

Ascension Virtual Information Session | Questions & Answers

September 28, 2023

A virtual public information session was held on Tuesday September 12, 2023, from 6:00-7:30 to provide information and answer questions about the Ascension Land Use Amendment application. The opportunity was provided to the public to submit questions in advance of the event to ensure that they were addressed within the presentation, to submit questions live during the event through the 'Chat' function and to submit questions following the event via an online survey. A recording of the presentation and the presentation slides were posted to the project website – highfieldbears paw.com – following the event.

The following question and answer sheet has been prepared to provide responses to all questions received.

- **31** questions were submitted in advance of the event.
- **96** questions were submitted during the information session through the chat function.
- **24** questions were submitted following the information session through the survey.

There were many questions of the same nature, therefore, to support ease of review questions and responses have been grouped together by topic with consolidated responses provided.

Information Session		
Topic	Question(s)	Answer(s)
Online Format	<ul style="list-style-type: none"> • Why is this information session not available for in-person discussion? • I think it is important to schedule an In Person session during the upcoming Months. Zoom sessions are flexible for everyone's schedule but being in person will let your team connect with the community to clarify the current concerns. 	<p>The information session was provided in an online format as opposed to in person for a few reasons. First, there is a lot of information to share about the project and an online presentation format allows all the detailed information to be shared with everyone in attendance, at an in-person event sometimes you may not get a chance to speak to all the subject matter experts if there are many people in the room. Second, the online format allows the session to be recorded and posted online, so the information is accessible to everyone even if they were not able to attend on the given evening. Finally, the online format and typed submission of questions during the live session and through the online survey following allows for a more accurate capture of questions and the opportunity to provide written responses. At an in-person event, the questions asked in person are only answered to the individual who asked them. If you have any questions that you feel were not answered you are welcome to reach out to the project team anytime through the project website.</p>
Presentation Slides & Recording	<ul style="list-style-type: none"> • Will this presentation be available on the site, as well as the recording? • Will this recording be posted online? If so, where? 	<p>Yes, a recording of this information session as well as the presentation slides have been posted on the project website - highfieldbears paw.com on both the 'Home' page and 'Resources' page.</p>
Municipal Engagement	<ul style="list-style-type: none"> • Can you comment on any previous or planned engagement with the town of Cochrane to date? 	<p>We have not, and are not required to, have direct engagement with the Town of Cochrane for this land use amendment application. The Town of Cochrane is a member of the CMRB and reviewed the project at the Conceptual Scheme stage through the IREF process.</p>

Q&A	<ul style="list-style-type: none"> • Will you be responding in writing to our letter that outlined our group's (Steering Committee and area resident's) concerns? 	<p>This Q&A sheet has been prepared to respond in writing to the questions received through pre-submission, at the Virtual Information Session, and those that were submitted in the survey.</p>
General	<ul style="list-style-type: none"> • Yes I just logged into this site to see how to attend the Zoom meeting and all of the information listed is stated as though the meeting has been completed although it is due to start in 4 hours - so I guess I am unable to attend because there is no zoom information listed anywhere on your site. Wonder if this is so you don't get as many people attending who really do want to know more about this project which will cause nothing but issues! Considering most people who are not government people are against it due to the nightmare traffic that will result. Fix the roads first and then maybe consider all the traffic from the 3 other current projects messing up the area! 	<p>We apologize for any issues logging into the online event. The information session zoom link would only have been live during the scheduled time of 6:00-7:30 on September 12. However, the benefit of the online format is that a recording of the information session has been posted on the project website (highfieldbears paw.com), so you are welcome to view it online at your convenience and if you have any questions, you can reach out to the project team at any time through the 'Get in Touch' page. If you review the Transportation Section of the Presentation from 15:42 you can understand the transportation upgrades that will be undertaken as part of this project. We appreciate your frustration of the current situation and feel confident that the improvements will bring a much needed solution to the area.</p>

Land Use Amendment Application

Topic	Question(s)	Answer(s)
Changes	<ul style="list-style-type: none"> • Are there any changes to the project from your original submission? If there are changes, what are they and will we have an opportunity to review them? 	<p>Yes, there have been changes from the original submission made in October 2022. This change is a shift from proposing a land use amendment of existing Rocky View County Land Use Bylaw Districts in the neighbourhood portion and a Direct Control District in the market place, to proposing a land use amendment to a Direct Control District for the whole plan area. This change allowed for more customization of the housing types and lot sizes proposed to ensure the transitional density that is envisioned within the plan area (ex. the application now proposes larger lots for single detached homes than the Oct 2022 submission). This change is illustrated in the presentation slides (p.11-14) that have been posted to the project website - highfieldbears paw.com. The updated application will be recirculated by Rocky View County in October 2023.</p>

Technical Studies	<ul style="list-style-type: none"> Do you have any additional reports that have been requested by Rocky View Planners? 	<p>The land use amendment application has been supported by an update to the servicing design brief, the staged master drainage plan and a limited scope functional study for the Continuous Flow Intersection and roundabout on 12 Mile Coulee Road. All reports have been updated with feedback from and collaboration with Rocky View County, the City of Calgary and Alberta Transportation and Economic Corridors.</p>
Application Timing	<ul style="list-style-type: none"> Are you prepared to pause the scheduling of this project to allow our group to review and comment on any additional information? 	<p>An online survey has been posted to the project website for two weeks following the information session to provide the opportunity for additional questions and feedback. In addition, the updated application will be re-circulated by Rocky View County to residents in October 2023 within proximity to the Ascension plan area prior to proceeding to Council. So, these options provide the opportunity for feedback to both the project team and County.</p>

Residential		
Topic	Question(s)	Answer(s)
Density	<ul style="list-style-type: none"> The photo at the top of this site shows a rural residential community whereas the commercial project and lot sizes being proposed do not reflect these values. Since there is very strong community opposition to the project as proposed, what studies were conducted in the adjacent community to determine whether there was any support for this project? 	<p>The photo on the website demonstrates the directly adjacent communities of Blueridge Mountain Estates in Rocky View County, and Tuscany in the City of Calgary. Given the location of this plan area, the density proposed is one that is midway between these two adjacent communities representing an appropriate transitional for the area. As illustrated in the presentation slides on the project website (p.23) the density is in between that in the City of Calgary and adjacent areas of Rocky View County.</p>

<p>Population</p>	<ul style="list-style-type: none"> • What is the anticipated total population for this entire development? • How many residents would be living in Ascension once it is fully built out? • Clarity of first question....how many homes expected in this development? • How many in Site1? 	<p>The land use amendment application is proposing to be in alignment with the approved Ascension Conceptual Scheme. The CS proposed 883 units across the whole plan area which, assuming a range of 2.2 - 3.0 people per unit, equals a population of approximately 2,375 people.</p> <p>The specific distribution of lots across the plan area will be identified at the subdivision stage, so we do not yet know the specific number of lots that will be in each 'Site'. The total units across the plan area be in alignment with the approved Conceptual Scheme.</p>
<p>Housing Types</p>	<ul style="list-style-type: none"> • Do you offer any Bungalow Houses or similar in nature? 	<p>The land use amendment application includes a range of housing options within the listed permitted and discretionary uses including single detached, semi-detached and row housing. The specific height and form of the housing will be determined at later stages in the process so we cannot yet confirm if there will be bungalows.</p>
<p>Seniors Housing</p>	<ul style="list-style-type: none"> • On the website, there was a mention of plans for senior housing. Can you provide more details about these plans? Are there plans for assisted senior housing or without? • What kind of structure will be for seniors and any info re cost. Where I THINK the space is for seniors, unit 4, shows row housing which is not conducive to senior living. 	<p>The land use amendment application includes a range of housing options within the listed permitted and discretionary uses including single detached, semi-detached, row housing and multiple unit housing. Although no senior' specific or assisted living facilities are planned at this time the range of housing options within the plan area allow more opportunity for downsizing or aging in place within the Bearspaw community. In addition, the location of housing within and directly adjacent to the market place allows more opportunity for people to access their daily needs by active modes.</p> <p>Please see the section below regarding cost.</p>
<p>Watermark</p>	<ul style="list-style-type: none"> • How big are the single family lots around the west edge compared to watermark lots • All of WaterMark is around 0.5 upa. 	<p>The minimum lot area proposed in the Ascension direct control district for 'Site 1' around the perimeter is 0.20 ha (0.49ac).</p> <p>The minimum lot area for the perimeter sites in Watermark range between 0.28 ha (0.69 ac) and 0.37ha (0.92ac). The minimum lot area for the interior sites in Watermark range between 0.11 ha (0.26 ac) and 0.15ha (0.37ac).</p> <p>However, it should be noted that these are the minimum permitted areas and lot sizes may be larger in both plan areas.</p>

Market Place		
Topic	Question(s)	Answer(s)
Demand	<ul style="list-style-type: none"> • Could the speaker provide context for this “demand” - I see a lot of empty storefronts in the NW and existing grocery stores are not what I would call busy at any time of the day. • There is NO DEMAND for the market place as there are OVER 700 shopping locations within 15-20 minutes. Why is the market place being proposed when there is so many shopping options as well as the online shopping boom? • We do not believe that the market place demand is what you state. With over 700 shopping options within 15-20 minutes, why not reduce the market place to a boutique size and along Crowchild and not along Blueridge Rise? 	<p>Historically the northwest area of the Calgary metropolitan region has been underserved by retail and commercial uses. The proposed land use reflects the desire from many businesses to locate in Ascension and complies with the Council approved Conceptual Scheme.</p> <p>As illustrated in the presentation slides on the project website (p.27) the market place will be a community scale retail centre located in Rocky View County. It will complement the smaller neighbourhood scale and regional commercial centres in the City of Calgary.</p>
Vision & Conceptual Scheme	<ul style="list-style-type: none"> • (same preface, I can watch recording) - what is the plan for the Retail? How will plan evolve? Why does the new application include additions for such large retail opportunities if this is supposed to be a transition zone. What opportunities exist to minimize or remove the retail? • Are you prepared to reduce the size of the commercial portion of the proposal? 	<p>The market place is envisioned as a unique multi-purpose, amenity, retail, and entertainment destination with the integration of some multi-family housing. The area will include a safe, walkable main street, intimate public realm and mews with seating, special lighting, terraces and vegetated boulevards. Special attention will be given to the design of the facades, storefronts, signage and way-finding through a high-quality architectural theme across the site. The market place area included in the land use amendment application is consistent with the approved Conceptual Scheme.</p> <p>We feel confident in the design and amount we are proposing with the opportunity for two of the sites to either be residential or retail.</p>

Retailers	<ul style="list-style-type: none"> • For the larger retail, could give specific examples of types of stores that you envision - or what they would be equivalent to that exist elsewhere? Thank you 	<p>The larger retail users would include a grocery store, a pharmacy, pet food store, wine store, and restaurants. We have not secured any users at this time until the land use application has been approved.</p>
Area	<ul style="list-style-type: none"> • How many square feet is the market place? 	<p>The market place covers approximately 19 ha (48 acres). A portion of the site is anticipated to support residential development and portions of the site are anticipated to support setbacks, landscaping, slopes, outdoor gathering places and interior roads. Therefore, only a portion of the overall area will be developed commercially. Assuming Floor Area Ratios (FARs) typical of commercial development, we anticipate the market place could support approximately 350,000-450,000 square feet of commercial development.</p>
Landscape	<ul style="list-style-type: none"> • What makes B&A think that a mall is feasible in this area that is so NATURE DEPENDANT? 	<p>The design of the market place will complement the Bearspaw community and be heavily influenced by the surrounding topography and natural elements. The market place will not be a self-contained shopping mall, due to the existing grades across the site it will be terraced and landscaped, and include slope adaptive designs.</p>
Retailers	<ul style="list-style-type: none"> • Are you protecting RVC residents to purchase or rent Market place stores or anyone? 	<p>Royop has been developing retail and mixed-use centres in Western Canada for over sixty years. They take pride in creating places that integrate within their community and contain a mix of local and national retailers. Interested tenants are encouraged to visit their website at www.royop.com</p>
Traffic	<ul style="list-style-type: none"> • What is the traffic amount or estimated vehicles per day that is expected for the market place? 	<p>The roads and access have been designed to accommodate anticipated traffic, and anticipate volumes were examined in the Transportation Impact Assessment.</p>

Parks & Open Spaces		
Topic	Question(s)	Answer(s)
Amenities	<ul style="list-style-type: none"> • Will there be a playground in any of the spaces? I could not see a reference to such in the documents. 	Yes, there will be a playground located on the municipal reserve land.
Lasso Trail	<ul style="list-style-type: none"> • Considering pathways from Ascension are going to link up to Lasso Loop, what considerations have been made regarding impacts to the Lasso Loop and surrounding ecosystems? • So there are no plans to change Lasso Trail? • Also, I think we are missing an answer on how the increased use of Lasso Trail will be addressed. Will there be similar types of pathways created in Ascension? 	<p>The plan area includes an extensive pathway and trail network adjacent to the natural ravine and through linear park spaces throughout Ascension. These pathways will increase the outdoor recreation opportunities for the Bearspaw community. To support a connected network, the Conceptual Scheme identifies connections to both the Lasso Trail, the Calgary regional pathway and up to the Bearspaw Lifestyle Center. No changes will be made to the lasso trail, beyond connecting the new Ascension pathway network to it.</p> <p>Parks and Pathways are very important amenities within communities, we have not received any negative feedback from Rockyview County on potential increase in users, instead they were very happy to have new pathways built to connect to existing ones.</p>

<p>Wildlife</p>	<ul style="list-style-type: none"> • I moved here to be part of rural living complete with animals and this is my greatest concern that this will evaporate, despite what Mrs. Hawkwood apparently said upon selling her land. Animals moved North because they could - now they can't given urban dwellings and if they do they risk being road kill on the 1A. This is a real concern for me. • This is why the NW is so beautiful and nature friendly. The retail would destroy our country residential way of life that we all bought into and pay taxes for. So the question is, what are we doing for wildlife corridor and care of wildlife? • Regarding answers related to wildlife. I see deer and coyotes etc. every day in the area where the shopping mall is proposed to be. 	<p>The plan includes retention of the large central ravine in its natural state which will allow for use as a wildlife corridor. The portions of the site have been used for agricultural purposes for many years.</p> <p>We appreciate the desire to have undeveloped land remain undeveloped. As demonstrated in our Historical Photo Inventory the lands evolved from agriculture to residences for many of the current owners. This is the last pocket left undeveloped. It is natural that animals will use the natural systems in place (for example our ravine system) and will also gravitate further west to uninhabited lands.</p>
<p>Regional Parks</p>	<ul style="list-style-type: none"> • How do we ensure the parks in the area are maintained, and that areas like watermark are maintained in terms of value 	<p>As per the Municipal Government Act, municipal reserve lands are dedicated to Rocky View County at subdivision. At this point and time parks operations and maintenance would be under the County's jurisdiction. The Ascension plan area includes preservation of the natural ravine, municipal reserve parks and open spaces and an extensive pathway network which will greatly improve the number of parks and pathways in the Bearspaw community.</p>
<p>Glenbow Ranch</p>	<ul style="list-style-type: none"> • Can you tell us more about the addition of a "connection to the Glenbow Ranch Park? " • Can you discuss the mention of a "connection to the Glenbow ranch park"? What would this mean, and where would this road be built? 	<p>The plan area includes a road in the southwest that is intended to connect to potential future development in Glenbow Ranch Cell J, directly to the west of the plan area. Any connection beyond this to the Glenbow Ranch Provincial Park would be dependent on the designs within that plan area and are unknown by the Ascension project team.</p>

Transportation		
Topic	Question(s)	Answer(s)
Highway 1A & 12 Mile Coulee Road Intersection	<ul style="list-style-type: none"> • What changes to Highway 1a West to support the turn to 12 mile Coulee? Traffic already backs up onto Hwy 1a west at peak times • What are the plans for the traffic flow on the Crowchild Trail and 12 Miles Coulee Road intersection? • Would there be sound barrier installed for noise reduction from Crowchild Trail? 	<p>A Continuous Flow Intersection (CFI) is proposed which adds cross-over intersections for left-turning vehicles in advance on the main traffic light, so that left turns off Crowchild Trail can turn simultaneously with the east-west through movements. This significantly increases overall traffic efficiency for all users of the intersection.</p> <p>The proposed Continuous Flow Intersection (CFI) addresses existing traffic congestion issues in all directions and is expected to accommodate both Ascension and other regional growth for up to a 20-year period before an interchange would be needed.</p> <p>No new sound barriers are expected or have been requested by the approving authorities.</p>
Township Road 253A	<ul style="list-style-type: none"> • I AM 253A HOW DO I GET IN AND OUT 	<p>When 12 Mile Coulee Road is upgraded, provincial policy will require closure of the access to Township Road 253A. When this occurs alternate access must be provided by us through the plan area interior road network. We will work with you and the specific connection location off the northeastern road will be identified at the time of subdivision with the final grading plan with your input. This is illustrated on page 39 of the information session presentation slides available on the project website.</p>

<p>Bearspaw Road</p>	<ul style="list-style-type: none"> • What about Bearspaw road which has no sidewalks, a school or community center. It will be the fastest way into development from the west. Capacity at the traffic light is very limited due to the design. • Long term Bearspaw Road use will include traffic from adjacent quarter. The traffic study seems to ignore long term implications, especially with respect to the school. • What is the plan if the assumption that there is minimal traffic increase in Bearspaw road is incorrect. It will be the obvious choice for any traffic from the west and from the north on Bearspaw Road. • OK, so what improvements will be made to Bearspaw Road? • Why is there a need to push through the road past two schools and the community centre on Bearspaw road. It will be used as a rat run to avoid the more onerous access off of 12 Mile Coulee. • You seem to be ignoring the potential issues on Bearspaw Road based on what appears to be an assumption that traffic wont increase. What if you are wrong and what will you do. Also why are you not adding sidewalks on Bearspaw road. • Back again onto roads. Sidewalks do not increase capacity but increase safety. What cannot you commit to sidewalks to improve safety. 	<p>The TIA accounted for site traffic using Bearspaw Road, to go west and north and to also go east onto Hwy 1A. The analysis indicated the road network within Bearspaw is able to accommodate the anticipated increase in traffic. Based on the anticipated traffic volumes no improvements are planned to Bearspaw Road as a result of this development.</p> <p>Intersections along Highway 1A will require upgrades. This is in accordance with the previous recommendations from the Glenbow Ranch ASP. A Continuous Flow Intersection (CFI) is planned at the intersection of Highway 1A and 12 Mile Coulee Road which will improve traffic flows.</p> <p>The TIA accounted for traffic from Cell J passing through the Ascension lands to get to 12 Mile Coulee Road. It did not apportion any of that traffic to Bearspaw Road. It is noted that any future development of Cell J will require their own TIA and this concern can be addressed by that future study.</p> <p>As per safety regulations, the development requires at least two connections to emergency services. The primary entrance being off 12 Mile Coulee Road and Blueridge Rise and the secondary entrance at Bearspaw Road. The proposed improvements along 12 Mile Coulee Road will make this route selection preferable for motorists coming to/from Calgary.</p> <p>Finally, the plan area does identify pathways and trails throughout Ascension, both adjacent to the main roads and through linear park spaces that will provide safe pedestrian options. Connections to regional pathways outside the plan area have also been identified wherever they exist.</p>
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	<ul style="list-style-type: none"> • I mean sidewalks on Bearspaw Rd past the school and community centre. • There are already horrendous congestion problems on bearspaw road regarding the traffic to/from the bearspaw school. Presumably a large number of children (i.e., school buses) will have to go up and down the steep hill between the bearspaw school and ascension. Yet, you don't plan to upgrade the road, and it fails to meet minimum highway regulations. It seems obvious that congestion plus a steep grade is a recipe for a school bus accident with lots of fatalities.. Who will be legally liable for the inevitable fatalities- is it Highwood or Rockyview? xxxxxx, P.Eng. ps. if Highwood believes the liability is rockyview's, then why on earth would rockyview ever consent to accept such a liability? • Seems like a great community and great development initiative. However, please explore the possibility of creating a full-scale 2nd access through Bearspaw Road. It will need to be not just a nominal access but a proper access route that involves widening of the Bearspaw Road. It is not a good idea to try and squeeze everyone through the 12 Mile Coulee Road which is already at capacity. 	
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<p>Bearspaw Village Road</p>	<ul style="list-style-type: none"> • Did I hear you say that access to Bearspaw Village Road will be emergency access only. Just wanted to clarify. • RE: Bearspaw Road, earlier it was said that it would be Emergency use. Can you clarify if it is a regular road or emergency. • I thought it was said it was emergency use. • so, no connection to Bearspaw Road? • Will people be able to walk through the emergency road from Bearspaw Village Road? • Though the information as it is presently laid out says there will be only emergency access at the north end of Bearspaw Village Road adjoining the Ascension properties, there is no guarantee in the Prospectus that this provision would not change to open access in the future. Residents in Bearspaw Village, Blueridge Estates, and Watermark require that no through access ever be allowed from Bearspaw Village Road to the Ascension properties. 	<p>At the request of Council at the Conceptual Scheme (CS) stage, any connection to Bearspaw Village Road (in the southwest) has been identified as emergency access only in the approved CS. There will be a connection to Bearspaw Road (in the northwest).</p> <p>A minor revision was made to the road network in the land use amendment land use concept to better align the road connection to Glenbow Ranch Cell J, with emergency access only to Bearspaw Village Road.</p> <p>The specific design of this emergency access only will be identified at detailed design.</p>
<p>Blueridge Mountain Estates Traffic</p>	<ul style="list-style-type: none"> • Would you not expect that people will simply drive further down Twelve Mile Coulee road then turn right turn past Blueridge Rise and then cut back through the community to get back to the Ascension development. • Could you comment on traffic impact to Blueridge Estates - specifically would you expect traffic to exit the development via Blueridge View and then Blueridge Drive rather than Blueridge Rise? Thank you 	<p>This is not expected to any significant degree. Drivers typically do not choose to take slower, more circuitous, and less convenient routes as suggested. The "front entrance" to the community at 12 Mile Coulee Road will see significant investment and upgrades to accommodate traffic flows and will be the most convenient way in/out.</p>

**12 Mile
Coulee Road
& Blueridge
Rise**

- I would like it to be explained as clearly as possible why all of the plans propose to repurpose Blueridge Rise as the main entry/exit point for this community. Why in this giant empty field can another road not be built for Ascension purposes so that the existing country residential residents who joined the community in good faith do not have to endure all of the traffic and congestion?
- Why not leave the Blueridge Rise Road for area residents and build your own road into the Ascension area as this is most preferred?
- Could the entry go through part of market place land
- So there is only one exit and entrance - via 12 Mile Coulee Road?
- Development of this project will continue to meet significant opposition until the developer and the county come to grips with appropriate access ways into this development. Up until now the developer and the design team continue to try to fit a knowingly poor design into this proposal and hope to force it through.
- so clearly, if the primary entry is going to be from Twelve Mile Coulee onto Blueridge Rise as you just stated, that is going to be a disaster situation for 10-15 years of construction and beyond,
- The Blueridge Estates area is the existing rural residential area that will be negatively impacted significantly by the construction of Ascension. Primary access via Blueridge Rise is an unsatisfactory solution that the developer has not adequately addressed.
- While my question was answered, I further wondered about the proposed roundabout at Blueridge Rise. I appreciated the context about provincial regulation not allowing additional access north of Tusslewood, however, would there be an opportunity for an additional exit out of the roundabout? One to Blueridge Rise for existing uses and one into Ascension for the heavier traffic volume? It would still use the same North latitude but incorporate two options to exit.

Provincial requirements for distance of access intersections from the future interchange at Crowchild Trail mean that the northern-most access that will be allowed for the area is at Tusslewood Drive. This is why Blueridge Rise will be realigned to connect to the proposed roundabout. It is not permissible to build a second road as suggested. There is only one access off 12 Mile Coulee Road.

The community as a whole, has a second access point via Bearspaw Road, and a potential future third access to Cell J in Glenbow Ranch.

The proposed access has undergone significant development and review with all approving authorities and satisfies all normal design requirements.

<p>12 Mile Coulee Road Roundabout</p>	<ul style="list-style-type: none"> • What happens to the yellow house that is currently on the land that has the edge of the Blueridge Rise roundabout now sketched onto it? Does that house remain with a smaller yard? Is that house not part of the future? What is the plan for the full plot of land there? 	<p>Highfield has purchased the lot with the yellow house to accommodate the future road alignment supporting the proposed 12 Mile Coulee Road roundabout. So, the house will remain, but the lot will be slightly smaller.</p>
<p>Blueridge Rise Design</p>	<ul style="list-style-type: none"> • Regarding: The proposed widening of Blueridge Rise including sidewalks, is it intended to go “how far” up Blueridge Rise? Will road improvements be made up into the area where the existing 18 homes are located? 	<p>The road improvements on Blueridge rise are proposed to go between 12 Mile Coulee Road and Blueridge View at the main entrance point into the community. The improvements are not planned to go further west than Blueridge View on Blueridge Rise.</p>
<p>Blueridge Rise Lighting</p>	<ul style="list-style-type: none"> • I was late to join and missed the beginning - if this was addressed no need to readdress, I will watch the recording. What is the plan for lighting. I was running in Watermark in the dark this morning and was impressed at how dark the neighbourhood truly is. Will Ascension follow the same guidelines? Even TWP 352 isn't lit. Why will Blueridge Rise have lights? • How far along Blueridge Rise will the potential lighting go...ie only as far as the entry to the development? • When purchasing our acreage 30+ years ago in the country we deliberately veto having streetlights. The 'city' lighting for a large project such as this will be a huge concern for us! Feedback for this concern? 	<p>Main intersections and accesses will need to have streetlighting in accordance with RVC requirements although kept to a minimum wherever possible. Similar to Watermark, reduced lighting will be proposed for Ascension.</p> <p>Correct, lighting on Blueridge Rise would only be located on the upgraded / widened segments. No lighting would be added further west past Blueridge View or south on Blueridge View.</p>

Blueridge Mountain Estates Gate

- Will a controlled entry gate to the existing 18 homes on Blueridge Rise be designed into the Blueridge Rise upgrade to control (limit) entry into this rural community.
- Such a controlled gate entry would be located just past the access point to the Lasso Trail paroling lot entry>
- Gate would be fantastic
- The County really won't do anything for the residents of Blueridge as this is just more tax base for them but beyond the water and sewage/traffic issues (and market place) I would like to know the answer to the question posed on adding a gate on road to Blueridge similar to what The Slopes Development has....really don't want more traffic on our road then will already be a given with this development. This will make the next couple of decades bearable considering we just bought here.
- The question about gating the rest of Blueridge was interesting. If that question moves further please also include consideration for the access along Blueridge View too.
- Assuming that the speaker who said that a gate would never happen is correct, what other plans are possible to minimize additional traffic into Blueridge (which is not built for it)? This also touches on crime - which I 'm not sure was talked about. There has been lots of chatter in community pages about nefarious activities on the parking pad at the Damkar Church lately - a retail development will only enhance this type of behaviour in new areas, I'm sure. What mitigations could be (or already are) planned for to assuage the concerns of existing residents who purchased property out here in order to have a quieter lifestyle with reduced traffic and reduced urban issues?

A gate within Blueridge Mountain Estates is outside of the Ascension plan area and would be at the discretion of Rocky View County. These comments have been passed along to Rocky View County for their reference.

We are proposing upgraded roads and direct routes into our lands. It is typical that residents will use direct and easy routes in almost most instances.

We appreciate there are questions about controlling undesirable activities, which is outside planning, but we can note that there will be a number of new residents with eyes on public spaces and users of the market place. Unwanted activities typically are minimized where there is activity within a community.

Construction	<ul style="list-style-type: none"> • What plans are there to allow free traffic flow during road construction to communities like Watermark in case of emergencies considering there is only one way in and out via 12 Mile Coulee? 	<p>Normal construction-zone conditions would prevail on 12 Mile Coulee during construction, there are no unique conditions here that differ from most other roads in Calgary. 12 Mile Coulee Road would remain open and accessible at all times during construction.</p>
Transit	<ul style="list-style-type: none"> • Would there be a future c train line going by that area • would there be a future c train line going by this area • Would there be a future LRT station goes by that area? 	<p>No, Tuscany is the planned end of the LRT line within the City of Calgary. Ascension is being planned with transit services in mind, which can accommodate local connections to the LRT station in the event that either the County or City extend bus service to this area.</p>
Traffic Impact Assessment	<ul style="list-style-type: none"> • Do you have an updated detailed Transportation Study specifically discussing the access points to the proposed development and how it will affect the existing traffic in the area? 	<p>The latest TIA completed for the approved Ascension Conceptual Scheme (December 2020) included this analysis. The TIA analysis was also utilized in the Limited Scope Function Study for the 12 Mile Coulee Road CFI and roundabout.</p>

Plan Area Services

Topic	Question(s)	Answer(s)
Internet	<p>This may be a more future-focused question however, I assume this neighbourhood will have high speed internet. Will an opportunity exist for residents of Blueridge to work with you (or whoever) to possibly tap into that access? At what stage would those conversations need to happen? (this can be a follow up discussion)</p>	<p>This will be confirmed during a later stage of the development process.</p>

<p>Water</p>	<ul style="list-style-type: none"> • Where is the water and septic being handled? Is there capacity? • It sounds like a lot of work will need to be done by Rocky View County to be able to provide water to Ascension. How will it be possible to commence construction in Ascension without water in the near term? • Would the drinking water come from the rockyview water coop or will there be an on site water treatment facility. Thanks • Since the 18 homes on Blueridge Rise own the rights to the water lines they established and tied into Blazer water coop in 2015, what is the plan around those? 	<p>Water will be provided by the Blazer system, where the plant is located in the City of Calgary, south of Watermark. An expansion to the water treatment plant (WTP) is required for Ascension. Water and wastewater expansions are expected in the initial phase of Ascension development.</p> <p>Further information to plant expansion requirements, can be found by contacting RVC who have retained a consultant to study the plant capacities for existing demands and proposed growth in the franchised service area.</p> <p>A separate watermain is planned to be extended to Ascension from Watermark. However, given a new higher pressure zone will be created in Ascension through the construction of an onsite reservoir and booster station, there could be an opportunity to backfeed to these 18 homes to improve their problems of low water pressure.</p>
<p>Stormwater Management</p>	<ul style="list-style-type: none"> • Given the onset of extreme weather & climate change, Can you please describe your plan around storm water and flooding of the land, specifically the storm waters collected by pavement. Where does all this water go? 	<p>Stormwater runoff from the Ascension plan area will be collected in a stormwater management pond (constructed wetland) within the Ascension plan area within the ravine and adjacent to the existing wetland.</p> <p>This runoff will ultimately be discharged to the Bow River. A small portion discharges via the existing ravine and the majority discharges via a constructed wetland and the existing Watermark storm system.</p> <p>Stormwater is a technical requirement to resolve with Rocky View County and they are currently reviewing the stormwater staged master drainage plan in alignment with municipal and provincial requirements.</p>
<p>Wastewater Connection</p>	<ul style="list-style-type: none"> • It was noted that wastewater would be treated in Watermark, how is the water to be transported there? Is there piping already in place? 	<p>A dry pipe is existing within Watermark for the planned growth to the north. Further pipe will need to be extended from Watermark to Ascension.</p>

Wastewater Facility

- Can you detail what exactly the changes to the Water Treatment facility in Watermark will be?
- Where is the water and septic being handled? Is there capacity?
- Can you elaborate on the expansion of the Water Treatment Plant in Watermark and what that looks like and how it affects the Watermark residents?
- How will they expand the building? For the Watermark water treatment plant
- Is it possible for Ascension to have their own waste water treatment plant similar to Watermark
- In Watermark, are we looking at major road Destruction/Construction to accommodate the new Sewage Plants (trains as you commented on)?
- Do you think the residents of Watermark are in favour of an expansion of their sewage facility in the middle of their community?
- Regarding the BWWT (Wastewater Treatment Plant). Could you please reach out to the County and advise once the Plant is expanded (with the two additional trains) and functioning at Max Capacity - What would be the Increased Truck traffic required to remove the sludge from the Wastewater Treatment Plant? This question was barely answered during the Zoom session and since Hydraulic Calculations should be already completed; an estimate on the Truck Hauling should be also properly disclosed to the Watermark residents (Best and Worst Case scenarios).
- How many additional truckloads per day will leave the Watermark waste water treatment plant once the project is complete?
- How many trucks will be coming in and out of Watermark daily to remove wastewater?
- How many trucks will be coming in and out of Watermark daily to remove waste from the treatment facility?
- Watermark and RVC are not set up to take on sewage of this magnitude according to RVC. What is your plan in regards?

There is no Water Treatment facility within Watermark (it is to the south within City of Calgary) so this is understood meant to be the Wastewater Treatment Plant (WWTP).

The WWTP site is sized for a building expansion to provide sanitary capacity to Ascension. The building will require expansion to the north side of the building. The plans for the WWTP within Watermark have always assumed a plant/building expansion to service growth in the area. Two of the three future treatment trains will be required for Ascension. No changes to the road network are proposed for the plant expansion.

Further information to plant expansion requirements, can be found by contacting RVC who have retained a consultant to study the plant capacities for existing demands and proposed growth in the franchised service area.

Regarding the use of this facility for more than one neighbourhood, RVC is the operator of the plant and normally prefers consolidated facilities rather than multiple systems.

Regarding the specific trucks from the WWTP. As mentioned in the information session, it is possible the amount of truck traffic could increase by two to three times what is currently occurring. RVC manages the sludge removal and are better positioned to respond to these types of questions. However, we reached out to RVC and they indicated to us that they may be looking into other options for sludge processing and management.

Community Services		
Topic	Question(s)	Answer(s)
Fire Service	<ul style="list-style-type: none"> • What is the fire station capacity for the new residents? • Do we have a ladder truck for elevated structures? 	<p>Based on the RVC review of this application, the fire station is understood to have capacity.</p> <p>This is a question that should be directed to RVC but given the station already provides services to the nearby school and church, it is understood the equipment is able to fight fires for elevated structures.</p>
Schools	<ul style="list-style-type: none"> • The schools are already at capacity with Gr6 being 38 kids in a class!! There is not room for so many additional kids • Class sizes have seen an increase at Bears paw school compared with the past few years. My child's class has 28 students this year compared with 24 last year. How is adding ~2,500 new residents not going to further impact the school size? • What about the high school? • You mentioned bears paw school and how there is lots of capacity however there is no mention of high school capacity at cochrane high? Curious of your comments. Also you mentioned that the homes on the south perimeter have doubled in lot size but there was no mention of new size. Could you comment? • You spoke about Bears paw School having capacity however it is only up to grade 8. Grade 9-12 students go to Cochrane High which is well over capacity. Did you ask Rocky view Schools about Cochrane High's capacity? • I would also like a further response from Rockyview Schools to explain where high school students would be directed since Cochrane High is already over capacity. There is a need for a high school in our area. 	<p>During both the Conceptual Scheme process and the Land Use Amendment process the Calgary Catholic School District (CCSD) and Rocky View Schools (RVS) were reached out to regarding school capacities and the impacts from this plan area.</p> <p>RVS indicated that the Bears paw School is "nearby", "not at capacity" and "has the ability to grow", and that they "don't see the requirement of land to be set aside for a schools", in Ascension.</p> <p>The CCSD indicated that "a viable school site is not feasible in this development" because of "the area's topography", "environmental requirements and setbacks needed to protect the creek splitting the development and pond/wetland area occupying a large area of the south of the site" and " impediments that infrastructure (high tension power lines and interchange) imposes on the south-eastern portion of the development".</p> <p>We appreciate the additional questions about high school capacity in addition to elementary / junior high and we have reached out again to RVS for additional information. We are awaiting a response.</p>

Construction		
Topic	Question(s)	Answer(s)
Phasing Order	<ul style="list-style-type: none"> • What is the order of which areas will be done first i.e. single homes, senior residence, mall area? • What is the projected timeline for the sale of lane homes and condominiums? • Would the market place be built in the initial phase or later? • Do you know when the first lots will available for purchase? • When will shovels be in the ground? • When is anticipated occupancy for each area? • What is the timing of this development? • What are the steps left before you break ground? • What are the rough expected and/or ideal dates for final approvals if everything goes smoothly? 	<p>The timing of development and home sales will depend on when the land use amendment is approved by Council, which based on the timeline shown in the information session is targeted for this winter (December 2023). If the land use is approved, grading on the site could start as soon as 2024 with the first homes available in 2025. The land use application would be followed by a subdivision and stripping and grading application, so generally construction can start as soon as 6 months to 1 year after land use approval. Again, assuming the approvals are gained from Rocky View County, homes could be available as early as 2025.</p> <p>It is anticipated that Ascension could be built out within approximately 10-15 years. These are estimated timelines now, but updates will be posted to the project website as milestones are achieved and the project team gets a better sense of the timeline.</p> <p>Residential development will generally start from the central southeast and move towards the northwest. The pace of development and specific housing forms available over the course of development will depend on market demand and are not yet known.</p> <p>The market place will be started in the first phase of Ascension. The larger retail users will be located up the hill along Highway 1A while the smaller scale retail and residential components will be located at the bottom of the hill closer the existing community. This will create a sensitive transition from the high traffic zones along 1A to the quiet interface along Blueridge Way. The market place will develop over time according to market demand and efficient servicing extensions.</p>

<p>Availability & Pricing</p>	<ul style="list-style-type: none"> • When will pricing of homes be available? • What are the best ways to get notified when lots are released? • We missed the first 15 minutes of the session due to difficulty of signing in. We are in the transition of searching for the new construction homes and ascension is the area that we'd like to be in. We want to know the approximate cost for houses from multi to single homes that you intend to build. Thank you. • Do we know what the starting point would be for residential? As in will it be from 300k or? • What is the expected price point for the multi residential housing • I am not a home builder but interested in possibly purchasing lot(s) when available. 	<p>A new marketing website will be established later in the process when the first lots and homes are available for sale. The specific timing will be dependent on gaining the necessary approvals from Rocky View County. See response above for additional detail.</p> <p>During the information session, home prices were anticipated to range between \$400,000 and \$2,000,000, but this will be determined at the time of construction.</p>
<p>Timing</p>	<ul style="list-style-type: none"> • Would there be a deadline to build the house once the land is purchased like watermark 	<p>Similar to other developments in the Calgary area, when a lot is sold to a builder, they would have within a year to 18 months to put a house on the lot.</p>
<p>Road</p>	<ul style="list-style-type: none"> • When would the road construction start within the 15-year timeline for build out? Beginning. Or ending? 	<p>The timing of road improvements are guided by policies in the Ascension Conceptual Scheme. "Policy 7.1.1 - The Regional Transportation Network will be upgraded in accordance with the approved TIA when triggered by the development within the Plan Area, to the satisfaction of the City of Calgary, Rocky View County and Alberta Transportation." So both external and internal road construction / improvements would be triggered by the different phases of development in accordance with the TIA.</p>

<p>Grading</p>	<ul style="list-style-type: none"> • Is there more detail regarding the re-contouring of the hillside and the size of the residential parcels? 	<p>There aren't any further details around grading at this time. However, with the proposed lot orientation, lot depth/size and the greenspace inclusions, there will be opportunity to create slope adaptive designs that use similar concepts to the figures shown in the market place section of the information session presentation slides (p.28) available on the project website - highfieldbears paw.com.</p>
<p>Impacts</p>	<ul style="list-style-type: none"> • Wow. 10 to 15 years of construction noise, dust, and traffic. This is going to be horrible for residents. • It appears you are not going to any effort to minimal impacts of construction on residents. Why not? • What is the developer going to do to effectively ensure construction impacts of noise, traffic, dust etc. are absolutely minimized. The property overlooks many residents and so impacts will be massive. • How will you mitigate the construction impacts on the residents. 	<p>It is anticipated that the start of construction to complete build could be approximately 10-15 years. The timeline for the build out is dependent on Rocky View County approvals and market demand so this estimate could vary.</p> <p>With respect to mitigating construction impacts, there are Rocky View County design guidelines for construction. For example, for things like dust mitigation there could be the use of water or pausing construction during high winds.</p> <p>A policy in the Conceptual Scheme states that "Policy 12.2.2 – a Construction Management Plan must be submitted for each phase as a condition of subdivision".</p>
<p>Extension</p>	<ul style="list-style-type: none"> • Will there be a future extension of this project? 	<p>This land use amendment application encompasses the whole Ascension Conceptual Scheme Plan Area. Any future development in the Bears paw area would be subject to a different planning and approval processes. The Glenbow Ranch ASP does identify some development immediately west of this plan area identified as "Cell J", but that is owned by different landowners, and we cannot speak to any details or timing of their plans.</p>

Municipal Planning & Policy Context		
Topic	Question(s)	Answer(s)
Annexation	<ul style="list-style-type: none"> • Why is this not a city of Calgary project and annexed into the city. For city Sevices. • What happens when the Calgary municipal District is applied, and what the new jurisdictions will provide for services, taxes and governance 	<p>These lands are within Rocky View County and as far as we are aware there are no plans to annex into the City of Calgary.</p> <p>The decision not to annex these lands into the City of Calgary during the last annexation was a political decision made by the City of Calgary and Rocky View County that the project team cannot speak to.</p>
Bearspaw ASP	<ul style="list-style-type: none"> • Why are you proposing such a huge diversion from the ASP with so many large impactful aspects; why not follow the existing ASP so as to reduce the area impacts to both residents and communities? 	<p>The original Bearspaw ASP was adopted in 1994 and covers a very large plan area. In the last 29 years the development context of Bearspaw has changed significantly and has been reflected in a number of policy changes during that time from the Calgary Metropolitan Region Growth Plan, to the County Municipal Development Plan and the County Land Use Bylaw. The Bearspaw ASP has also been planned for review and update for several years. However, given the large plan area and general direction provided in the Bearspaw ASP the County Plan provides the opportunity for more detailed planning within an ASP area specifically stating "When an area structure plan is amended to include a conceptual scheme, the conceptual scheme becomes a part of the statutory area structure plan." The Ascension Conceptual Scheme received CMRB approval in September 2021 and was approved by Rocky View County Council on September 21, 2021. Therefore the Ascension Conceptual forms a part of the Bearspaw ASP as a statutory plan.</p>

General Comments

Topic	Question(s)	Answer(s)
Feedback Received	<ul style="list-style-type: none"> • This development is the reason why I moved from Calgary. Why do we need a development like this that is so out of touch with the spirit of the Bearspaw community? Does anyone actually want this development? • How many letters of opposition did you B&A and or Highfield receive this year? • Does anyone actually want this development? How much positive feedback have you actually received? 	<p>There have been many questions and comment received from nearby landowners and stakeholders over the life of this project expressing both positive and negative opinions about the development. We appreciate the concerns have been raised the and the project team has done our best to ensure that this development fits into the Bearspaw community and revisions were made during both the Conceptual Scheme and Land Use Amendment processes in response to feedback received. The density proposed is intended to suit its location to be a transition between City and Country Residential. The ravine and wetland are being preserved with the addition of an extensive pathway network. Many transportation improvements are being proposed that that will not only mitigate impacts from the plan area but improve existing road conditions. And the plan area will be fully serviced utilizing infrastructure capacity in the region. This plan area will provide additional housing in the growing Calgary region, and we have received many inquiries through the project website from future interested buyers in the area. The intent is that this development will be a positive addition to the Bearspaw community that allow more people to live in this great community, with the community services to meet their daily needs.</p>

Multiple Topics

- I am interested in following the development of this project. I have many concerns including traffic, pollution, water, environmental impact, who is paying for the infrastructure changes, and why are you building a mall in a residential area? I tried to attend the session on Sept 12 but the Zoom link could not be found and I did not pre-register. I will check the slides and video when I have time.
- I am 110% opposed to the whole project. It is wrong on so many levels. Nearby shopping malls are languishing. Why do we need another one? Dark skies, noise and air pollution, destruction of wildlife corridors and habitat, devaluation of surrounding areas, that ridiculous traffic circle. Pedestrian crossings? Really? Sorry. I appreciate all your efforts but the whole project is wrong for that location and the beautiful farmland that will be gone forever. Oh did I mention the water and sewer “plans” that are glossed over?

Thank you very much for your comments. As several topics are covered we would encourage you to review the remainder of the Q&A for information on each respective topic.

<p>General Comments</p>	<ul style="list-style-type: none"> • Thank you for an informative and comprehensive presentation. • NIMBY! • I am in support of the Ascension project as it will provide the following benefits to our communities: More Housing, More Choice, More Families, More Shopping, More Life, More Opportunities. Let's support this new development as it will bring new life and opportunity to our communities, allowing more families to enjoy all the benefits that we have enjoyed over the years in this wonderful community. Let's share our good fortune with other families. Of course, it will bring more people, more traffic, and more children, but that is what a community is made of. Let's contribute positively to the critical and chronic housing shortage in our community by supporting this well designed, professionally planned and engineered new community. Let's help build our community, rather than stagnate it or let it whither away. I fully support new housing for families in my community. 	<p>Thank you very much for your comments.</p>
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