

October 2023

# Engagement Summary

Springbank Area Structure Plan Review



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# 1 ENGAGEMENT FINDINGS

The County provided various engagement opportunities to gather feedback on the latest draft of the Springbank area Structure Plan (ASP). These included an in-person Open House with a workshop session, a series of Focus Group coffee chats, and One-on-One meetings. The formal avenue for the public to provide their comments was through the online surveys, written submissions and Focus Groups. This Engagement Summary presents the results of all formal feedback received. Along with other planning policy and technical considerations, this information will be a primary guiding factor in the refinement of the ASP.

Feedback was received on a variety of topics as presented in further detail within this Engagement Summary. Differing views were often expressed in the feedback and a selection of verbatim comments are included to capture some of these views. The key highlights within this report are:

## ASP Direction

The majority of respondents approve of a single-ASP approach to planning Springbank.

Many respondents stated that the latest draft is an improvement over previous.

Suggestions were provided for ways to improve the ASP's alignment with community sentiment.

## Land Use

General non-support for significant development in Springbank. Sentiment that any development should be country residential only. Many comments that lot size should be minimum 2 acres.

General support for a measured increase in local commercial amenities, limited mostly to small-scale businesses that provide services directly to residents.

Some support for residential options for Springbank residents to age in place, whether by moving to a smaller lot such as that proposed in the Open Space Residential area, or to a more dedicated seniors facility in the Community Core area.

Support for the protection of agricultural operations in the plan area.

**Springbank Employment Area:** Many comments that this policy area should be scaled back to preserve the open feel of Range Road 33. Adjacent and nearby landowners are particularly concerned that this development will negatively impact their country residential neighbourhood character, and many would like the policy area removed altogether. Traffic and servicing demand are also a concern. General support for some employment and business uses in Springbank.

**Community Core:** General support for this policy area as proposed, with desire that development should be small-scale, local-focused.

**Business Commercial:** Support for this Policy area as proposed, with some concern for traffic impacts, particularly to the intersection of Range Road 33 and Highway 1. Built form is also a concern, with a strong desire to avoid “big-box” style commercial development.

**Open Space Residential Twp Rd 245:** General concern among current residents that 0.5-acre lots will impact the community character. General desire to for lots to be a minimum of 2.0 acres in size. Support was expressed for the protection of 50% of open space, with trail amenities and public access. Some respondents also noted that smaller lot sizes provide opportunities for variety of residential types.

**Open space Residential Twp Rd 242:** The majority of respondents did not support this policy area. Concerns expressed that this area should not be developed, with varied opinions as to whether it should remain agricultural or be protected as environmental. Particular support for river access and riparian protection.

## Servicing

Lack of confidence among some residents that infrastructure (transportation, servicing, etc) will be upgrading appropriately to accommodate new development.

Concern expressed that there is insufficient water capacity to support full build-out of residential and commercial.

## Environment

Many people expressed that one of the things they like most about Springbank is the open space, mountain views, greenery, and wildlife, and that this should be protected.

## Active Transportation

There was broad support for pathways and trails for walking and cycling throughout the plan area.

## Engagement

Respondents stated some satisfaction with the engagement, and appreciated the variety of methods to provide input. Some scepticism about the success of the plan remains.

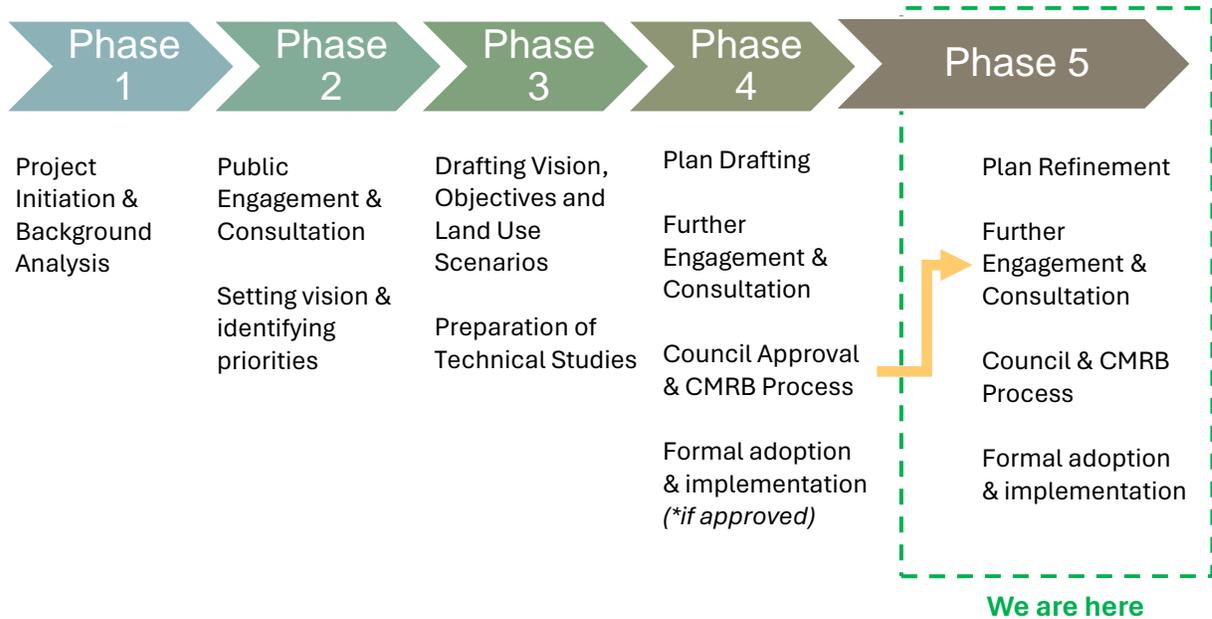
Respondents commonly asked for clarity and assurance that the plan will be developed as approved.

Many references to the recent approval of Costco within Bingham crossing as an example of development contrary to resident’s desires. Residents expressed that they felt unheard during that process, and are concerned that the Springbank ASP will also be approved without their consent.

## 2 PROJECT SUMMARY AND PROCESS STATUS

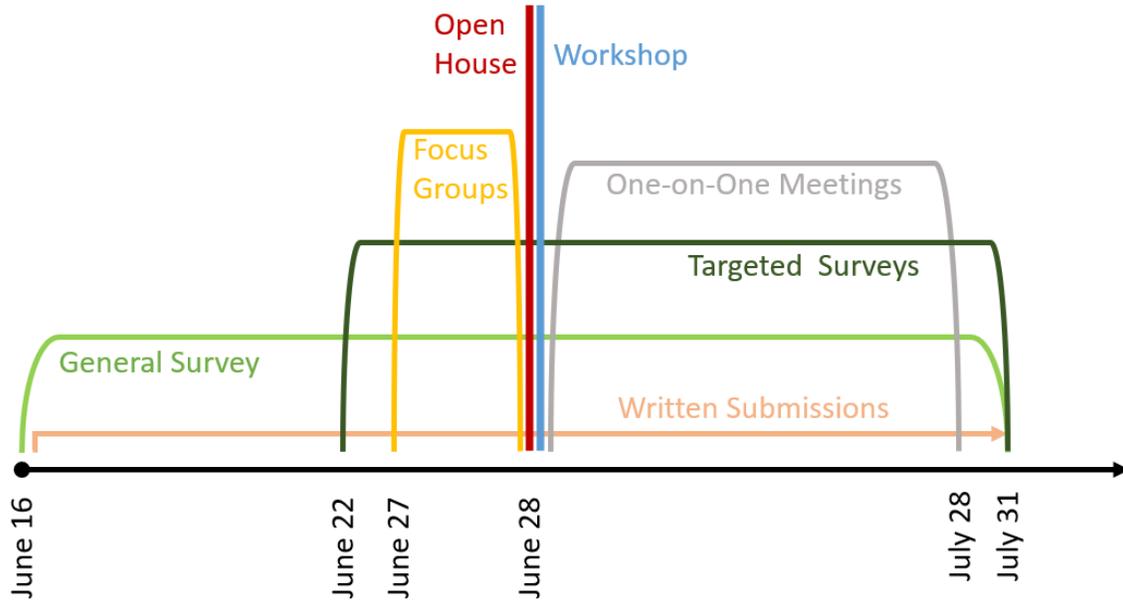
The Springbank ASP project was begun in 2016. The Springbank North and South ASPs were given second reading by Council on March 1, 2021, but in July 2021, the CMRB refused the proposed ASPs.

As result of this refusal, the County went back to the drawing board under a revised Terms of Reference and combined the two documents into a single ASP. This new draft incorporated feedback gathered throughout the previous engagement processes. The purpose of the latest round of engagement is to gather feedback from the public on the new draft ASP and to incorporate that feedback into the refinement of the ASP.



### 3 ENGAGEMENT METHODS

From June 16 to July 31, 2023, the County conducted engagement through a variety of avenues:



#### Focus Groups (Coffee Chats)

A series of Focus Group sessions was held June 27<sup>th</sup> and 28<sup>th</sup>, 2023, advertised as “Coffee Chats”). These sessions were focused around the four unique policy areas– the Community Core Areas, the Springbank Airport Employment Area, and the two Open Space Residential Areas. The intent of the Focus Groups was to have more intimate, detailed conversations with those who live near the specific policy areas, to hear their thoughts and concerns about how the policies might impact them. Therefore, only landowners within 1/2 mile (800 m) of each policy area were invited by direct mailout.

#### Open House and Workshop Session

An open house was held at the Springbank Heritage Club on the evening of June 28<sup>th</sup>, 2023. This was an opportunity for the public to learn about the proposed plan, discuss with fellow residents, ask questions of Administration, and provide informal feedback on the ASP.

Following a presentation of the draft ASP, attendees were split into table groups to have small-group discussions about the Plan. These workshops allowed for more intimate and in-depth discussions on specific aspects of the ASP.

## One-on-one meetings

Twenty-nine one-on-one meetings were held from June 28<sup>th</sup> to July 28<sup>th</sup>, 2023. These were scheduled by request, typically by those who were not able to attend the open houses. They were intended to mirror the content of the workshop sessions, with a more open-ended, conversational format, guided primarily by the person attending.

## Small Group Meetings

County staff attended two small group meetings at the request of community members. One of these meetings was held at a resident's house, and another was held at Springbank United Church. These meetings were organized by community members and attended by their invitees with a format similar to the Coffee Chats.

## Surveys

A general survey was open from June 16<sup>th</sup> to July 31<sup>st</sup>, 2023 (a pdf paper option was provided for anyone who requested that format) as the primary method of providing input on the latest draft Plan. All public engagement participants were directed to provide their feedback through the survey. 314 responses were received, which represents approximately 5.4% of the Springbank population.

This survey was advertised on the County website, at the in-person engagement sessions, and via email blast through the County's Safe and Sound application.

In addition to the general open survey, four focus area surveys were targeted to landowners who would be most affected by the four unique policy areas under the plan – the Community Core Areas, the Springbank Airport Employment Area, and the two Open Space Residential Areas. These are the same groups who were invited to the Focus Group sessions. These were advertised by direct mail to all adjacent landowners within 800 metres (~1/2 mile) of the policy area boundary.

Residents of Country Lane Estates and Idlewild Estates are outside the 800 m radius for mailout invitations to the Focus Group sessions; however, expressed their desire to have specific engagement on the Springbank Airport Employment Area (SAEA). They were subsequently invited to complete the SAEA survey so that their specific comments could be included.

## Written submissions

Written submissions were accepted by the County until July 31<sup>st</sup>, 2023. Some written submissions were accepted up to a week after the July 31<sup>st</sup> deadline upon request.

## 4 WHO TOOK PART

As all public engagement participants were encouraged to provide their feedback through the general survey, we assume the demographics and interests indicated by respondents roughly reflects that of all participants.

### Attendance numbers:

Open House: 136 people were recorded in attendance;

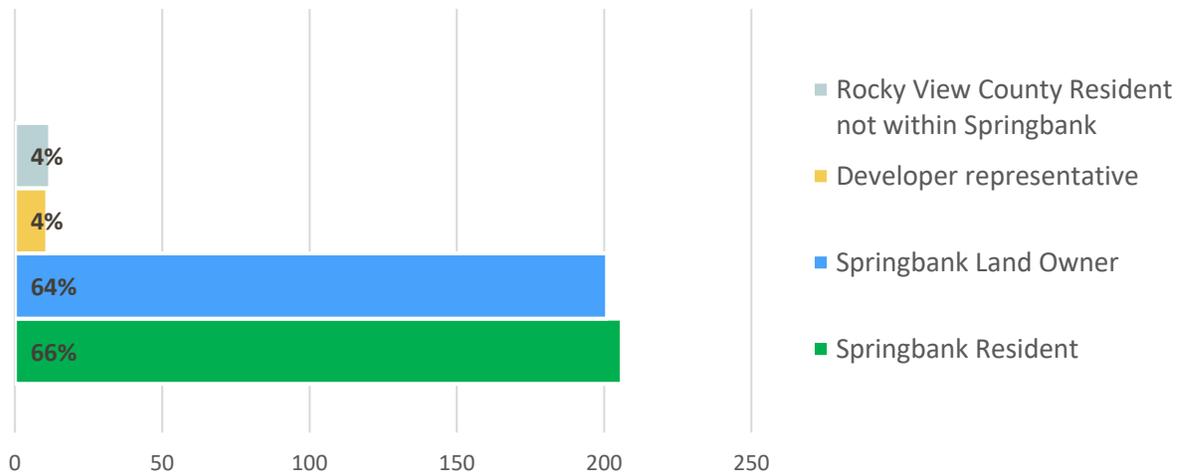
Focus Groups: 37 people participated in Focus Group sessions;

General Survey: 314 responses;

Focused Policy Area Surveys: 105 total responses.

Question #1 of the survey asked respondents to state their interest in the project:

Question #1: Please check all that apply to you. I am a...



\*Note: As respondents were asked to select all that apply, total may be more than 100%.

65% (206) of respondents self-identified as Springbank Residents, while 64% (201) stated that they own land in Springbank. 11 respondents identified as a representative of a developer, and 12 stated that they are a Rocky View County resident, but they do not live in Springbank.

Question #2 of the survey asked respondents to identify the property they had an interest in. This data will be used internally by the Project Team, but will not be shared publicly.

## 5 WHAT WE ASKED

The main objective of this consultation was to receive feedback on the draft ASP to be considered as the County refines the Plan. The formal methods for feedback were the surveys, Focus Group minutes, and written submissions. All public engagement participants were directed to submit their comments through the general survey. The survey included a combination of qualitative questions to gauge the scale of support, with a freeform option for respondents to provide detail to support their response. The general survey explored seven main topics:

**1. General Support and Suggestions for Improvement**

The degree to which they support this draft of the ASP in general, and any suggestions for amendments in general;

**2. ASP Boundary**

Whether the boundary of the ASP area is appropriate, and any suggestions for amendments;

**3. Land Use Strategy**

Whether they were satisfied with the land use strategy, and any suggestions for amendments;

**4. Open Space Residential**

The degree to which they supported the Open Space Residential land use concept, and any suggestions for improvement;

**5. Business Uses**

The degree to which they supported the proposed plan for business uses through the Springbank Employment Area and Business Commercial land use concepts, and any suggestions for improvement;

**6. Community Core**

The degree to which they supported the Community Core land use concept, and any suggestions for improvement;

**7. Engagement Process**

The degree to which they were satisfied with the engagement process that was undertaken for this stage of the project.

The project team wanted to gauge the input of residents who were likely to be more directly impacted by the four unique policy areas, so the Focus Group sessions and Focus Surveys were centred around the following topics:

**1. General Support and Suggestions for Improvement**

The degree to which they support this the policy area, and any suggestions for amendment;

**2. The topic/nature of their concern**

The question list examples of topics like transportation, infrastructure, land uses, community values, servicing, environment, etc.

**3. If they did not support the policy area, what alternative land uses might they suggest?**

**4. Does the idea of further planning through County-led Conceptual Scheme lessen any concerns they have with the implementation of the policies?**

**5. Specific questions about the unique policies within the respective policy area.**

**6. Engagement Process**

The degree to which they were satisfied with the engagement process that was undertaken for this stage of the project.



# 6 WHAT WE HEARD

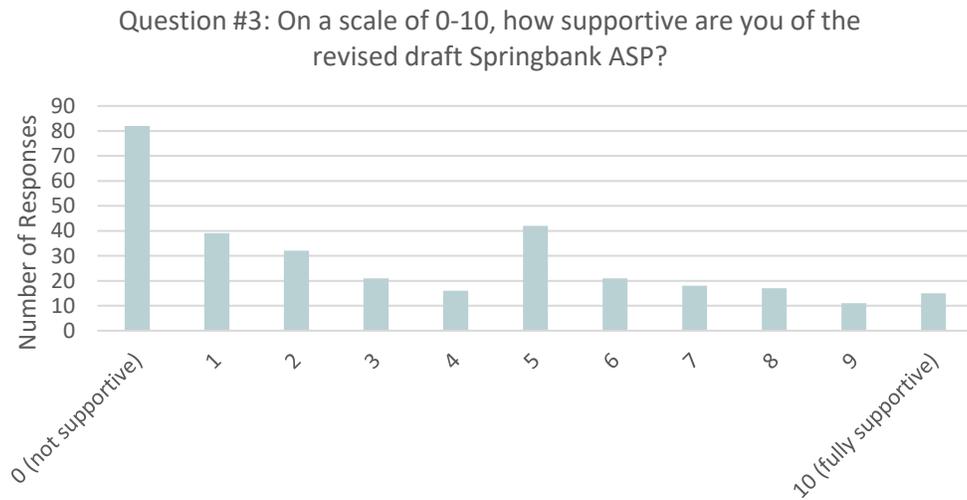
This section is organized into five parts, one for each method of feedback that was collected – general and focused surveys, Focus Group meeting minutes, and written submissions from the public. The City of Calgary also provided comments through the intermunicipal circulation process.

## PART 1 – General Survey

The general survey sought feedback on several key topics and included a combination of closed and open-ended questions to understand areas of consensus and aspects that require further revision in the draft ASP. A sample of verbatim comments are included in each section, and a copy of all responses are attached in Appendix B.

Questions 1-2 being administrative questions (see section 4, “Who Took Part”), the analysis begins with Question 3.

### Topic: General Support and Suggestions for Improvement



### Question #4:

When asked what improvements they would like to see to the draft ASP, respondents mainly expressed a desire to maintain the existing community character. Some of the important aspects they identified were:

- Implement country residential development style as the primary built form, with a 2-acre minimum lot size.
- Minimize big-box style commercial development style,
- Maintain mountain views, open space feel, and environmental protections
- More recreation planning, through pathways, amenities for the many cyclists in the community, and through facilities.

### Verbatim Quotes:

*“The revised draft is better than the first, but still needs lots of improvement. The population projection needs to be further reduced. The parcel sizes need to be increased in the open/cluster residential areas to at least 2 acres, 5 acres would be even better to fit more with the rural and country community we already have. We are a community that has strong agricultural history and ties, there needs to be more agricultural space in the plan. We live in the country because we want to be there and surrounded by nature and open space, not wall to wall houses everywhere”*

*“To be honest - nothing about the revised draft is appealing and feels like we will just be another neighbourhood in Calgary and defeats the reason why most residents of Springbank moved out here. A minimum of 2 acres per house would be the only saving grace if a new community were to be built.”*

*“Wildlife Corridors: There needs to be a corridor along the Coach Creak, just west and south of Artists View West. This needs to be connected to Paskapoo Slopes along the boundary between Artists View and Crestmont as there is a huge amount of wildlife in these two areas. This corridor is missing in the ASP. Future Development Areas: Please define*

*“Requires more Recreational planning, lived here for almost 30 years and have not seen changes. Springbank needs a Connected Pathway system so people can ride bikes, walk, travel throughout the area to access open spaces and parks, schools, arenas, soccer fields etc.”*

*“Springbank could benefit from having more local services and an increased tax base. Development along the Trans-Canada corridor would facilitate these objectives.”*

*“Further reduction of population projection consistent with existing rural vision and physical ability to sustain it, eg septic, water. Minimum parcel size, even in Open Residential clusters should be higher, eg 2 acre min.”*

*“Do not include industrial lands. This is a country residential neighbourhood”*

*“Natural open areas, farmland, forest areas etc. must be preserved and not sacrificed at the alter of more development.”*

*“Consider existing country residential and provide a buffer between residential and commercial”*

*what will be in these areas before approving the ASP.”*

### Question #5:

When asked what they like about the draft ASP, many respondents stated that they saw this draft as an improvement over the previous draft, and recognized that the amendments addressed some concerns raised in previous public engagement. Many responses recognized that the intensity of development has been reduced in this draft of the plan and categorized this as a positive change from the previous draft. Many noted that they preferred this single ASP as opposed to the previous two-ASP approach. Respondents stated that they liked the land use policy areas in the Open Space Residential, Springbank Airport Employment Area, Business Commercial, and Community Core (these are each investigated in greater detail below)

- Some comments recognized that there is pressure for business uses around the Springbank Airport, and that the land use strategy reasonably accommodates that demand.
- Statements that the new draft protects the rural, country-residential character of Springbank, particularly in the low-density forms, protection of the views, and protection of open spaces and trails.

### Verbatim Quotes:

*“I like that there is a framework and guardrails for future development.”*

*“Options for other type of housing and preservation of open space concept.”*

*“I generally liked the previous draft ASPs; however, if I had to choose a couple of things that I like about the latest draft they might include. The employment area around the Springbank Airport reflects a natural evolution of land use in the area and may help to encourage orderly development in the area. The changes to the cluster residential land use designation may help to address some concerns of residents.”*

*“Honestly nothing. I strongly feel that Rockyview council is most interested growing the tax base (w/ developer support and lobbying) at the expense of area residents. The council has demonstrated numerous times that representation of the Rockyview residents is priority #2.”*

*“Like the idea of Core. More schools social amenities . Like that the planning*

*“In theory, I support some areas of Springbank having higher density than 1 unit per 1.98 acre. I have lived in areas where there is slightly higher density, perhaps 1 unit per acre. I think 2 units per acre is too high for this area. I also agree with industrial around the airport and a*

is County (residence) Led. Need notifications though.”

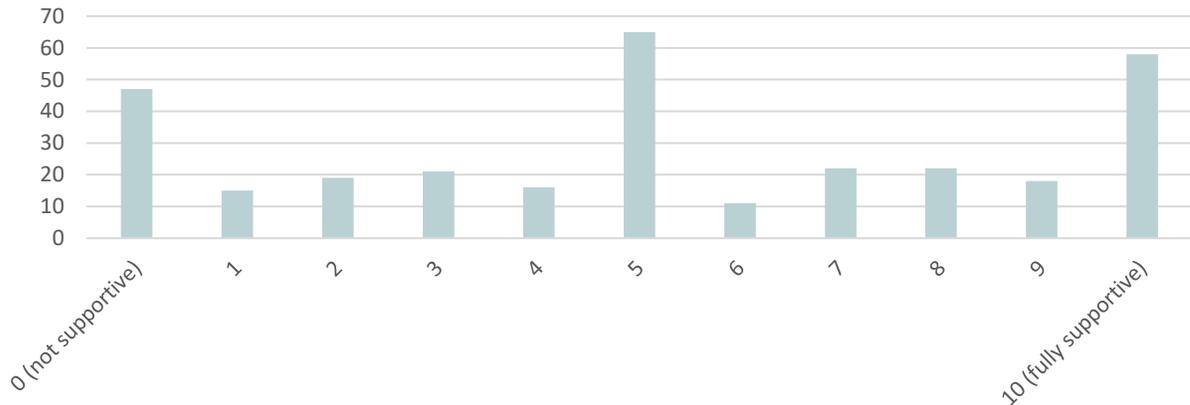
trial area S of Hwy1 and east of RR33 that is more developed.”

“We want to see some progress with development in this area. Tired of having to drive so far for other services.”

“Increase to 50% for permanent open space in the OSR's.”

## Topic: ASP Boundary

Question #6: On a scale of 0-10, how supportive are you of the new proposed boundary of the ASP?



## Question #7:

Residents were asked what they might change about the ASP boundary. The majority of respondents were satisfied with the boundaries of the Area Structure Plan. The suggested amendments are summarized below, starting with the most common response:

- Of the suggestions for change, the most common was that Harmony should be included in the Springbank ASP, as transportation and water services include consideration of both Springbank and Harmony.
- Some respondents suggest that the ASP boundary be extended west to Highway 22.
- A few commented that the areas labelled “Future Development” on the land use strategy should be removed from the plan area.
- A few commented that the Springbank Airport lands themselves should be included in the ASP area.
- A few commented that more agricultural land should be included within the boundary, expressing the fear that development outside the boundary would be unchecked.

### Verbatim Quotes:

*“Regarding the new boundary: What is the involvement or impact of the Harmony area? Although it is not actively in the ASP plan, how will any further development in the area impact Springbank.”*

*“Extend red boundary to contain all lands in and east of townships 17 and 20.”*

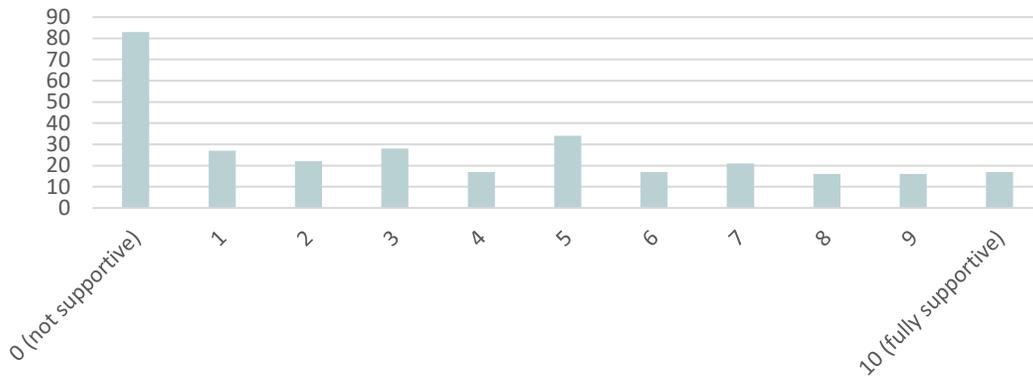
*“Move west side to highway 22 and include Harmony and land north to Bow River”*

*“The new proposed boundary should include the SE and NE of 6. Also it should include the NE-31-24-3-W5 along the TransCanada Highway as Commercial or Future Development.”*

*“The boundary is fine as it reflects the current traditional springbank region.”*

## Topic: Land Use Strategy

Question #8: On a scale of 0-10, how supportive are you of this overall land use map and the future land uses proposed within the ASP?



## Question #9

Residents were asked what they would change about the land use strategy. One of the most common themes was that the country residential development form should not be smaller than 2 acres, and that any further residential development should not impact existing residents. Another frequent comment was that commercial development in the plan area should be limited, particularly north of Highway 1. Many suggested that the Plan should

include stronger protections for agricultural lands, particularly the land around Range Road 33. Many also felt that more area should be identified as environmentally valuable, and should be protected.

### Verbatim Quotes:

*“There needs to be more agricultural space and the parcel sizes need to be increased in the open/cluster residential areas to at least 2 acres, 5 acres would be even better. There should be less business/commercial area since we are already super close to west Calgary where there are all the services we need.”*

*“I propose to use a fundamental rule in all land use applications to either: 1) obtain a consent from all surrounding land owners for land use change, or 2) develop or grand land use change that buffers the surrounding properties, with land use of the same type as surrounding properties (so transition to other land use happens within the land that is subject of application, rather than right at the property border.”*

*“Dedicated trails & pathways & Active transportation that reflect previous studies, feedback/consultation from residents previously provided. Halt the industrial focus. Springbank does not wish to be another Balzac!”*

*“Add green space, swales, wetlands. Protect the wooded gullies and grasslands. Springbank could be a model carbon sink community.”*

*“I think that you are missing more environmental concerns along Old Banff coach road between Hwy 1 and Twp 250 - there is alot of wildlife in that future*

*“Keep RR33 agricultural land. Eliminate building commercial buildings and airport employment area along RR33.”*

*“Would like to see a reduction in Open Space Residential areas, a reduction in the Business Commercial area, and an increase in Agriculture more in keeping with the historic rural nature of Springbank.”*

*“The management of the community core area is, at this point on the plan, kept to a manageable and seems appropriate level. How will future planning be kept in check? Will the schools in the area have a say over the development and what is included for the community. The RR33 area between the schools needs to be kept clear of commercial development.”*

*“We already have adequate water and sewage systems. We do NOT need highly expensive systems to pipe water and sewage between Harmony and our area! Expect that these systems cannot be economically justified unless there is a huge amount of high density development along the TransCanada Highway and the Calgary boundary line. This will destroy the country character of Springbank, so it NOT acceptable”*

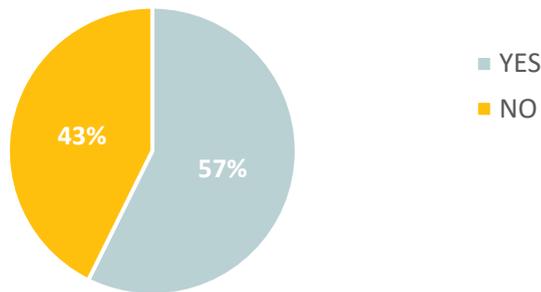
*“I can see pros and cons to the OSR concept. I am not happy that my land is included in a designated OSR area but recognize that some form of*

development area and wetlands as well as drainage collection”

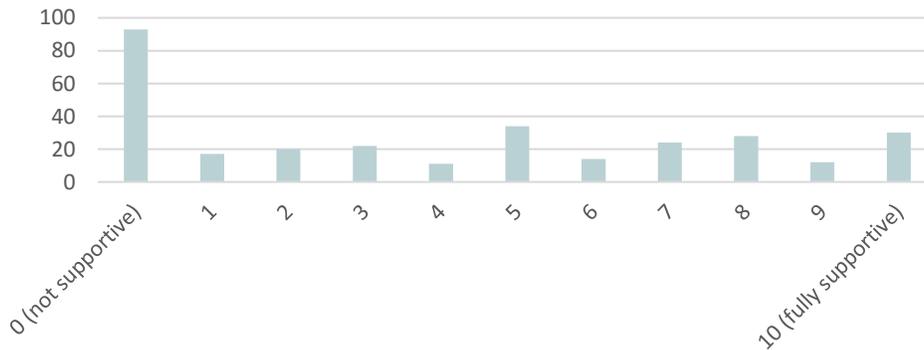
development is inevitable. I just don't want to pay for it!”

## Topic: Open Space Residential

Question #10: Do you have enough information about Open Space Residential development and understand its key benefits and impacts?



Question #11: Based on the information you have and your understanding of Open Space Residential development, how supportive are you of this development form being proposed in Springbank?



### Question #12:

Residents were asked to provide ideas for changes to the OSR concept. Those who do not support the OSR concept generally stated that they perceive the development form will impact the aspects of life that they currently enjoy in Springbank. Many stated that they are not opposed to development, but are cautious of the form it takes and the location. A common sentiment expressed in opposition is that lots smaller than two acres would impact existing residents’ enjoyment of their properties, as 2-acre lots have been the norm in Springbank for a long time. People also stated that they expect increased development to

come with increased traffic, and are concerned that the transportation network will not be able to keep up with demand. Similarly, people expressed concern that water provision might not support the demand for development.

Some residents included comments of support in this section, which followed these general themes:

- The protection of 50% of the open space. Many people cited the benefit of larger wildlife corridors, more contiguous open space, and public accessibility.
- The opportunity for alternative development forms, i.e. smaller lots than the typical currently allowed. A common statement was that people would like to age-in-place – and would like the option of moving to a smaller lot within Springbank, rather than move out of Springbank into the city.
- The option of home-based-business hubs

### **Verbatim Quotes:**

*“Very supportive but distrustful. Harmony also promised that the lake etc would be public space available to Springbank residents and it is not”.*

*“Springbank should not have high density cluster housing. Maintain the one home per two-acre guideline which is appropriate for the rural lifestyle that residents choose in Springbank.”*

*“Open space residential development provides for more progressive forms of development, including cluster development and not just 2-4 acre lots. It also allows for more efficient servicing of smaller lots while preserving other areas for green space. The south part of Elbow Valley is a great example. It is contradictory and inappropriate to prevent adjoining lands from being developed just to preserve views and open space for neighbouring lands that have already been developed.”*

*“As I mentioned earlier, people who have purchased property in North Springbank did not purchase with the idea of having open space residential development, in other words we are happy with the way things are.”*

*“I like the concept - particularly if attention is paid to seniors /empty nesters wishing to remain in this community and downsize to smaller lots with modest bungalow style homes. We have a lot of seniors living alone in huge*

*“As expressed in my previous response, I request that new developments provide buffer zones with other residential properties so that country residential property is surrounded by nothing more dense than country residential of the same type (not smaller).”*

*“The area marked for “cluster/open space” housing will change the face of the main Springbank area drives, particularly along Lower Springbank where most of it has been positioned in*

*houses who don't want to move into the city."*

*"The devil is in the details, and my support for this form of development could only happen following the Conceptual Scheme process during which more specific details regarding this development form would be specified."*

*"I'm 50/50 on this... both open space proposals are south of trans Canada. I'm torn because I would rather open space around our property, and less proposed residential, which ensures that "country living" experience."*

*"My concern relates to water and septic. Our water co-op which draws water from the Bears paw reservoir has implemented restrictions yearly and as early as May this year. Additionally, there is no sewage infrastructure for residential development."*

*"Not particularly concerned as long as there are a variety of housing types and lots of local services."*

*"We are not in full agreement with this new style/plan. We strongly feel that this must be explored by each existing community as to whether this is a good fit for existing residents, when change is proposed." (from written responses)*

*the plan (a cluster of cluster housing areas?). This is, and will undoubtedly become, a busier roadway. This will increase noise and disrupt wildlife corridors along these current field routes (filling in available green space). What becomes of the current agricultural and equine care in the area? As well, aligning the cluster housing along the current Eden Brook Memorial site for loved ones who are at rest, will be disruptive."*

*"While I think it is wonderful to consider, there are not enough Open Space Residential development opportunities at the north end of this ASP. We have A LOT of animals that travel through our neighbourhood. We provide shelter for them, they provide endless education and entertainment for us. This is without any intervention! They do their thing and we enjoy watching. More Open Space Residential is required by the North end of this ASP"*

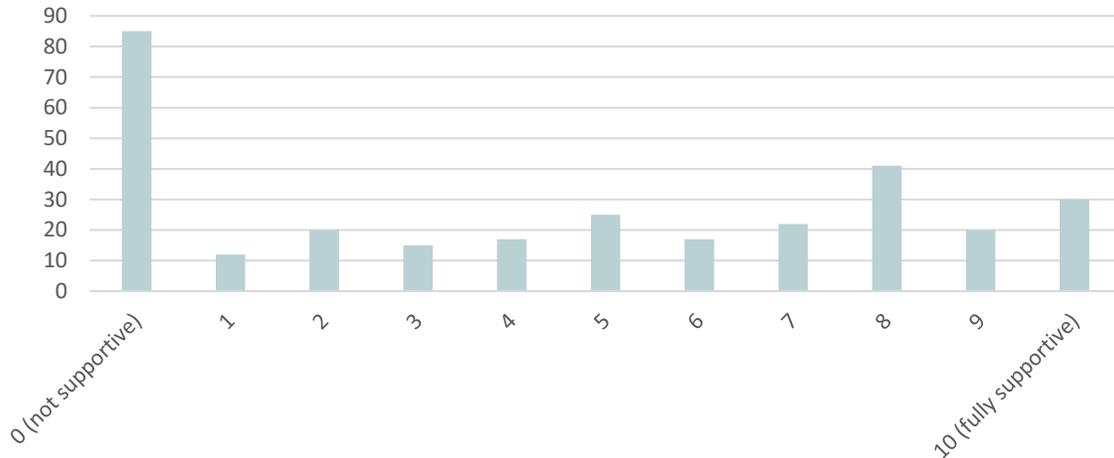
*"I am supportive of the open space residential in the southern are of the ASP. I am not supportive of it in the central area along the Highway 1 corridor."*

*"High density housing is inconsistent with the existing surrounding country neighborhood and lifestyle, and is likely to decrease nearby property values." (from written responses)*

*"Open space residential lots should be a minimum of two acres. (Nothing less.)" (from written responses)*

## Topic: Business Uses

Question #13: How supportive are you of the location and scale of Business uses as proposed within the revised draft Springbank ASP?



### Question #14

Respondents were asked what they might change about the location and scale of business uses in the Plan. Business uses are included in the Springbank Employment Area, Business Commercial, and Community Core land use areas, and as small-case home-based-business type operations within the Open Space Residential concept area. Generally, people were supportive of a measured increase in commercial and business uses within Springbank, citing the benefits of commercial amenities and increased employment opportunities closer to home; however, there were strong sentiments that business development should be focused in certain areas (mostly the Community Core), and that it should not threaten the existing country residential character of the community. Many commented that they would like commercial to development to be of high architectural quality.

#### Springbank Airport Employment area:

Some respondents stated that they support the Springbank airport area as appropriate for more commercial development, as it would be compatible with the existing development in the area. However, the general sentiment was that the Springbank Employment Area as proposed is too large, and should be scaled back. Many stated that they enjoy the open spaces, wide vistas, and agricultural heritage of the community, and that commercial development adjacent to existing residences would be contrary to that community character. A common sentiment from those who live north of the Springbank Airport is that they don't want to drive through a commercial corridor along Range Road 33. One resident expressed that driving out of the city to their home in Springbank felt like "a breath of fresh air", and that this feeling would not exist if they had to drive through a commercial corridor on Range Road 33. Respondents also expressed concern about the ability for the existing transportation

network to handle the increased traffic that comes with commercial development, as well as the capacity of water servicing.

Community Core and Business Commercial:

Many respondents stated that business uses would be appropriately located close to the Highway 1 corridor, and that the Community Core and Business Commercial areas would be appropriate for more business uses.

**Verbatim Quotes:**

*“Definitely in support of business. Could be more intense uses and opportunities, especially for further economic development and emerging business. Business opportunities should be allowed in the community core.”*

*“Do not increase the existing areas by much at all. We are so close to west Calgary where there are all the services we could possibly need. The large commercial areas don't fit with our country and agricultural lifestyle and heritage.”*

*“Commercial uses should be provided for on adjoining lands to the west of the Springbank Airport, specifically SW 5.”*

*“...but my dread is now that driving to the area will present nothing but a concrete and big box venue with a massive parking lot and gas bar. No more country character for Springbank. This will also encourage additional big box stores in the area creating greater traffic, pollution, disruption of wildlife and greater need for infrastructure (as noted above, emergency services etc.).”*

*“As long as business use is expanded only near current business and industrial areas.”*

*“We are supportive of the business area and feel it should be developed a bit faster.”*

*“In my mind we didn't and don't need any more big box scale stores. Agriculture or Airport. I think the size is too much.”*

*“The idea is fine but the roads and infrastructure need developing before the buildings go up. Range road 33 will need serious changes to accommodate even construction traffic.”*

*“Generally more supportive of highway commercial along the Trans Canada”*

*“Central location supports all Springbank residents. Close to airport makes sense. Along the HWY for access and convenience. No changes.”*

*“Smaller scale and limit the development to intersection of RR 33 and Twp Rd 250 (south side of Twp Rd 250, and west side of RR 33).”*

*“It appears the County is trying to duplicate the \$80M indebted East Balzac experiment (massive mall, commercial & industrial warehousing) with their proposed commercialization of Springbank. It seems the County has no concept of appropriate land use development with the furtive attempt to commercialize an area with little population and a long-standing highly sought-after country residential area.”*  
(from written responses)

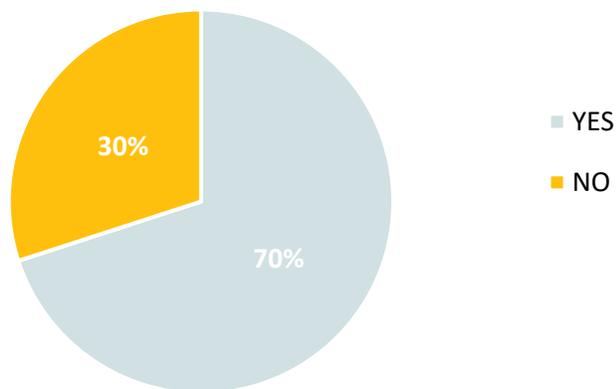
*“Use Range Road 33 as the eastern boundary. No commercial or industrial development east of that road.”*

*“Should communities north of 250 be required to drive through 3-5 quarter sections of business park to get home to their lovely acreage?”* (from written responses)

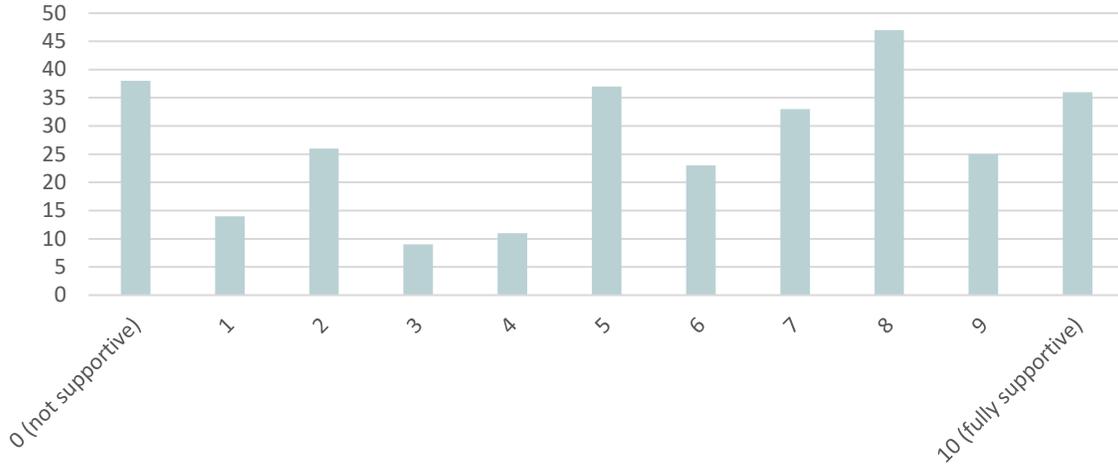
*“Let's move forward with small local businesses or marketplaces like the Calgary Farmers Market that provide a roof for small business that produce quality, and unique goods.”*

## Topic: Community Core

Question #15: Would you support the possibility of local commercial uses and/or residential uses in the community core to complement existing and future institutional uses?



Question #16: How supportive are you of the Community Core as currently proposed within the revised draft Springbank ASP?



### Question #17

Respondents were asked what they might change about the Community Core Policy area. The majority of respondents stated they support the Community Core area as proposed. Many stated that businesses should be small-scale, and many expressed preferences for the types of businesses that they see as compatible with the existing community – fitness and recreation facilities, personal service and health-focused businesses, pharmacies, restaurants. Several respondents stated that provision of housing and amenities specific to seniors would be suitable for the Community Core.

Respondents expressed concerns about the transportation system and water servicing ability to accommodate future development – in particular, several comments highlighted the existence of schools in the area, and that traffic should be managed to protect students. In addition, several respondents specifically stated they would like more certainty about the intersection of Range Road 33 and Highway 1 being upgraded to accommodate the increased traffic.

#### Verbatim Quotes:

*“The proposed area looks fine as it's already where we have schools, churches etc. No large commercial please, and still keep services well spaced out like they currently are to support the country feel.”*

*“If I needed retail 24/7, I would not have moved out here for acreage life. This is part of the charm of Springbank - no businesses, no retail, just country living.”  
(from written responses)*

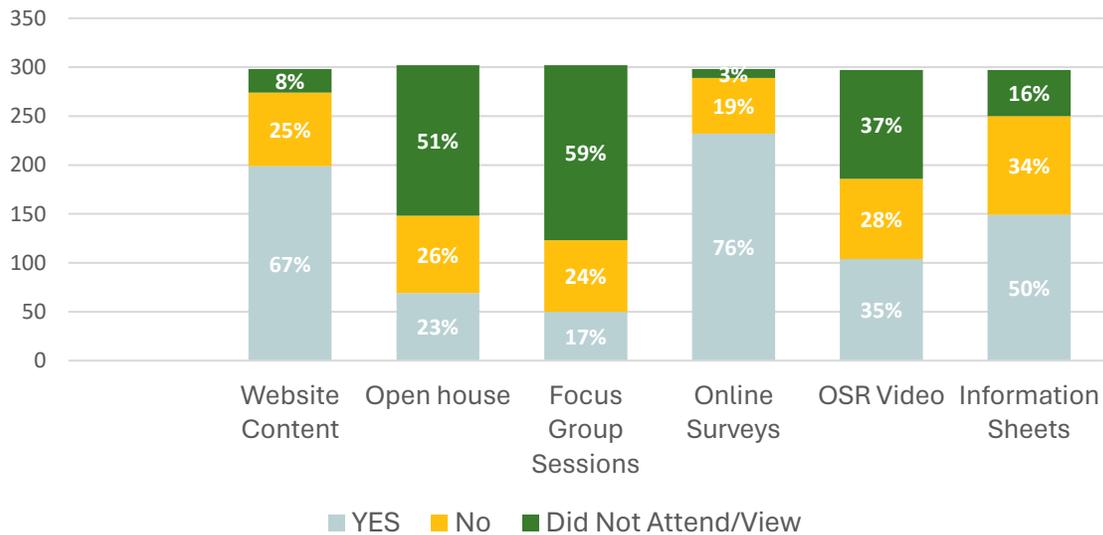
“Should integrate well with more highway commercial west of Callaway Park and the Trans-Canada highway corridor.”

“While concentrating community and institutional uses along RR33 is reasonable, including local commercial and residential uses in the Community Core requires careful consideration. Given the existing approvals for nearby residential development, we must question the need for such land uses.”  
(from written responses)

“I would focus less on retail and focus on what helps people stay mentally healthy. Fitness fields, walking paths, open dog parks, parks/greenspace, horse riding. Not retail which can be built anywhere rather than taking up healthy land rich with views and character. Why put a car lot of retail dog grooming business there. Fitness and community facilities, then yes.”

## Topic: Engagement Process

Question #19/20: Are you satisfied with how we engaged with you at this stage?



## Question #21

Of the survey respondents, over 250 engaged with the website content and Surveys. Two thirds of respondents were satisfied with the website content, and over three quarters were satisfied with the Surveys. Of those who watched the Open Space Residential video, the majority found it beneficial.

Respondents expressed much lower satisfaction with the in-person engagement. Several respondents stated they felt that the timeline for engagement was too short, and some

commented that the timing of engagement during the middle of the summer means that not everyone can attend, as people may be on vacation.

Several comments stated that they would like more clarity on how previous engagements were considered in the iteration of the plan. They felt that previous engagement has not been borne out in the most recent draft, which has led to distrust in the sincerity of this round of engagement.

### Open House

Many people appreciated the open house as an in-person forum to learn about the newest draft plan, discuss its merits, and suggest areas of improvement; however, the majority of respondents who participated in the Open House stated they were not satisfied. In the written comments, many stated that they felt the advertisement timeline was too short, and they felt that they should have received a direct mail invitation. There may have been confusion that Focus Group attendees were mailed direct invitations based on an 800 metre radius of the Focus group topic area, but direct mail invitations were not sent to all Springbank residents for the Open House.

### Focus Group Sessions (Coffee Chats)

Residents of Country Lane Estates and Idlewild Estates expressed disappointment that they were not invited to the focus group sessions. As Range Road 33 is their primary entrance/exit route, they expressed that this corridor is key to their enjoyment of life in Springbank, and therefore, they are directly affected by the land use strategy around Range Road 33.

### **Verbatim Quotes:**

*“Doing this heading into summer was a bad idea. Nice that you extended the deadline but still not a very good approach. I like the openness to consultation and change and the willingness to meet individually as I did. You have a tough balancing job to do.”*

*“It seems it does not matter what residents feel. The changes for commercial reasons will happen irregardless. No thought has been given to the impact on the roads with increased traffic.”*

*“Sessions turned out skewed towards the negative as the NIMBY group claimed to speak for all Springbank and tried to shout down those who said this was not true.”*

*“We are away most of the summer- I am very disappointed not to be able to participate in open houses. I really wish you would plan these things during the school year - Sept. – May”*

*“I appreciate the extended deadline, spring/summer are the seasons where time is most limited, so having a little more time to devote to the survey was necessary.”*

*“All of the in-person meetings are done when everyone is at their place of work (middle of the day). Please allow for working families to attend by having an alternative evening option in the future. I don't plan to take time off from work to attend a county meeting or information session.”*

*“To present this just before the summer holidays is poor timing and to allow an extra couple weeks doesn't really cut it. Let's do it right, by listening to the residents, the current ASPs stood the test of time, listen to the people who actually live here and maybe this new ASP will be one to be proud of.” (from written responses)*

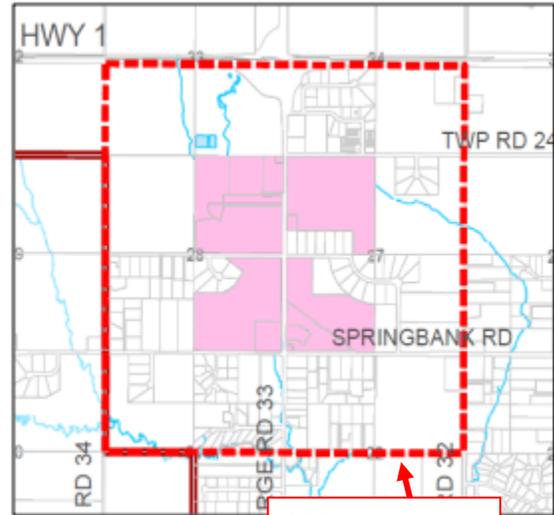
## PART 2 – Focus Area Surveys

### Community Core Survey

The Community Core survey was targeted to those who live within 800 metres of the boundary of the proposed Community Core policy area. Those residents were sent mailouts inviting them to complete the survey. Of 264 mail-outs sent, 8 responses were received (3.0% response rate).

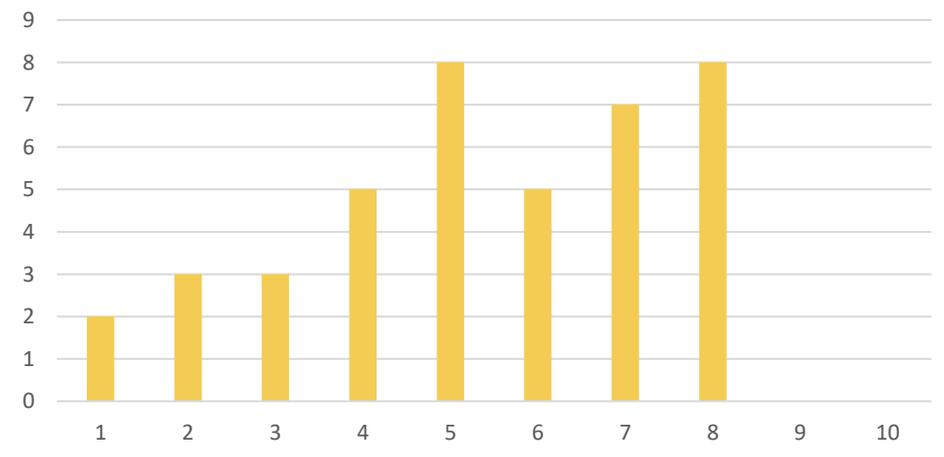
#### Questions #2, #3, and #4

Residents were asked to rate their support for the Community Core Area on a scale of 0-10, and then elaborate on the reasons for their answer. They were also asked to propose alternative land uses for the area if they did not support the proposed Community Core Area.



800 m Adjacent  
Landowner  
mailout radius

Question #2: On a scale of 0-10, how supportive are you of the proposed Springbank Community Core, as identified in the draft Springbank ASP?



Respondents were generally in favour of the proposed Community Core area. Many stated that this would be the right location for institutional and community-focused uses. A few respondents mentioned uses like pickleball, a park, and/or swimming pool would be welcome.

Some expressed concern about development bringing increased traffic to the area, noting that the safety of students in the area’s school should be a priority. Some respondents were concerned that the area should only be used for institutional uses, with minimal commercial. One respondent suggested that the Community Core area be reduced to only north of Huggard Road.

**Verbatim Quotes:**

*“Transportation concerns resulting in poor traffic flow, not sure of the need for a core given the advent of Bingham Crossing. If Bingham Crossing does not happen then we could support a community core as discussed here.”*

*“As per the community consultation in 2022, very few residents want local amenities. Keep it focused on institutional users only.”*

*“I think this is the right Zone. North of the highway would mean community members now are putting further stress unto the limited roads that will already be impacted by a regional Shopping Center with Costco.”*

*“Springbank is close enough to Calgary and Cochrane, that I do not feel that even a few retail/commercial ventures belong here... Please confine this to areas along the TransCanada highway, Commercial Dr. and Bingham Crossing. If one wants city amenities throughout Springbank, then one should live in the city and not push to change the rural life in Springbank.”*

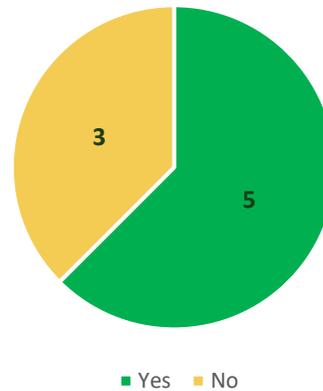
*“Stay with residential and small agricultural enterprises. Building a park with pool and tennis/pickle ball courts would be nice to have locally”*

## Question #5

Under the draft ASP, the policy area is proposed to be planned in further detail under a County-led Conceptual Scheme. As the ASP itself sets high-level land use direction, respondents were asked whether their concerns would be addressed by more detailed planning through a Conceptual Scheme.

Five of the eight responses to Question #5 stated they were comfortable with a County-led conceptual scheme for the Community Core. One comment who answered “Yes” stated that County should incorporate design features into the Conceptual Scheme. Of those who answered “No”, one elaborated that they see Council as being too developer-friendly at the expense of existing resident’s desires, and another stated that the latest round of engagement for the ASP project has left them sceptical of future County-led planning in Springbank.

Question #5: Does the idea of having the County lead the detailed planning of these lands lessen any concerns you may have with these lands being supported as the Community Core?



### Verbatim Quotes:

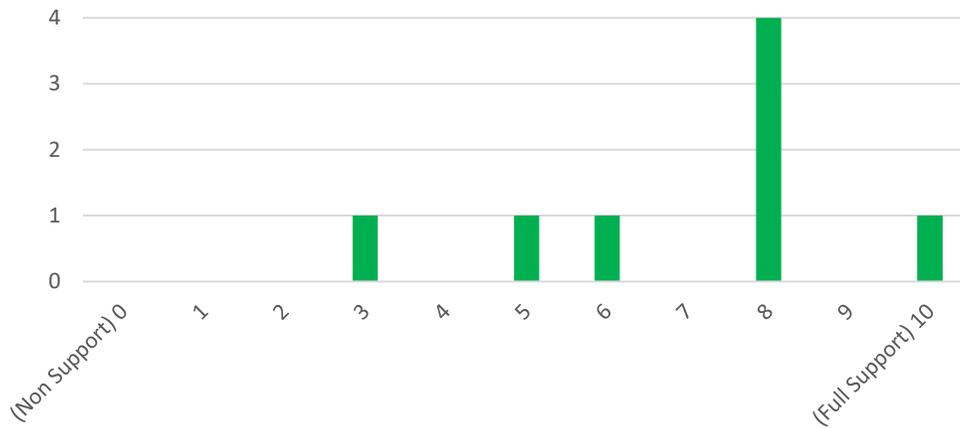
*“For the most part, community input is being ignored and I find the County is simply not interested in simmering other than what is already in the draft.”*

*“The County needs to be flexible yet remain firm on tasteful design.”*

*“I believe the County planners will do a good job. Unfortunately, I no longer trust Council. Sadly, I feel that Council listens to developers, that don't necessarily even live in Springbank, that seem to have more influence with Council than do the residents that live here.”*

**Questions #6, #7, and #8**

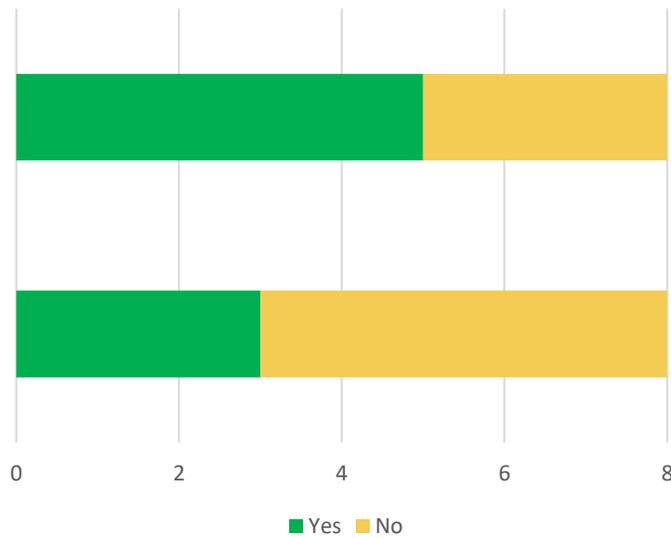
Question #6: How supportive are you of expanding institutional and community service uses such as schools, health care facilities and community centres within the Community Core area?



Question #7 and #8: In addition to institutional and community service uses, do you support the County exploring:

... potential complementary country residential or open space residential housing forms within the Community Core?

... potential complementary local commercial uses within the Community Core?



Respondents generally support the idea of institutional and community uses within the Community Core area. Most respondents were in favour of low-density residential forms in the area, but do not support commercial uses there. A few elaborated on their support for commercial uses, suggesting anything related to recreation or education, community-focused business, as well as a suggestion for an equestrian-accessible saloon.

**Verbatim Quotes:**

*“Hair salons, dentists, all medical uses, post office, package delivery and pick up Center, corner store, small family style grocery, farmers markets, Corner Gas Station not major size, convenience store, a pub, specialty liquor store, daycares, coffee shop, restaurants, restaurants with patios, distilleries, Brewery, old age support, fitness centers, and a multitude of uses that have not yet been identified. Future proofing the commercial area from future unknown services that may benefit the community.”*

**Questions #9 and #10**

Respondents were asked what additional features or improvements they would like to see within the Community Core Policy Section, or whether they had any other comments. Several respondents noted that walking/biking pathways should be a priority in the area, specifically that the area’s schools should all be connected. Some requested that traffic be minimised in the area, including heavy truck traffic and air (helicopter) traffic. One comment suggested that no development should be allowed to occur in the area prior to adoption of a Conceptual Scheme.

**Verbatim Quotes:**

*“Pathways between all the schools is a priority”*

*“Rerouting or restricting airport helicopter overflights”*

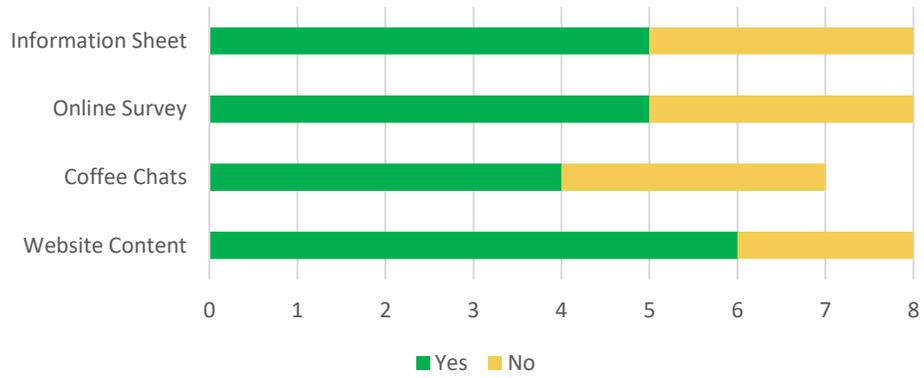
*“I am not sure why a community core is being considered when Bingham Crossing could provide the setting for a “community core”*

*“Traffic concerns on RR33 and Springbank Road. Need for roundabouts, lights, and enforcement. Our community must not become a cut through route any longer.”*

*“If a round about is put in the community, I would like to see a metal art piece of a horse or something”*

## Question #11

Respondents were asked whether they are satisfied with how they were engaged at this stage:

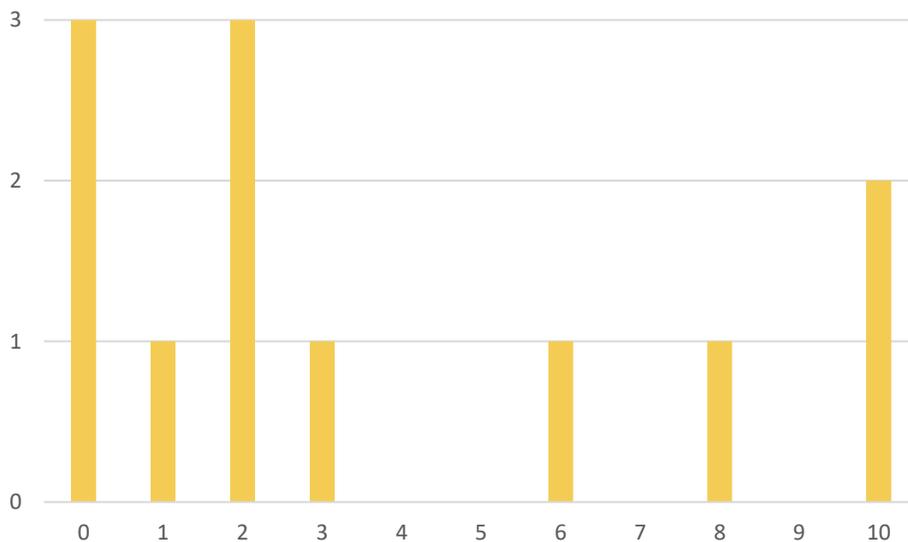
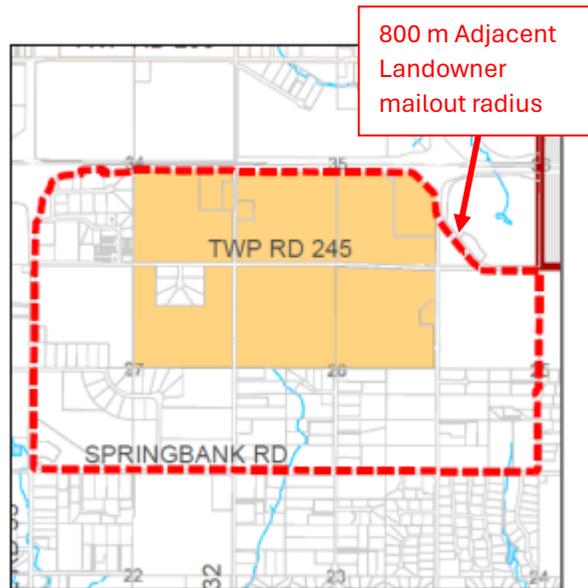


## Open Space Residential 1 Survey

This survey was targeted to those landowners who live within 800 metres of the Open Space Residential Area on the south side of the Highway 1, along Township Road 245 (OSR1). Of 194 mail-outs sent, 12 responses were received (6.2% response rate).

### Questions #2, #3, and #4

Residents were asked to rate their support for the Open Space Residential 2 (OSR1) Area on a scale of 0-10, and then elaborate on the reasons for their answer. They were also asked to propose alternative land uses for the area if they did not support the proposed OSR1 Area.



The majority of respondents stated they do not support the Open Space Residential 1 concept, primarily concerned that the style of development does not align with the existing character of Springbank. Many of those in support stated that they like the open space protection. One respondent stated support of the OSR concept because it would allow for more housing in the midst of a shortage. Some respondents suggested that the lands adjacent to Highway 1 would be most appropriately developed into residential uses, while the rest of the area should remain undeveloped. Some welcomed the amenities that might come with development, such as pathways, parks, and trails.

Several respondents stated concerns that the proposed development would remove valuable and historic agricultural land, which should be protected. Others stated that the minimum lot sizes should be either 2 or 4 acres, to align with the existing country residential development pattern.

**Verbatim Quotes:**

*“Develop the strip next to the highway. The idea that it will obscure the view to the mountains is absurd. No one expect to be on the road long enough to want to enjoy a scenic route in this area.”*

*“2 acre lots or substantial buffer zones between existing 2+ acre lots and the houses in the Open Space Development. Say minimum 4 acres of open space”*

*“Agriculture. Community park. Larger acreages of at least 4 acres as at present in surrounding fields.”*

*“Agriculture and/or residential that complies with the current density structure ie: minimum 2acres per single residential unit.”*

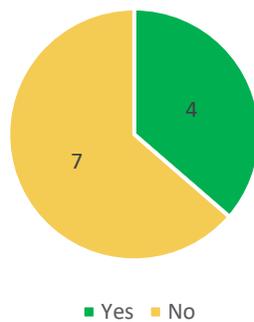
**Question #5:**

Under the draft ASP, the policy area is proposed to be planned in further detail under a County-led Conceptual Scheme. As the ASP itself sets high-level land use direction,

respondents were asked whether their concerns would be addressed by more detailed planning through a Conceptual Scheme.

Question #5: Does the idea of having the County lead the detailed planning of these lands lessen any concerns you may have with these lands being supported as Open Space Residential development?

The majority answered “No”, many of whom stated that they are concerned that the County favours development instead of properly representing resident’s desires.



Four answered “Yes”, with one respondent stating that a County-led Conceptual Scheme would ensure community feedback is incorporated into the plan.

**Questions #6 - #9**

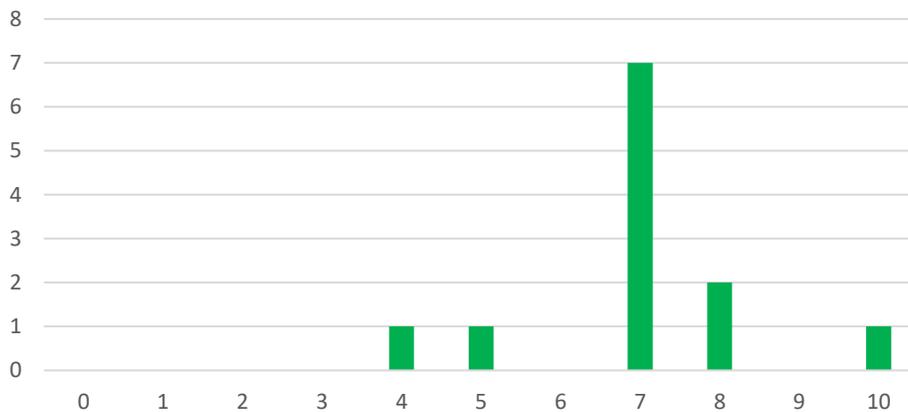
This series of questions asked about specific policy concepts within the OSR1 area, and allowed for open-ended responses to provide greater details behind respondents’ answers.

Residents were asked what recreational uses they would like to see in the 50% protected open space that is proposed to be part of the OSR1 area. The responses listed:

- Parks
- Biking Paths
- Equestrian trails and facilities
- Playground, splash park, picnic tables
- Natural Areas/Ponds
- Open/Green Space
- Public gardens
- Pickleball, tennis, basketball courts.
- Walking Paths/Trails
- Wildlife/Bird Refuge
- River access
- Lakes, ponds, skating, fishing, swimming

Residents were then asked how supportive they are of home-based business hubs as proposed in the OSR1 area:

Question #7: How supportive are you of the idea of the limited placement of home-based business hub areas within the Open Space Residential areas?



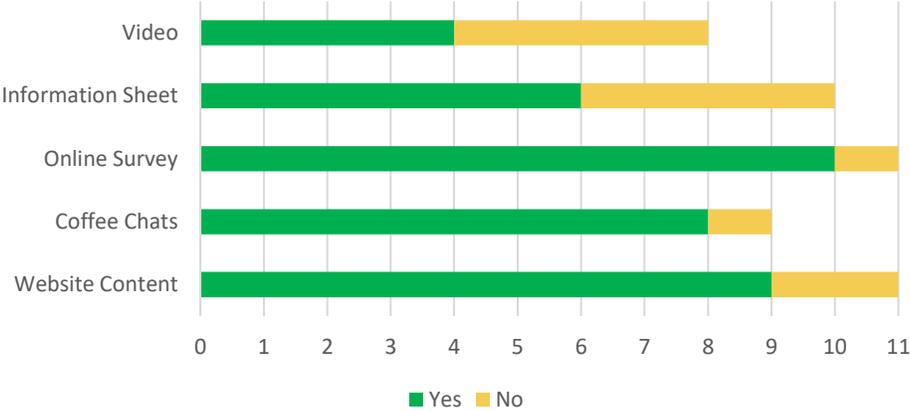
In the open-ended responses, one resident stated that they would like to see a small area designated for business uses that is separate from residential uses. Another stated that the ASP should define more clearly what home-based businesses would be acceptable, and how they would be managed.

Residents were asked what features or improvements they would like to see with the OSR1 area. Many elaborated on their concern that smaller lots would impact existing residents' enjoyment of their properties. They stated that they would like to see privacy protections such as screening trees, large buffers of green space adjacent to existing residences, a transition zone with larger lots (2 or 4 acres) nearest to existing residences, and traffic calming features on Township Road 245. Several commented that lighting should be controlled, particularly at night to maintain a dark sky. Many mentioned that natural spaces should be protected, including wildlife, while others want to see more trails and pathways. One respondent said that they would like to see places for children and teenagers to gather and play.

Several commenters mentioned that the cost of servicing the proposed development is a concern, and that they do not want to see their taxes increase due to infrastructure requirements for new development.

**Question #10**

Respondents were asked whether they are satisfied with how they were engaged at this stage:

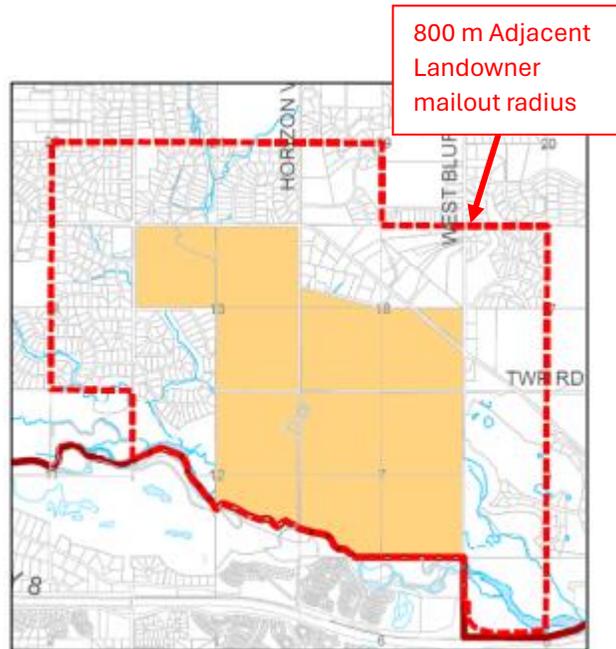


## Open Space Residential 2 Survey

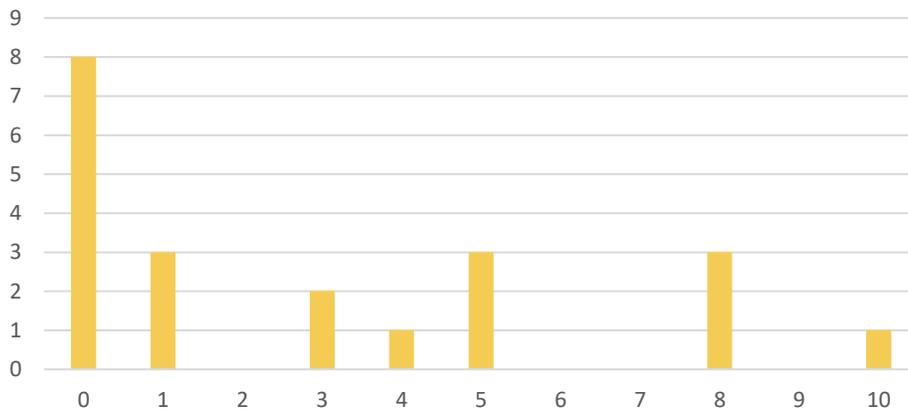
This survey was targeted to those landowners who live within 800 metres to capture the quarter section adjacent to the Open Space Residential Area on the south side of the Springbank ASP area, along Township Road 242 (OSR2). Of 597 mail-outs sent, 21 responses were received (3.5 % response rate).

### Questions #2, #3, and #4

Residents were asked to rate their support for the Open Space Residential 2 (OSR2) Area on a scale of 0-10, and then elaborate on the reasons for their answer. They were also asked to propose alternative land uses for the area if they did not support the proposed OSR2 Area.



Question #2: On a scale of 0-10, how supportive are you of the proposed Open Space Residential Area along Township Road 242, as identified in the draft Springbank ASP?



The majority of respondents were not satisfied with the OSR2 proposal, with most of those expressing the opinion that the development form proposed does not align with the country residential character of the surrounding community. Other concerns included increased traffic, concern that infrastructure would need to be upgraded to accommodate more development, the availability of water to service the proposed population, and the loss of the agricultural land that makes up the area. Those who provided alternative land uses suggested the land remain agricultural, or be used for park space.

Those who supported the OSR concept stated that they like the idea of the protected open space, pathways, and river access. Several comments suggested that higher density residential development would be more appropriate elsewhere in Springbank – for example, closer to the City of Calgary, or closer to Harmony.

**Verbatim Quotes:**

*“Increased density in quiet rural area is undesirable for numerous reasons including service and transportation infrastructure challenges, and impact on quiet residential quality of life. We have chosen to spend our lives here due to the quietness of the area.”*

*“I would be very happy to have river access and pathways. A week thought out development is also an attractive idea. Concerns about increased traffic, use of infrastructure and loss of agricultural land”*

*“Protection of the land, access to river, and no housing development.”*

*“Continue with the same model of 2 acre individual land parcels that has been so successful for the past 50 years in this area.”*

*“Park space - off leash dog space - I do appreciate the pathways added along 17 Ave & seems it would be useful for some athletic/family/pet space - quality of life”*

*“Continue with the min 2 acre lot subdivision concept as a grandfathered established development method and set up NEW area boundaries for the open space and higher density development concept.”*

**Question #5:**

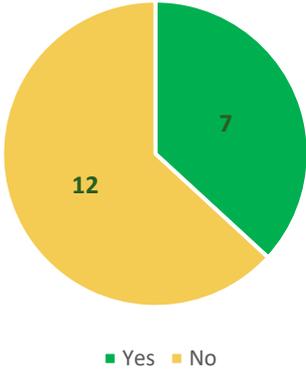
Under the draft ASP, the policy area is proposed to be planned in further detail under a County-led Conceptual Scheme. As the ASP itself sets high-level land use direction, respondents were asked whether their concerns would be addressed by more detailed planning through a Conceptual Scheme.

The written responses were varied, as illustrated by the responses to Question #5. Some respondents expressed the opinion that regardless of who leads a Conceptual Scheme, the proposed OSR concept represents a departure from the country residential feel of the area.

Some respondents did state that they feel the County would properly represent their interests through the preparation of a Conceptual Scheme, although one comment stated that they see the County as too pro-development.

The written responses did not indicate a preference for developer-led Conceptual Scheme.

Question #5: Does the idea of having the County lead the detailed planning of these lands lessen any concerns you may have with these lands being supported as Open Space Residential development?



**Verbatim Quotes:**

*“As long as the community needs are prioritized and not the highest bidder”*

*“The opportunity to provide input with someone leading the process is appealing - the more inclusion of people the more buy in after the fact”*

*“If the county can protect the rural feel of Springbank, then it feels safe having them control it”*

*“No because I think the County leaders are pro development”*

*“No matter who leads, the change goes away from country living concept.”*

**Question #6:**

Residents were asked what recreational uses they would like to see in the 50% protected open space that is proposed to be part of the OSR2 area. The responses listed:

- Parks
- Biking Paths
- Equestrian areas
- Playgrounds, Splash parks
- Community Centre
- Open/Green Space
- Public gardens
- Sports fields, pickleball, tennis.
- Walking Paths
- Natural Areas/Ponds
- River access
- Lakes, ponds, skating, fishing, swimming

Some respondents reiterated non-support for the OSR2 concept entirely.

## Question #7

Residents were asked what additional features or improvements they would like to see if the OSR2 were to be supported in the final ASP. Many responses suggested that a 2-acre minimum density be maintained in the OSR2 area, although some suggested a 1-acre minimum. One suggestion was that no housing development should occur south of Lower Springbank Road. Another respondent suggested architectural controls, such as maximum height restrictions. Another suggested that the open space be County-maintained.

### Verbatim Quotes:

*“Architectural guidelines”*

*“If the county can protect the rural feel of Springbank, then it feels safe having them control it”*

*“No housing construction in south of Lower Springbank Rd section; Pathway system connection to communities; Access to river”*

*“No because I think the County leaders are pro development”*

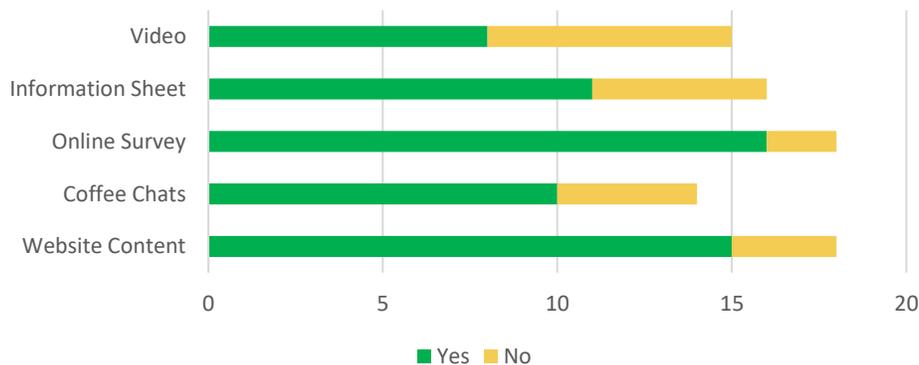
*“No matter who leads, the change goes away from country living concept.”*

## Question #8

Question #8 was an open-ended question for respondents to provide any additional comments. Responses reiterated previous open-ended responses and have been included above.

## Question #9

Respondents were asked whether they are satisfied with how they were engaged at this stage:



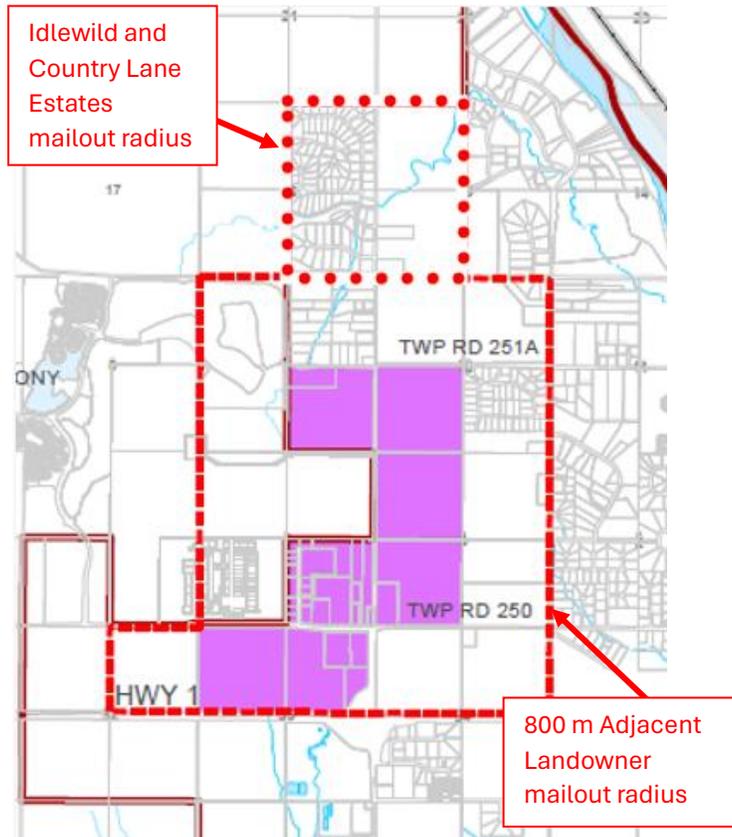
## Springbank Airport Employment Area Surveys

The Springbank Airport Employment Area (SAEA) survey was originally sent to those landowners within 800 metres of the policy area. These residents were deemed to be the most affected by the policy area, as they are within 1 quarter section of the affected area. 800 metres is also the standard advertising radius for many of the County's land application processes.

After the Open House, many residents of Idlewild Estates and Country Lane Estates communities expressed that they would be affected by the SAEA, particularly because Range Road 33 is their main route in and out of their neighbourhood. Based on this interest, the survey invitations were then extended to those residents as well. The results of the two survey groups are analysed separately in this part so that policy amendments can accurately address the concerns of each group.

188 mailout invitations were sent to the landowners within 800 metres – of that group, 14 responses were received (7.4% response rate)

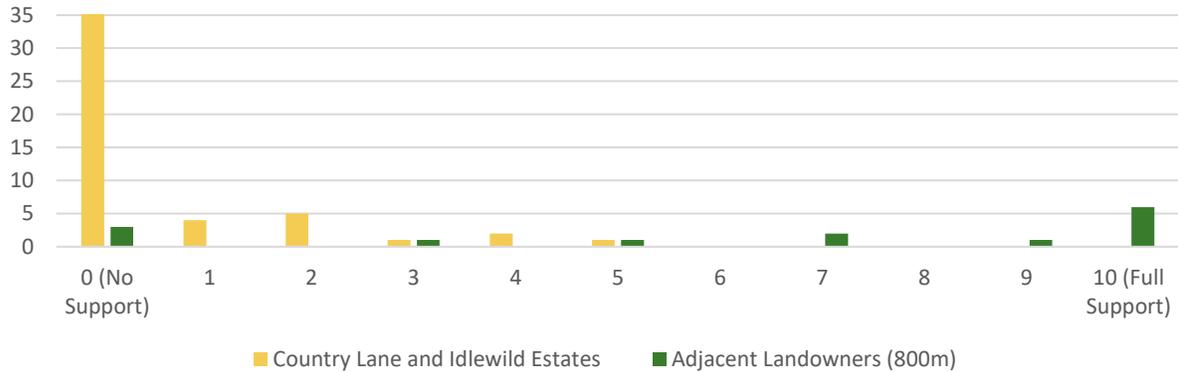
242 mailout invitations were sent to the landowners in Idlewild Estates and Country Lane Estates – of that group, 50 responses were received (20.6% response rate).



### Questions #2 & #3

Residents were asked to rate their support for the Springbank Airport Employment Area on a scale of 0-10, and then elaborate on the reasons for their answer. They were also asked to propose alternative land uses for the area if they did not support the proposed Springbank Airport Employment Area.

Question #2: On a scale of 0-10, how supportive are you of the proposed Springbank Airport Employment Area, as identified in the draft Springbank ASP?



The residents of Country Lane and Idlewild Estates expressed significant dissatisfaction with the proposed Springbank Airport Employment area. None of their responses to Question #2 rated the policy Area higher than a 5, and the majority stated 0 support. By comparison, the adjacent landowner group expressed more support, with 6 responses of full support, and a few more responses above 5. 3 Adjacent Landowners expressed 0 support.

Open Responses – Adjacent Landowners

Some of these respondents expressed support, stating that lands near the Springbank Airport would be appropriate for further commercial and light industrial development. However, among those who expressed support, many suggested that the built form should be carefully controlled to ensure compatibility with the vision and character of Springbank. The respondents who did not support the SAEA cited similar concerns as above – that the intensity and expanse of business uses would endanger the open space feel, wildlife sightings, and escape from the urban environment that they appreciate about Springbank.

**Verbatim Quotes:**

*“Traffic management on RR33. Transcanada and RR33 interchange is not clear. Buffers between homes adjacent to roads that are designated for industrial use are not detailed. Light and noise pollution - Harmony was supposed to have a dark skies policy, but there are giant floodlights that are ruining the night sky. “*

*“The farm is surrounded by commercial areas/school. It can't be used for residential. Springbank Airport Employment Area is ideal usage.”*

*“North Springbank airport areas with Bingham, edge school, the airport and the population of Harmony is the correct place for employment sectors.”*

*“I support them. Just put some standards in.”*

## Open Responses - Country Lane Estates and Idlewild

None of these respondents expressed support. Respondents were most concerned about the land use aspects of the SAEA, stating most that they see the proposed uses as incompatible with the community character of their neighbourhood. Many commented that they experience their neighbourhood as an “escape” from the city, and that the reason they enjoy Springbank is specifically because there is no commercial activity in the area. Though they though don’t live adjacent to the SAEA lands, they expressed that the rural feeling would be lost if they had to drive through a commercial corridor along Range Road 33. Many stated that they don’t see a demand for the proposed uses in this location, and that the other commercial areas proposed for the ASP (Business Commercial Area and Community Core Area) would provide sufficient commercial amenities for the community.

The majority stated that the land use in this area should remain agricultural. There were a few comments that suggested low-intensity uses might be appropriate, such as country residential, parks and trails, small institutional uses. Some respondents did note that the ASP should provide some employment and business uses in Springbank, but the majority of those comments stated that those uses should be located along Highway 1 within the Business Commercial and Community Core areas, and not with the proposed Springbank Airport Employment area.

Aside from land use, respondents noted transportation as a significant concern. Many stated concern that the increased traffic associated with the large amount of proposed commercial use would not be supported by existing infrastructure. Several commenters noted that they perceive that there are safety and efficiency issues with the current transportation system, and that further commercial development would exacerbate these issues. Some respondents stated that easy and reliable access for emergency services was a high priority for them.

### **Verbatim Quotes:**

*“Residents don’t want warehouses, semis, 24/7 access, light pollution, traffic issues on already stretched RR33 that simply can’t take everything that is already being planned”*

*“1. Leads to disruption of the peaceful life of residence in Country lane and idlwild. 2. Increase noise; air pollution and light pollution”*

*“Residents do NOT want it. Residents NEVER asked for it - look at the 2022 survey responses. The few developer landowners of course are all for it. It will increase the value of their land from agricultural to commercial/industrial and be worth a lot more...Agricultural blends well with the Springbank Rural/Country Residential lifestyle – Commercial/Industrial does NOT!!!”*

*"I like the focus on "Industrial development should be set back from Township Road 250 and Range Road 33, with preference given to Commercial uses and landscaping interfacing with public frontages and existing residential areas", but I am concerned that the wording about limiting industrial uses is not strong enough."*

*"Road infrastructure needs significant upgrades before any further development."*

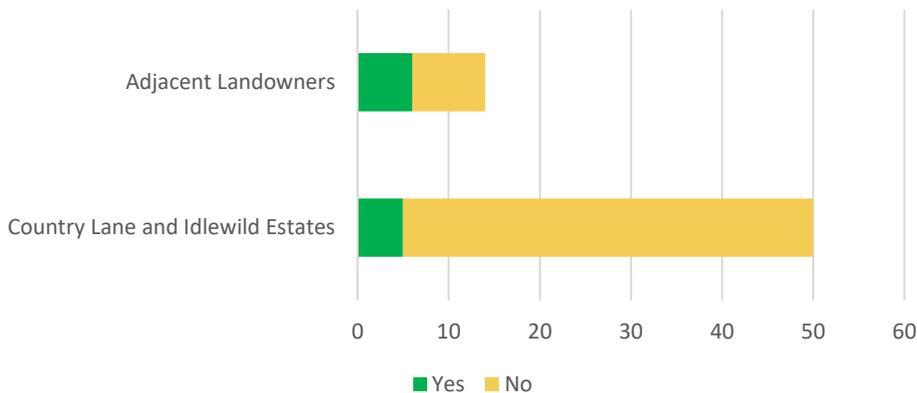
*"Infrastructure is not in place to handle the added transportation demands, and it is not clear to me how light industrial will benefit or improve our neighbourhood in any way."*

*"I am concerned about transportation as RR33 is the main thorough fare to my community of 250 plus people. Also, the area should not be an industrial land use as there are industrial land uses already planned or being utilized west of the airport and south of the highway."*

**Questions #4 and #5:**

Under the draft ASP, the policy area is proposed to be planned in further detail under a County-led Conceptual Scheme. As the ASP itself sets high-level land use direction, respondents were asked whether their concerns would be addressed by more detailed planning through a Conceptual Scheme.

Question #4: Does the idea of having the County lead the detailed planning of these lands lessen any concerns you may have with these lands being supported for Employment uses?



### Open Responses – Adjacent Landowners

The Adjacent Landowners were relatively split on whether a Conceptual Scheme would address their concerns. The comments from those who stated “Yes” indicated that they thought a County-led Conceptual Scheme may better uphold the desires of the community.

Those who answered “No” stated they thought a County-led Conceptual Scheme process may take longer than a developer-led Conceptual Scheme.

#### **Verbatim Quotes:**

*“Sounds better than everyone doing their own thing.”*

*“Respect every one's interests & keep natural beauty”*

*“No, having the County lead detailed planning will only slow down the development process due to lack of administrative resources. Allowing applicants to prepare conceptual schemes would allow more timely processes. The County should set policy, and leave the design up to the landowners.”*

*“I am fearful that the county leading the detailed planning will cause very significant delays in development and cause confusion as to what the land can be used for.”*

### Open Responses – Country Lane and Idlewild Estates

The Country Lane and Idlewild Estates respondents generally did not feel that a County-led Conceptual Scheme would lead to an optimal outcome. 45 respondents answered “No”, with the general sentiment being that they did not support the proposed land uses in the first place, regardless of how it would be planned through Conceptual Scheme. Several stated that they feel their opinions have not been properly represented with respect to Bigham Crossing and the most recent Springbank ASP draft, and that has left them distrustful of further County planning initiatives in their community.

5 respondents answered “yes”, with a couple elaborating that they thought the County would be a good representative of their interests through Conceptual Scheme planning.

### Verbatim Quotes:

*“The county would probably be more in tune with the desires of the community than a developer would.”*

*“The county only looks at the monetary gain to its coffers with no thought to the environmental impact or traffic impacts. So why on earth would anyone want the county to lead the detailed planning?”*

*“Those working for the County, do not live within the County, nor will any changes affect them or their families.”*

*“It was the County leading the planning that led to the design of these 1,075 acres of commercial land after the 2022 survey results opposed this type of land use.”*

*“A lot of times the decisions made by the county seem out of step with the residents. Only one councillor is from the region.”*

*“It somewhat helps.”*

*“The county historically has been short sighted only looking at revenue and not infrastructure necessary for large developments.”*

### Question #6

Residents were asked what additional features or improvements they would like to see if the SAEA were to be supported in the final ASP.

#### Open Responses – Adjacent Landowners

The Adjacent Landowners expressed that they would like the ASP to ensure that the transportation infrastructure would support the traffic demand generated by business uses in the area. Some also reiterated that they would like the built form to be considerate of existing residents, primarily through setback regulations, buffering, and architectural design features. A few comments suggested that including higher density residential uses would benefit the area.

### Verbatim Quotes:

*“North of Twp 250 and rr33 should be off limit for commercial development as it will massively decrease home value in the area all while ruining the country feel and views of all homes offsetting these lands.”*

*“Minimum disturbance.”*

*“Consider creating a policy that gives the option to allow some residential on new employment lands adjacent to country residential as a means of creating a buffer between uses. This may allow for an easier transition for existing residents and make new employment development less controversial.”*

*“Some higher density residential (townhomes, etc) so more people that work in the area can afford to live in the area.”*

### Open Responses – Country Lane and Idlewild Estates

The majority of Country Lane and Idlewild Estates responses reiterated that they do not support the SAEA. The most common suggestions for improvement were those that mitigated impacts to existing residences – large setbacks, significant screening, noise mitigation, green space protection. Several comments requested bike lanes, pathways, and trails be prioritized, and many people stated that transportation infrastructure improvements should be made prior to any development (for example, Highway 1 intersection upgrades, Range Road 33 upgrades, paving of Township Road 251A, etc).

Many comments suggested that if the SAEA is to proceed, its overall size and/or scope should be reduced. In terms of size, some suggested the SAEA only be west of Range Road 33, others suggested only adjacent to Township Road 250. Some suggested re-focusing the access from Range Road 33 to Township Road 251. In terms scope, some suggested limiting the uses to airport-related uses only, with no general commercial, shopping, or other industrial uses.

### **Verbatim Quotes:**

*“Pave TWP RD 251 A (currently gravel) to give Country Lane and Idlewild residents an alternative paved road to exit onto RGE RD 32. Improve the access to Highway 1 east off Range Road 33 by lengthening the merge lane to accommodate east bound traffic from the employment area and the increased traffic from Harmony and the proposed Bingham Crossing and Costco development.”*

*“Roads, roads, roads. We realize increased accessibility is being looked at and hope it will arrive BEFORE years of improper roads for volume.”*

*“While your use of ‘Employment uses’ soft sells the industrial nature of the proposed development, it is difficult to conceive of realistic improvements. Significant traffic mitigation (perhaps impossible?) and setback from the roadway behind substantial berms might offer modest improvement. Critically that development in the proposed area is inappropriate and unnecessary.”*

*“Aviation only, training and enthusiasts. Nothing for Costco, shopping, no commercial, no industrial. Help the people start and keep proper farms on this land.”*

*“If employment uses is included in these lands then the infrastructure changes such access off the highway and significant upgrading of RR33, include pathways the can support both frequent foot and bicycle traffic on RR33”*

*“Mixed commercial/residential only. No stand alone commercial, light industrial or industrial at all!”*

*“There is nothing that would improve such a development in the area they want to do this project.”*

*“Separate transportation corridor into the area from Twp Rd 251 rather than RR33, berms and tree planting to minimize noise*

*“Stop any corridor being developed along RR33. This is country residential or agricultural activity corridor. Springbank airport can develop its "employment corridor" along highway 1.”*

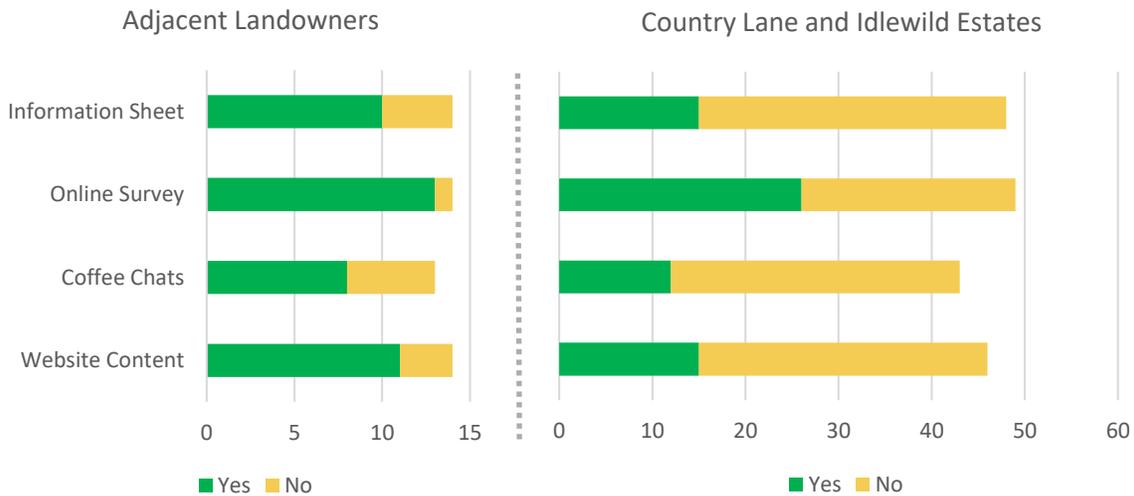
*“Minimize disruptions to residents by locating the employment area along HWY 1 with a dedicated access road for industrial traffic.”*

### Question #7

Question 7 was an open-ended question for respondents to provide any additional comments. Responses reiterated previous open-ended responses and have been included above.

### Question #8

Respondents were asked whether they are satisfied with how they were engaged at this stage:



## PART 3 – Focus Groups

The County hosted focus group sessions for the four unique policy areas: Springbank Airport Employment Area, Open Space Residential 1 and 2, and Community Core. Invitations to the focus groups were sent to landowners within 800 metres of the respective policy area boundary.

Focus Group attendees expressed a variety of interests – some represented families who had farmed the land for generations, others have lived in country residential communities for decades, and some are new to Springbank. Some owned land that they expressed the desire to develop, and others stated that they prefer their country residential lifestyle to remain as it is.

Focus Groups were guided by four general questions:

1. Do you agree with the draft ASP's policies with respect to the policy area?
2. If the policy area were not carried forward in the ASP, what alternative uses would you like to see on the lands?
3. Elaborate on the unique vision for the policy area;
4. Have you been provided enough information, and is the process for development clear?

The minutes recorded for the Focus Group discussions are summarized below. The themes present in the Focus Group discussions are similar to those identified in the surveys.

**Residential uses:** Attendees expressed general support for residential uses in Springbank, with most expressing that the design and implementation of residential development is critical to their perception of its success. Many people stated that they enjoy the 2- to 4-acre development form that currently makes up Springbank, and that the ASP should ensure there is provision for lots of that size. Attendees noted that there is market demand for that style of country residential development, particularly for those who want to own animals such as horses. Many also stated that provision of a variety of housing types would be beneficial to the community. Many suggested that if smaller residential lots are to be developed, there should be mitigating design features such as transitional density areas (for example, a gradual decrease in density, with larger lots adjacent to existing acreages), large open space buffers, and screening trees. Most attendees expressed that did not want to see high-density development (except for a few who suggested it may be appropriate in the Community Core).

**Aging in Place:** Several attendees stated that they value the ability for residents to stay in Springbank as they get older, but there are few options available for those who feel they can no longer maintain a multi-acre property. They suggested that options for seniors housing could be located in the Community Core, in the form of apartments or condos. Others stated that smaller lots, such as the 0.5-acre lots in the OSR Areas, could provide a transitional housing option for those looking to downsize.

**Complete Community:** Some attendees expressed a desire for more local commercial amenities, and more rec centres, which one attendee summarized as the desire for a more “complete community”, where residents can live, work and play. There are limited opportunities for work, and few opportunities for play. This sentiment aligns with many residents’ desires for more local amenities in Springbank.

**Traffic:** Many attendees expressed that they feel traffic is increasing in their communities and the existing infrastructure is becoming insufficient. They noted that future development will need to include sufficient transportation infrastructure to accommodate a greater traffic demand, and a great variety of users. Attendees commented that roads are often used by cars, semi-trucks, agricultural vehicles, cyclists, and pedestrians. This variety would need to be accommodated with infrastructure upgrades. Others stated that they appreciate the peace and quiet of country life, and they are concerned that this will be disrupted by increased road traffic.

**Community Amenities:** A common theme in the discussions was that more community amenities would benefit Springbank. Those who supported this idea said they would like to see more community-focused amenities, like recreation facilities, gathering places, and

**Environment:** Attendees stated that Dark Sky principles should be enforced for new developments in Springbank, as they expressed concerns that recent developments in the area feature bright lights at night.

A common sentiment was that the natural environment in Springbank is one of its greatest assets, and most people suggested that as much green space should be preserved as possible. Several participants noted that the Open Space Residential form allowed for large areas of contiguous green space, which they felt was important for passive recreational activities and for wildlife.

**Servicing:** Water servicing was identified as a concern, with some attendees questioning whether there is capacity under the area’s water licences to support the full population proposed. Others mentioned that they believe development will impact the quality of their well water.

**Recreation:** Attendees stated that recreation is an important part of the Springbank lifestyle, particularly in the enjoyment of the environment and natural features. Pathways were a high priority for most residents, both for walking and cycling. Several people noted that cycling is a popular summertime activity in Springbank, and dedicated bike paths would be a benefit to the community. Some noted that the Community Core would be a good location for more formal recreational facilities such as a Rec Centre, sports fields, tennis/pickleball courts, and similar facilities. Alternatively, a few attendees stated that such formal recreation facilities are available elsewhere, and that Springbank should remain minimally developed, with a focus on passive recreation activities like trails and open space.

**Employment Uses:** There was a wide range of views regarding employment uses – some attendees were in favour of the employment uses proposed in the draft, while others preferred few or no business uses in Springbank. The general sentiment was that some local-focused

business uses would be welcome in the Community Core and Business Commercial Areas. Attendees listed uses such as accountants, dentists, hairstylists, lawyers, art studios, post offices as acceptable uses, but many stated they would not be supportive of general retail uses that would draw in customers from outside the Springbank area.

Some attendees supported commercial uses near the airport, however, the majority of attendees felt that commercial development in this area should not negatively impact the open space feel and enjoyment of existing residents. Most participants stated that the term “light industrial” should be removed in the Springbank Airport Employment Area.

One of the greatest concerns was that commercial development should be architecturally interesting and compatible with the character of the community. Most people said they do not want to see large scale, rectangular, metal-clad buildings.

**Home Based Businesses:** A few attendees commented on the Home Based Business land uses as part of the OSR in the Draft ASP, and many were in favour of this, stating that it allows for flexibility for those. Some were concerned about the increased traffic that these businesses might generate, and some expressed the desire that these uses should be tightly regulated to minimize impact on the existing country residential character. There was a general sentiment that the business uses allowed in these areas should be better defined in the ASP, as the current draft leaves some uncertainty about what intensity of businesses residents can expect. Some people stated that Home Based Businesses are not appropriate in residential zones, and that business uses should be kept within the Community Core or Business Commercial areas.

**Tourism:** Some participants highlighted the unique feel of driving west on Highway 1 out of the City, describing the emergence from urban density to open space as one passes by Old Banff Coach Road. They cautioned that development (particularly large-scale commercial development) would likely minimize that effect. They pointed out that this is unique, as a typical highway exit from a modern city is lined with big-box stores and industrial warehouses. They suggested that this feeling should be preserved for the benefit of the region as a whole, particularly as it is the experience of residents and tourists who are travelling west to mountain destinations.

**County-led Conceptual Scheme:** A few participants commented on the planning processes associated with the ASP. Some participants who supported development were concerned that a County-led Conceptual Scheme would take longer than a developer-led Conceptual Scheme, and might be too restrictive and impractical; alternatively, other participants supported the idea of a County-led Conceptual Scheme, stating they thought the County would better represent their interests as landowners in Springbank. Others were concerned that a Conceptual Scheme prepared for the policy areas would not have proper ‘teeth’, regardless of who prepared it. One participant suggested that the Conceptual Scheme should be prepared under the guidance of a committee, including members of the community, to ensure it most accurately represents the interests of Springbank residents.

## PART 4 – Written Submissions

As part of the engagement process, residents and interested parties had the opportunity to provide written feedback on the project. 49 letters and e-mails were received, and the general themes from written feedback resonate with much of the comments and concerns raised during the open house, coffee chats and survey results. A summary of these letters and e-mails is provided below.

**Agriculture:** Concerns were raised regarding the change of use for some lands near the Bow and Elbow Rivers from residential to agricultural to enhance protection of watersheds. Respondents suggested that agricultural lands may have a negative impact greater than residential development due to fertilizers and livestock or that some of the changed parcels were too small to support agriculture. Others indicated a desire to increase agricultural preservation throughout the Plan area.

**Open Space Residential:** Strong views were provided throughout the written feedback on the Open Space Residential concept. Many respondents expressed their feelings that this type of development would not respect the rural character of Springbank and is inconsistent with previous community input. Concerns were raised about traffic impacts, the feasibility of water and wastewater servicing including taxpayer costs, impacts of population growth on schools and the viability of maintaining extensive open space.

Several respondents also questioned the alignment of Open Space Residential with the County Plan and the Calgary Metropolitan Region Growth Plan, suggesting that this development type should meet the requirements of the Growth Plan to not risk refusal at CMRB. There were strong views that the County needs to listen further to community ideas and input and evaluate more alternatives for these lands.

A small number of respondents were supportive of the development type citing benefits including alternative forms of residency for different life stages, reduced infrastructure costs, opportunities for permanent open space and minimizing the fracture of land.

**Springbank Airport Employment Area:** Strong views were also expressed for the Springbank Airport Employment Area. As with the Open Space Residential, many respondents expressed their feelings that this type of development would not respect the rural character of Springbank and is inconsistent with previous community input. The general sentiment is that residents north of the proposed employment area should not have to drive through several quarter sections of industrial/commercial land to get to their homes. Concerns were raised about traffic impacts, increase noise and the scale and scope of development.

Several respondents questioned the need for a large tract of industrial/commercial land and suggested that there was likely a lack of market demand for such a development. There was some uncertainty about what could be built and concern that the County is attempting to duplicate the development in East Balzac.

**Community Core:** There was a general feeling in the written feedback that concentrating community and institutional uses along Range Road 33 south of Highway 1 was reasonable. Some suggested that local commercial uses were not consistent with the County Plan or Region Growth Plan.

**County-led Conceptual Schemes:** Some respondents felt that the proposed County-led conceptual schemes for the distinct planning areas were unnecessary and took control away from the landowner.

**Traffic Concerns:** Many expressed concerns over an increase in traffic resulting from an intensification of development within the Plan area. Most concerns were focused on an increase in traffic, including heavy vehicles, along the Range Road 33 corridor due to the proposed Springbank Airport Employment Area, development at Harmony and development at Bingham Crossing. Some were also concerned about an increase in traffic along Township Road 245 resulting from the proposed Open Space Residential Area. Many commented that the transportation information presented was insufficient and requested to see the final traffic studies to better understand the impacts of constructing the transportation network.

**Servicing Infrastructure:** Many questioned the feasibility of providing water and wastewater servicing to the planned full-service areas, and in particular to the Open Space Residential along Township Road 245. The general feeling was that not enough information was available on how servicing would be accomplished and what the funding model would look be. Several respondents felt that there would ultimately be a cost to County taxpayers to service these areas.

**Rural Character and Vision:** There was a general feeling that the implementation of the draft ASP would negatively impact the unique rural character of Springbank. Some felt that the terms rural character and protection of viewsheds were ill-defined and therefore would be difficult to determine how these would be achieved. There were strong views that the draft ASP vision should align with community values. Some respondents identified that future development would help to finance key infrastructure improvements.

**Environment:** There were a few comments directly regarding the environmental policies of the draft ASP. These comments generally acknowledged the importance of protecting environmentally sensitive lands and wildlife corridors, and there were suggestions that the environmental policies could be strengthened.

**Recreation:** Strong desire was expressed for pathways and trails between communities and schools within in Springbank. Respondents felt that the construction of this infrastructure should be a high priority for the County.

**Public Communication and Engagement:** Many who provide written feedback expressed their dissatisfaction with the public communication and engagement for the project. Reasons cited include: limited notification area for coffee chats, rushed community consultation, poor timing right before summer holidays and a general feeling of limited and restricted engagement.

## PART 5 – Intermunicipal Circulation

As part of the engagement process and to fulfill the requirements under the Rocky View/Calgary Intermunicipal Development Plan, the County circulated the draft Springbank ASP to The City of Calgary (The City). A letter was received from The City in September 2023, which reflects the general comments and concerns offered by The City during previous engagement. A summary of The City's response is provided below.

**Source Water Protection:** The City indicated concerns about the cumulative impacts to the source water quality upstream of the Bearspaw Water Treatment Plant. The City requested that the County study the impacts of the total proposed growth on the environment, watershed and source water supply. The City indicated that it could not support the Plan until such a time that the impacts of the development are understood.

**Transportation:** It was noted by The City that the Westview Area Structure Plan includes a proposed interchange that will likely benefit the Springbank ASP lands. The City requested additional information on the road network and noted that development adjacent to The City will require further transportation studies to determine impacts.

**Planning:** The City felt that the proposed ASP may not be in alignment with the Calgary Metropolitan Region Growth Plan for the scale of proposed employment lands located outside of a Preferred Growth Area and the proposed density of the Open Space Residential areas. The City also mentions that the Growth Plan directs municipalities to have cost sharing agreements in place for services, such as recreation, prior to approval of ASPs. The City made several other minor comments regarding policy wording and content.

**Environment:** It was requested that background studies and more information be provided to The City regarding environmental areas and wildlife corridors. The City supports the protection of wildlife corridors and suggested that additional details and clarifications should be included within the draft ASP.

**Open Space and Active Transportation Network:** The City noted that the draft ASP shows minimal pathway connections to the Elbow River and suggest that there is an opportunity to manage public access and enhance the quality of the riparian area with greater setbacks. The City recommended aligning the proposed pathway network with the proposed alignments in Calgary.

## 7 CONCLUSIONS

The purpose of this engagement was to obtain feedback on the draft Springbank ASP, alongside other technical and regional planning considerations. The feedback received will help County Administration further refine the document, ensuring that it provides an appropriate framework for the community vision.

We heard from the many respondents that they thought this draft of the ASP was an improvement over previous iterations, particularly in its single-ASP format compared to the previous approach of two separate Plans. However, there was strong discontent with some of the policies within the ASP.

There was general support for the amenities and community-focused business and commercial uses proposed along Range Road 33, particularly for areas in close proximity to Highway 1. Many respondents suggested that the ASP should more clearly define the types of businesses which would be allowed in these areas, stating their preferences for small-scale, local-focused business rather than general retailers. Most stated that architectural design is extremely important to them, highlighting that they do not want commercial areas to be developed into big-box style, placeless shopping areas.

There were strong views among those who live in country residential settings that denser residential and most commercial development forms are contrary to their enjoyment of Springbank's rural character. Opinions on these types of uses were varied – while many opposed any type of development other than multi-acre residential uses in Springbank, others welcomed a variety of land uses and suggested that smaller lot residential uses and businesses uses may be appropriate in certain locations, given that country residential remains the primary development form throughout the ASP area.

Many people expressed that they were not confident that a County-led conceptual scheme under the draft ASP would lead to development that they could support. Many of these respondents stated that they do not support the high-level concepts presented in the plan, and therefore do not support future detailed planning. Others cited a distrust in the public engagement process. Some indicated that they would appreciate being involved in the detailed planning of their community, and the idea of a Conceptual Scheme led by the County would mitigate some concerns about the planning policy direction.

Many respondents were in favour of passive recreation amenities that highlight the natural environment, such as walking and cycling paths, parks spaces, and river access points.

If you have any questions in relation to this Engagement Summary Report, or the Springbank ASP review project in general, please do not hesitate to contact the Policy Team, at 403-478-8162, or email [planning\\_policy@rockyview.ca](mailto:planning_policy@rockyview.ca). You can also sign up on the project email list and we will send you regular email updates about the Springbank Area Structure Plan review process.

Project website: [www.rockyview.ca/SpringbankASP](http://www.rockyview.ca/SpringbankASP)

Thank-you for your time, input and interest in the Springbank Area Structure Plan.

## APPENDICES

Appendix A – Engagement Materials

Appendix B – Survey Responses

Appendix C – Focus Group Coffee Chat Minutes

Appendix D – Written Feedback

Appendix E – City of Calgary Response