services, and collaboration. The matter was scheduled for consideration at the September 10, 2021 Board meeting. Prior to the Board meeting, the Applicant and the City of Calgary engaged in discussions in an attempt to resolve the City's concerns. Although the County was not invited to participate in these initial discussions, it did receive communication from the City providing terms for agreement to allow it to potentially remove its opposition to the proposed development. In the absence of any agreement being finalized, the County proceeded to the CMRB Board meeting on September 10, 2021 to defend the Ascension application.

On September 10, 2021, the Board considered IREF application 2021-13 (being the Ascension Conceptual Scheme). The Board tabled the application until September 17, 2021 to allow respective Council's to consider proposed amendments to the bylaw. A further motion provided that the Board waive the standard 28-day review period following CMRB Administration's recommendation and discuss and vote on the IREF application at the September 17, 2021 meeting of the Board.

Following the Board meeting, the Applicant has worked with both County and City Administrations to draft additional statutory policies for inclusion within the Ascension Conceptual Scheme. Administration would note that while the existing draft Conceptual Scheme has sufficient guidance to meet the requirements of the Interim Growth Plan, these proposed additional policies do provide

Administration Resources

Jessica Anderson, Planning Policy

further detail on how matters of concern would be addressed at future land use and subdivision approval stages.

A summary of the proposed amendments is provided below. The proposed bylaw and a schedule of the proposed amendments are also set out within Attachments 'A' and 'B' for Council's review.

PROPOSED AMENDMENTS:

In response to the City of Calgary's concerns, the proposed policy additions to the Conceptual Scheme would require collaboration, agreements and in some cases financial contributions to offset potential impacts to Calgary infrastructure and services. Administration supports the proposed amendments as they would strengthen the Conceptual Scheme's alignment with the Interim Growth Plan. The amendments would also provide further detail on expectations at future planning stages to the benefit of both municipalities.

1. Recreation and Community Services

That a new policy be added to Section 12.1 (Development) of the Plan as follows:

Add Policy 12.1.3

Prior to subdivision, Rocky View County, in collaboration with the City of Calgary, shall review the impacts to The City of Calgary's recreation and community services to the satisfaction of both parties. If demonstrable impacts are found, the applicant shall enter into a cost contribution agreement with Rocky View County in coordination with the City of Calgary, providing a financial contribution to offset the development's impacts. This contribution shall be in addition to any recreation and/or community services levy imposed by Rocky View County.

This policy would provide direction for the Applicant and both municipalities to determine an appropriate cost contribution by the Applicant that reflects the development's impacts on City of Calgary recreation and community services. In the event that the County adopts a recreation levy prior to any subdivision application being determined for the Ascension site, and in the event that such a levy collects for regional recreation services, it is expected the cost contribution agreement would be lowered to avoid duplicating recreation funding requirements on the Applicant.

2. Transportation

That new policies be added to Section 7.1 (Regional Transportation Network) of the Plan as follows:

Add Policy 7.1.4

The applicant shall construct the Highway 1A (Crowchild Trail)/12 Mile Coulee Road intersection and 12 Mile Coulee Road/Tusslewood Drive roundabout in alignment with the upgrade recommendations of the Bunt Traffic Impact Assessment (August 2020). These upgrades shall be designed and completed as approved by Rocky View County, Alberta Transportation and the City of Calgary.

Add Policy 7.1.5

Prior to subdivision, Rocky View County and The City of Calgary shall mutually determine the development's impacts on 12 Mile Coulee Road through further collaboration and traffic impact assessments, and the developer shall be required to construct identified improvements and/or contribute to such upgrades, as required by the City of Calgary.



Add Policy 7.1.6

Although the applicant will be eligible for cost recovery from new developments benefitting from the required transportation infrastructure upgrades, all developments in Rocky View County and the City of Calgary that have existing Local Plan or Outline Plan approvals shall be exempt from any cost recovery agreement.

These three policies confirm the Applicant's commitment to construct necessary regional transportation infrastructure upgrades recommended by their Traffic Impact Assessment supporting the application. Final design requirements and approvals at subdivision stage would be agreed by both municipalities and Alberta Transportation. The Applicant would be eligible for cost recovery from any future developers generating traffic affecting the studied infrastructure, with the exception of County and City development that is already guided by a conceptual scheme or outline plan.

3. Transit

That a new policy be added to Section 12.1 (Development) of the Plan as follows:

Add Policy 12.1.4

Prior to subdivision, the applicant, Rocky View County, and The City of Calgary shall review options to provide full service transit to the Ascension development area and, if the parties agree to proceed, shall utilize appropriate mechanisms such as cost recovery agreements to contribute to the implementation and maintenance of this service. Rocky View County and The City of Calgary shall also review demonstrable impacts upon existing City of Calgary transit services, and Applicant shall enter into a cost contribution agreement with Rocky View County to cover any such impacts found.

Although the road design within the Ascension development concept already accommodates future transit potential, this proposed policy would direct further collaboration at subdivision stage to review options for full service transit, including potential bus services to connect to the nearby Tuscany LRT station. Implementation of transit services would likely be controlled by subdivision conditions and separate intermunicipal agreements. The policy would also require the County and City to review the impacts from the development upon existing City transit services, such as the LRT, and if impacts are found the development would be required to enter into a cost contribution agreement to compensate for these impacts.

4. Stormwater / Source Water Protection

That a new policy be added to Section 8.1 (Stormwater Management) of the Plan as follows:

Add Policy 8.1.11

Notwithstanding the stormwater concept identified in Figures 18 and 19 of this Conceptual Scheme, the applicant, in collaboration with Rocky View County and the City of Calgary, and prior to land use amendment and subdivision, shall explore alternative stormwater infrastructure routing that discharges to the Bow River, downstream of the Bearspaw Reservoir and Water Treatment Plant. The applicant shall specifically investigate the utilization of available capacity within the stormwater infrastructure of the Watermark development as the preferred stormwater solution for the Ascension development. To achieve a stormwater management solution that is acceptable to both Rocky View County and the City of Calgary, mechanisms such as agreements on monitoring and infrastructure improvements may be necessary.



A principal concern raised by the City on this and other applications in Bearspaw and Springbank relates to impacts on the source watershed of the Bearspaw Reservoir and Water Treatment Plant. The current stormwater concept proposes discharge to Bow River upstream of the Reservoir, but with strict controls over stormwater quality, flows and volume. Detailed stormwater design and mitigation would be approved at subdivision stage in accordance with County and provincial requirements. Notwithstanding the validity of the current stormwater concept, the above policy directs the Applicant to explore alternative concepts that would discharge downstream of the reservoir to limit source water risks further. It further directs that further agreements on items such as monitoring may be required to ensure the stormwater solution is acceptable to both the County and City.

ADMINISTRATION RECOMMENDATION

Administration recommends that Council amends the Ascension Conceptual Scheme and re-submits Bylaw C-7991-2020 to the Calgary Metropolitan Region Board in accordance with Option #1.

OPTIONS:

Option #1: Motion #1 THAT Bylaw C-7991-2020 (Ascension Conceptual Scheme) be amended to insert Policies 12.1.3, 7.1.4, 7.1.5, 7.1.6, 12.1.4, and 8.1.11 as set out in Attachment 'B'.

 Motion #2 THAT Bylaw C-7991-2020, as amended, be re-submitted to the Calgary Metropolitan Region Board for approval.

Option #2: That Council provides alternative direction.

Respectfully submitted,

Concurrence,

“Brock Beach”

“Kent Robinson”

Acting Executive Director
Community Development Services

Acting Chief Administrative Officer

JA/

ATTACHMENTS:

ATTACHMENT 'A': Bylaw C-7991-2020 & Schedules A and B

ATTACHMENT 'B': Proposed amendments to Bylaw C-7991-2020