

Engagement Summary





Table of Contents

ENGAGEMENT FINDINGS				
SPRING	BAN	K AREA STRUCTURE PLAN PROCESS SUMMARY	5	
WHAT W	/E DI	D (PHASE 2)	6	
C	OFFE	E CHAT SESSIONS	6	
O	PEN H	HOUSE SESSION	6	
WHAT W	/E AS	SKED	7	
WHAT W	/E HI	EARD – PART 1	7	
1.	PL	ANNING	8	
	1.1	GROWTH MANAGEMENT BOARD / INTERMUNICIPAL DEVELOPMENT PLAN / THE COF CALGARY		
	1.2	GENERAL PLANNING COMMENTS / CONCERNS	9	
	1.3	LOCATION	10	
	1.4	AIRPORT	10	
	1.5	COMMERCIAL DEVELOPMENT	11	
	1.6	STRICT POLICIES	12	
	1.7	COMMUNITY	13	
	1.8	LOT SIZE	13	
	1.9	SENIORS HOUSING / LIFECYCLE PLANNING	14	
	1.10	ENVIRONMENT / CONSERVATION DESIGN	15	
	1.11	RANGE ROAD 33	15	
	1.12	ASP Boundaries	16	
	1.13	RURAL LIVING	16	
	1.14	FLOOD PLAN	17	
	1.15	WEST CALGARY RING ROAD	17	
	1.16	MISCELLANEOUS	17	
2.	MA	NAGING GROWTH, BUSINESS AND JOBS	20	
	2.1	BUILD-OUT EXISTING PROJECTS / INFILL	21	

		2.2	DENSITY	22			
		2.3	GENERAL COMMENTS REGARDING MANAGING GROWTH	23			
		2.4	AGRICULTURE	23			
		2.5	CONVENIENCES	23			
		2.6	SCHOOLS	24			
		2.7	MISCELLANEOUS	24			
	3.	SEF	RVICING	25			
		3.1	WATER	25			
		3.2	GENERAL COMMENTS, ALL SERVICING CONCERNS	26			
		3.3	WASTEWATER	26			
		3.4	MISCELLANEOUS	27			
		3.5	OPPORTUNITIES	27			
	4.	TRA	ANSPORTATION	27			
		4.1	GENERAL TRANSPORTATION COMMENTS	27			
		4.2	ROAD-SPECIFIC SUGGESTIONS	28			
		4.3	TRANSPORTATION OFF-SITE LEVY & DEVELOPER PAID UPGRADES	30			
		4.4	BINGHAM CROSSING AND HARMONY	30			
		4.5	MISCELLANEOUS	30			
	5.	PAT	THWAYS AND OPEN SPACE	31			
		5.1	GENERAL COMMENTS, PATHWAYS AND OPEN SPACE	31			
		5.2	CONNECTIVITY	32			
		5.3	MISCELLANEOUS	32			
	6.	AGI	RICULTURE	33			
	7.	REC	CREATION	34			
WHAT			EARD – PART 2				
			MBER OF AREA STRUCTURE PLANS				
	-		GAGEMENT STRATEGIES				
	10.	. M <i>A</i>	APPING	39			
CONCLUSIONS40							
APPE	ND	IX A	: COFFEE CHAT MATERIALS	A1			
APPENDIX B: OPEN HOUSE MATERIALSB1							



APPENDIX C: RAW DATA	C1
APPENDIX D: COLLATED DATA	D1



ENGAGEMENT FINDINGS

In February 2017, Rocky View County (the County) hosted a series of Coffee Chat sessions, as well as an open house event to discuss the County's review of the three existing Springbank Area Structure Plans (ASPs). The intention of these events was to inform the public about the review process, and to gather input from attendees on setting the vision and priorities for updating the ASPs

This report analyses feedback from approximately 101 attendees at the open house, 23 coffee chat sessions, and several individual letters received. The feedback received will inform the development of the Springbank Area Structure Plan(s).

From the commentary received, the top three topics were regarding planning of the community in general, how growth, business and jobs would be managed, and how the community will be serviced.

With general planning, the issues of the impending Growth Management Board (GMB), the Rocky View/Calgary Intermunicipal Development Plan (IDP) and The City of Calgary's influence was frequently mentioned. A number of suggestions were shared on where development, especially commercial, should or should not happen, and the influence and impact of the airport was frequently discussed. Finally, a strong sense of protecting and building upon the existing community character was uncovered, with the desire to have policies in place to ensure the community's vision is upheld.

Managing growth, business & jobs was an important component as well, and forms part of the planning considerations. The topic of density produced mixed responses, with some respondents wanting less density, and others accepting certain forms of higher density such as cluster development. However, it was strongly felt that no further development should happen until existing developments are built out. The changing demographic of the community brought about a desire for more country-style conveniences and mixed use development, while respecting the community character.

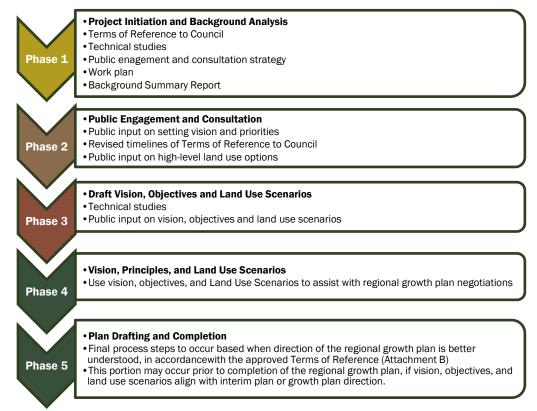
Finally, servicing was a key concern; the water, wastewater and stormwater issues being the top things that need to be considered and planned before any development can take place, and that no development should occur if a solution cannot be implemented.

While these were the top three topics, a number of other items were discussed, all of which are detailed in this report. However, the community's overall feeling was to keep Springbank special, maintain its rural heritage, take advantage of its unique opportunities, provide a full-lifecycle environment, and protect its borders from potential urban development.

A concurrent part of this exercise was to determine whether Springbank's three ASPs should be combined into one, or whether they should remain separate. The feedback suggests that it is one community and that one overall ASP, with defined policy areas, would be accepted by most stakeholders.

SPRINGBANK AREA STRUCTURE PLAN PROCESS SUMMARY

Rocky View County is updating Springbank's Area Structure Plans (ASPs), a process that will confirm a vision for the community to guide future growth and development in alignment with Springbank's unique character.



During the process, the County will look at some important issues, such as community identity, conservation, land use, housing options, economic development, local services, amenities and infrastructure. It will also look at whether the three current Springbank Area Structure Plans should be combined into one.

The ASP will be prepared in five phases:

Phase 1 (Complete)

November - December 2016

Some technical work and early engagement with the community was undertaken in this Phase.

Phase 2

January - June 2017

This phase marks the official public launch of the project and includes engagement on setting the community vision, objective and high-level land use strategy. A revised Terms of Reference is adopted by Council on May 23, 2017.



Phase 3

June 2017 - December 2017

The draft vision, objectives and potential land use scenarios are completed in this phase and presented to stakeholders for comment. The land use scenarios will be supported by preliminary technical assessments on transportation and servicing.

Phase 4

January 2018 onwards

In this phase, the draft vision, objectives and land use scenarios will be used in discussions with the Growth Management Board and to negotiate the inclusion of identified growth areas within the regional growth plan.

Phase 5

To be determined based on Phase 4

When the direction of the Growth Management Plan and regional growth plan is better understood, Administration will proceed to drafting the new Springbank ASP(s).

WHAT WE DID (PHASE 2)

To determine what the thoughts of Springbank residents and other stakeholders were with regard to review of the existing ASPs, Rocky View County (the County) held a series of coffee chat sessions and an open house.

COFFEE CHAT SESSIONS

The County held a series of coffee chat sessions at Springbank Park For All Seasons from Monday, February 6th, through Thursday, February 9th, with an additional day of sessions at the County office on Friday, February 10th. In total, 23 sessions were held and attended by approximately 42 residents, four local associations, groups, or businesses, and approximately 30 representatives from landowners and developers.

Five specific questions were prepared for these sessions, but the sessions encouraged open dialogue. The information presented and questionnaire prepared are attached in Appendix A.

OPEN HOUSE SESSION

The County held an open house on Thursday, February 16th, to which 23 stakeholder representatives and 78 residents attended. Eight boards and worksheets were displayed on which attendees were able to voice their opinions, concerns, suggestions, and questions on specific topics. The information presented and materials provided are attached in Appendix B.

WHAT WE ASKED

Five questions were prepared to start the conversation at the coffee chat sessions. These were:

- 1. Where should we focus any future growth within Springbank? Why?
- 2. Where should we not focus future growth in Springbank? Why?
- 3. The County will be considering whether to amalgamate the three existing Area Structure Plans (ASPs). Do you think we should keep the current ASPs separate or change the boundaries? Why?
- 4. What else should we be focusing on in reviewing the existing ASPs?
- 5. How should we engage on the next steps?

A number of worksheets and boards were prepared for the open house to prompt discussion. These were:

- 1. I hope the new plan will...
- 2. I fear that the new plan will...
- 3. How can we make Springbank better? Why?
- 4. What are your transportation priorities? What are some potential constraints and opportunities?
- 5. What are your servicing priorities? What are some potential constraints and opportunities?
- 6. Over the next 10-15 years, how much should the Springbank population grow? Why?
- 7. Over the next 10-15 years, how much should Springbank's business areas grow? Why?
- 8. Over the next 10-15 years, what are our pathway and open space priorities? Why?
- 9. Where should new pathways and open space go?
- 10. Over the next 10-15 years, what are our recreation priorities?
- 11. Where should new recreation go?
- 12. How much do you agree with the following statements, and why:
 - a. The three Area Structure Plans in Springbank should be combined into one;
 - The Springbank ASP review should have distinct policy areas to reflect local needs;
 - c. There should be a distinct "community heart" or core in Springbank:
- 13. What are your land use priorities in Springbank? What should be preserved?

WHAT WE HEARD - PART 1

This section of the report summarizes the feedback received from the coffee chat sessions and open house board responses regarding where development should or should not occur in Springbank, what type of development should be considered, and what issues need to be resolved before development can be considered.

Respondents voiced the desire to see all the raw, unedited data. This is attached in Appendix C, with the exception of confidential and personal information. The collated data, upon which this report is written, is provided in Appendix D. The comments herein are, as well, raw and unedited, but are grouped by theme for ease of analysis, and to provide a better understanding of what the community's main topics of concern were.

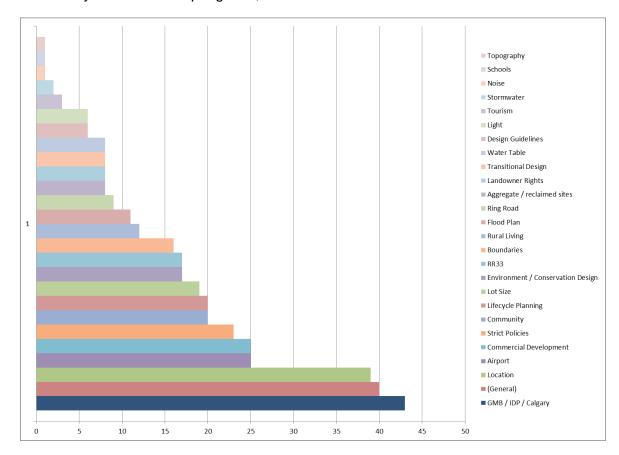
Seven main themes were discovered and are summarized in the following subcategories:

- 1. Planning;
- 2. Managing Growth, Business, and Jobs;
- 3. Servicing;
- 4. Transportation;
- 5. Pathways and Open Space;
- 6. Agriculture; and
- 7. Recreation.

■ Planning ■ Managing Growth, Business & Jobs ■ Servicing ■ Transportation ■ Pathways and Open Space ■ Agriculture ■ Recreation

1. PLANNING

This ASP review project is in the early stages, and as such, most of the questions asked brought forth a number of comments about community planning in general. A number of sub-categories were discovered, with specific concerns about matters such as the pending Growth Management Board, The City of Calgary's influence, the Airport's impact, where commercial development should or should not be, and what the community envisions for Springbank, to name a few.



These are summarized in the following subsections.

1.1 Growth Management Board / Intermunicipal Development Plan / The City of Calgary

The forthcoming Growth Management Board to be established within the Calgary region was brought up, and it was questioned why the County would attempt this Area Structure Plan before the GMB is in place. It was suggested that the County should know what The City's growth plans are to collaborate on mutually beneficial development. Conversely, it was suggested that the County should plan development on its land before The City annexes it; that The City would not want rural development on its borders. A few samples are provided below:

- Future growth management board will direct growth for the region.
 Consider it to control your own destiny;
- Without a plan, the City will dictate what happens. If nothing is planned, it'll be run amok by someone else;
- I'm sure Nenshi has planners working on this area right now;
- Who should be doing the planning for Springbank? RVC or Calgary. Definitely RVC;
- Need to put up a "wall" that shows we don't want to be absorbed into Calgary. Would be nice if we stayed Springbank, not part of the City. Calgary has a veto on smaller plans;
- Don't screw up the highway 1 corridor. From Calaway to the City is the win. Focus on cost and revenue sharing;
- Joint planning area and special planning area on the eastern border of Springbank;
- Within 20 years, it's predicted that Calgary will be right out to Highway 22.

(43 comments)

1.2 General Planning Comments / Concerns

A number of questions were raised about planning in general, some comments were made on the current situation, and a number of suggestions were made on how Springbank should develop. While these don't fall into a specific category to inform the plan, they are important to recognize as items to be clarified or considered. In general, the comments suggest there are some unknowns that need to be answered before opinions can be made. It was felt that decisions are being made for Springbank by individuals that aren't residents of Springbank. Finally, opinions on what is not working, and what needs to be considered were offered.

- If you are going to develop a community, who's going to buy into it? Who can get approved for a mortgage? People can't afford it.
- Needs facts and data without speculation and dreaming. What is MD doing to help with getting that information to better plan the area?
- How does a county define a node of development?
- City expanding development around major highway route. How are things going to be controlled? Auto sales out in the boonies? Thin edge of the wedge. Concerned about infill between fragmented "developed land". Where is the limit?
- Have they ever considered splitting the MD of Rocky View? It's such an odd shape and the east side as nothing in common with the west side.

- What growth are you planning on? Can't talk about where we think growth should be if we don't know what the plan is.
- Silverado town center works perfect in that environment, need something like that here. Access it by trails etc.
- Right now, it seems to be chopped up. No plan. No connectivity. No forethought.
- What affects us is what happens on RR250 and Springbank Rd.
- Limitations how much further south of the highway you can go.
- Along the highway makes sense for development. Makes it better for residential development on the other side.
- There will be pushback from country residential owners on putting high rises in.
- There will be a lot of pressure not to develop, but that would be foolish.
- If you ask people what they want now, they will say they want nothing.
 Need to explain why we need to do something.
- The community is mixed but aging. Need to help them understand urban development. Explain why you are looking for open space and why you are looking for cluster. Will be receptive if there is education and intelligent thought process behind the explanation.
- Talking about WIFI more powerful than satellite. How we work and play
 will completely change in the next five years. Planning what to put where
 in the area right now will do the County a disservice if it's not flexible and
 doesn't allow for change.

(40 comments)

1.3 Location

Suggestions were made by a number of landowners and developers on the location of new development. Most of these suggestions were requested to be kept confidential, as they may or may not be presented to Planning for consideration in future. To ensure consistency and that no confidential information is released by the County, all comments referring to specific developments or sites have been excluded from this report. The information regarding location of new development will be reviewed as a whole by the Planning department when and if they come in for consideration, and their potential will be kept in mind when determining the vision and objectives for the Springbank ASP.

1.4 Airport

The consensus was that residential development around the airport cannot be considered due to Noise Exposure Forecast (NEF) contours, as well as height restrictions; that there was an overwhelming desire to develop the lands around the airport for commercial or industrial use. There was a general concern that the airport will continue to expand the NEF contours and bring in larger aircraft, further rendering the lands in the vicinity undevelopable, thereby lessening the value and desirability of family-owned properties. A few suggestions were made that no development should occur around the airport, due to the potential noise exposure.

- (Airport to the west and south business and commercial) yes. It should absolutely be used for commercial or light industrial. Harmony has residential, which is good. Had many meetings with Calgary Airport Authority – there is a potential for residential development in the flight contours. The airport will want to propose that there shouldn't be development around the airport.
- Where lands were at the end of runways and under NEF contours; should be for commercial and industrial development. If NEF contours don't limit development, then shouldn't NOT consider developing their land. Don't want their lands frozen out for development.
- Need buffer between existing residential and commercial airport area.
 Closer to Highway 1 for commercial, and industrial around the airport.
- Concerned with how much growth around the airport. People need to be aware of the risks around the airport. To the west of the airport, I'd be concerned about boxing that in and filling it in. Need a place to get off the ground. Commercial development around the airport makes sense.
- At Heritage Club, it was mentioned that they wanted to protect the airport.
 But why aren't the residents and surrounding lands protected from the airport?
- We are in the middle of the NSBASP. Put it together as protection from the airport. As neighbours, we understand and appreciate each other's focus. We definitely don't want to see the watering down of current services. NSBASP should almost be "core".
- Land around airport is not developable.
- No development; if you look at directly south of the runway in Calgary, there is no residential or commercial development in path of runways. We need to consider that too.

(25 comments)

1.5 Commercial Development

The comments received on where commercial development should occur generally supported consideration of development around the airport. There were mixed views on commercial development around major highways. It was also suggested that there were already commercial pockets in place and they should be built out. Others suggested no further commercial development was needed and that a rural lifestyle should be maintained.

- Have you seen proposal in 2010? Community group brought to the County re: Situation nestled into the airport. It is not agricultural to support anything other than hay. Realtors tell them residential development is done. Would be supportive of some commercial development in those areas.
- If you go to foothills, they point you to Alderside for business development. We have the Springbank airport area. It's all leased land though. Whereas, if they can buy a parcel near the airport, own the property, they can better plan their commercial development, which they are suggesting their lands are well suited for.
- Business Development should be confined to commercial court and airport areas. Stop local "one off" developments such as at end of cul-de-

sac on RR 31 A. Do not allow business development along TCH west of Crestmont / RVC Boundary. There is no need to have gas stations, fast food places along this stretch of highway. It will cause an increase in traffic congestion, crime, light pollution, traffic congestion due to employees travelling back and forth to work, would increase need for police support in areas due to businesses being located at "quick getaway" places along the highway.

- Light Industrial / Commercial Development should be encouraged for future work force. Particularly along major roadway corridors.
- There are already major roadways that will define borders for density development. By opening Harmony, you've forced commercial to happen over there. It's just a natural course to have the commercial development around the highway.
- Commercial court needs to shape itself; it's such a mosh of stuff. Needs to be shaped to be a bit more appealing.
- I fear the new plan will: 2) Try to compete with Calgary and Cochrane for more business and commercial and industrial.

(25 comments)

1.6 Strict Policies

A resounding response was that the existing ASP policies and definitions need to be made clearer, and that more policies were required to protect what is valued. Some felt that developing a new ASP did not matter, since the rules are bent and policies are ignored anyway. A small number commented on expanded notification areas.

- Application process should be very transparent.
- Density is a dirty word for some. Density is defined as units per acre or units per quarter. What is a unit? Monster home vs 1 or 2 bedroom condo? Two very different types of choices and land impacts. Some distinguishing factor is needed as to what is a unit. Need to define unit better in the new ASP.
- All these things seem to be adhoc. There's always petitioning on these things. No process we can hang our hat on. Need further clarity on the process.
- The plan should list the reasons WHY the lands have to remain as agriculture, to ensure it can't be overturned by Council so residents don't have to fight to keep them as planned.
- More rigour on the policy side, rather than the land use planning.
 Planning strategies change and evolve. ASPs date themselves very quickly.
- The County approves who they want when they want. Not applying policy fairly. Not following the ASP.
- I fear the new plan will mainly (be) ignored, like the many ARPs (sic) that have preceded it.
- Bingham went to court because of lack of notification. Something as big as Bingham should have been notified to the whole area due to increase in traffic etc. The notification around Bingham were to unoccupied properties; occupied properties adjacent to those weren't notified.

Everyone thought Bingham was going to be a little local shop, not a big mall.

(23 comments)

1.7 Community

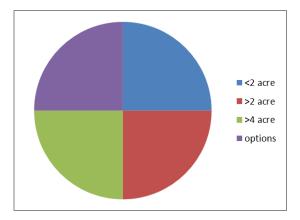
It was evident that Springbank residents feel strongly about the community's history and character. That Springbank is a unique place, the look and feel of which should be protected, but built upon to strengthen the social and economic aspects.

- Always wanted to see a bit of community. A sign as you come over the hill, a sign that says, "Springbank" that introduces the community. Near RR 33. Springbank is really old, has a lot of history, and nobody knows that.
- Concerned about Harmony; losing our identity as Springbank. They will have more population, so people will say "going out to Harmony" not "going out to Springbank". Need to preserve our identity.
- Historical sites in the community that are a disaster. There are areas of historical significance that the community doesn't even know about.
 Maybe the farming community could be compensated for maintaining those areas.
- We don't have anything here. When your kids are in school, you are much more involved in the community. Once you aren't involved with kid activities, there is nothing to do for people to meet other people. A little village/strip to bike to have coffee or something would be nice.
- People are coming off acreages because they aren't feeling a sense of community. Rural lifestyle seems appealing, but it's isolating. We are social animals. Need something to do on Saturdays and Sundays.
- We should be like Bragg Creek. Fit the character of the area, have little shops and restaurants that are western and country.
- Need to focus on tourism. Bed and breakfast. Coffee shops. Give people a reason to come out and enjoy Springbank. Road design to make biking safe.

(20 comments)

1.8 Lot Size

The question of lot size brought about a great divide in the community, as the comments split the opinions evenly. Some saw the value in cluster development, while others wanted to preserve larger acreages. Some felt two acres was the smallest possible lot size, while others thought options should be available.



- Lower Springbank road (infill residential area. Two acre Country Residential). It's a dying market; nobody can afford that. (Residential land inventory build out would take 87 years).
- Half acre lots with a lot more green space in between. More park areas with smaller living areas. Ten acre parcel with five monster homes? Or a few smaller homes with lots of green space.
- Two acre pieces this should be stopped. You can't have any animals on those parcels. Horse manure puts just as much methane into the air as fumes from mowers.
- Should be plans to keep 4 acre parcels, so kids now have that opportunity to buy 4 acres in the future. Why keep thinking about low income housing? They don't want a grocery store on the corner of their 4 acre parcel.
- 2 acre minimum.
- Two acre is there because of servicing constraints. Going to one acre doesn't help.
- Demographics in the area are changing. Empty nesters are moving out and newer families are moving in. Attitudes are changing. The lots are too big for the older generation to maintain. Smaller lots would be more affordable for younger families to come in, brings new life to the community. It's a great place for young families.
- Blended communities are the way to go. Four acre lots are available if you want that lifestyle.

(20 comments)

1.9 Seniors Housing / Lifecycle Planning

The demographics of Springbank are changing. With that, a more diverse range of housing is requested to accommodate new families starting out, and older residents who want to downsize but not leave their community.

- (Community Core) To include seniors' type development
- Retirement living where to put this. Put it beside shopping area? That's a pet peeve in Calgary. It's always on busy roads and busy locations. Something like this needs to be in a residential area where you can open your window at night and hear the quiet, not traffic. Should be incorporated with regular residential. Not talking nursing beds, just older generation that doesn't want land maintenance. Apartment style? Smaller bungalow? Townhouses that look like a large mansion, but are individual units? Keep it a quieter country lifestyle retirement setting. Living in the country, we don't want to retire in the city.
- High density for seniors. It would be nice to have diversity seniors are forced to move to the city. Young families can't afford to move out here. Need a more inclusive concept.
- Might be time to think outside of the box in terms of two acre lot sizes.
 Need to compress that a bit. Cluster development is talked about. Need to address seniors' type facilities, start up type developments, for new families. Fits into the Highway 1 corridor.

• There are no 'starter home scenarios'. There is no retirement plan. Need a more complete lifecycle plan for living.

(20 responses)

1.10 Environment / Conservation Design

The environment and natural features of Springbank were of great importance to some respondents. The desire to protect wildlife, waterways, and open spaces was evident.

- Has there been a connectivity analysis done for Springbank? (Wild life movement) Need to make sure we leave room for nature between developments (Conservation Design?)
- There is ER, and a cutoff corner that is billy goat country. Steep hill in that area, not much you can do there. Leave that whole area as ER. (SW corner of Old Banff coach Rd and 101st)
- Would like to meet again with you and whoever is involved to discuss the removal of the west half of 16 and section 21 from the Central Springbank area structure plan and the inclusion of this land in the environmental sensitivity category in your report.
- The vistas need to be preserved. People come from all over the world to see these vistas; not to see shopping centers and high density living. Keep that feeling of getting out of the city, the "deep breath" and "escape" feeling. Not just for the residents for the tourists that come here for that reason.
- (No development around): the river, ravines and urban waterways.

(17 comments)

1.11 Range Road **33**

In discussing where development should or should not happen, Range Road 33 was mentioned several times, and that commercial development on that route would be preferred.

- RR 33 should be central to the plan.
- (Community Core) Yes! (more commercial along 33?)
- (Focus development on) The corridor along the Highway and RR 33. There are number of obvious reasons for that. This is primarily non-residential use opportunity. Yes to growth, at this intersection, primarily non-residential use.
- RR 33 corridor has evolved over the years and there is very little residential impact. Identify in a planning document "here is where our service corridor is". That way people know when they move out here "here's what's available".
- RR 33 should be renamed school Rd. Changes the feel.

(17 responses)

1.12 ASP Boundaries

Rocky View County asked whether the current ASP boundaries made sense, or whether they should move. Responses in this regard were varied. Overall, it was suggested that the ASP boundaries be used to protect the land and landowner interests, and potentially move further west.

- Feel that if the boundary expands with plans to keep land as is, not slate it for development, it's OK. Use the ASP to protect the land. (Need appropriate policy with appropriate direction). We need to remain rural.
- Preservation of agricultural land being the driving factor in development.
 Is there no ability to say "this is unique land. Can we not develop it how we want?" NSBASP works well. Would hate to see "their" land rolled in with the rest of the area. Their land is unique and needs to stay that way.
- If County says land is not in the ASP, it can't be developed. But you need to meet with the County to discuss the uniqueness of their land, stuck between Harmony and the airport. All development is going to be demand driven, regardless of what the policy reads.
- (existing boundary on the west) should be west of Harmony.
- Does Harmony have ideas on boundary changes etc? (They) should be involved in any meeting about boundary changes on their lands/Harmony lands. If there are proper principles in place, everyone will have options to explore.
- Boundary changes further west?
- What is the city of Calgary's influence how far west are they going to come.
- Unclear where Springbank begins and ends. Where are the boundaries?

(16 responses)

1.13 Rural Living

The residents of Springbank want to ensure Springbank stays a rural community, with some residents wanting some development for conveniences and others wanting no further development. However, all residents appear to have the same overall desire; to keep Springbank a unique, rural place to live.

- (mix of housing choices) Yes! Allow for more density but keep the feel of country residential (higher tax base!).
- Keep the community country-feeling. Allow kids to play on grass, not 10X10 decks looking at their neighbour's house. Don't want a "Calgary" feel.
- Need to have a vision of where we want to get to in 20 years, where we want to be. We don't want to disappear. Need to give Springbank an identity. No identifying features on the highway. Keep plopping subdivisions all over Springbank until it looks like the City. Keep doing it the way we're doing it and it'll just be a mess. Need to find a way to make Springbank distinguishable as a desirable place to live. Maintain the lifestyle.
- Rural living is not for everyone, but there has to be alternatives and options. Put development near the NSBASP area.

• We don't need a grocery store on every corner. We work in the city – we pick things up on the way home. People come out here for the lifestyle.

(12 responses)

1.14 Flood Plan

The proposed Springbank reservoir was of great concern to residents; the general feeling being that the dam would ruin Springbank. Suggestions were made as to where else to site the reservoir.

- Springbank reservoir people will go through Springbank and wonder why there is a dry dam there. Will be a dust bowl, prevailing winds will carry that into Springbank.
- We would rather you not plan for the Springbank dry dam. Would be a terrible outcome for Rocky View. Great outcome for Roxboro though.
- The north area will be looking to get out, and the west area will be looking to go east if the reservoir goes in.
- There is a permanent body of water alternative at Mclean creek. Could be a great recreational and environmental jewel if it's done right.
- Bragg Creek is at a risk with the Springbank Reservoir going through.
 Mclean Creek is a better option. (Otherwise) Calgary will be safe and Bragg Creek will be ruined.

(11 responses)

1.15 West Calgary Ring Road

The completion of the West Calgary Ring Road and the development around it was frequently discussed; the consensus was that this is an area where more commercial and high-density development should occur.

- The ring road is the game changer. Tsuu Tina has Canderelle business park. That will suck a lot of demand out of other areas. Business will group around the Ring Road.
- Sanitary, water, transportation is all by the Ring Road. Intensify there.
- Stoney corridor is a bird in hand opportunity a unique opportunity to develop the way RVC wants to develop, rather than going the way the City wants it. Deliver a range of residential and commercial options in that corridor. There is a limitation to the growth of the west side.

(9 comments)

1.16 Miscellaneous

A variety of other topics, issues and concerns where discussed regarding, Aggregate/Reclaimed sites, Landowner rights, Transitional Design, Light, Water Table, Tourism, Stormwater, Noise, Schools and Topography. A sample of these is provided.

In summary, there are aggregate extraction lands to be considered in the ASP review, whether they are at the end of their lifecycle, or not currently mapped. There is a fear that the ASP will remove rights from landowners in how they want to develop their own land and a desire to ensure this doesn't occur. Suggestions were made to develop the community concentrically; with uses focused around a busy community centre and spreading out from there. Requests were made for

architectural controls, to guide and control the rural look and feel of the community. Concerns regarding light pollution and enforcement of dark sky policies were raised. The high water table and its effect on the development potential of certain areas was raised as an item for consideration in further development. There were mixed feelings on whether Springbank was or should be a tourist destination. Finally, individual comments and concerns were made on stormwater, noise, schools and topography.

- The pit itself is coming to the end of its life. The plant is being contemplated to be rebuilt. There are additional lands owned by Burns in the City, due to annexation lines. If you go out to 50,000 level, it is infill land. Their land is closer to anything in the whole region to downtown. It's brownfield, good for office, retail, recreation, could plan 1,200 acres on the west side of Calgary. We want to spend extra time on this location, as it's in the IDP. With the interchanges etc., it shouldn't be Country residential and should be more intensive. There are sensitivity issues that require buffers etc., but is a huge potential. There is history through the last annexation as the pit was still operating. On Rocky View land, the pit is done. Reclamation has progressively happened overtime, reclaimed back to farm land. Pit is still active on City land section. Still mining there, but 2-5 years left. Plant will be relocated. Haven't planned where plant will be relocated yet. Shouldn't be farm land; it's too close to the city.
- We would also like to have the north half of sections 19 and 20 south of the Bow River included in your aggregate study. We have reports showing over 20 million tons of gravel in this area.

(Aggregate / Reclaimed sites – 8 comments)

- Want to see a plan that supports a landowner's option to develop if they want.
- How will the proposed zoning and development of land directly adjacent to our property impact our business and future expansion plans? Eden Brook cemetery currently has the ability and plans to fully develop our land holding for the intended use of a cemetery. It is essential that Eden Brook's rights to fully develop our land not be curtailed by any proposed development or by any future residents thereof, who may subsequently decide to object to activities that occur at Eden Brook.
- There is a rift between the two groups: used to be called 'subdividers' and 'landowners'. Why should 'landowners' be told what to do with their land by subdividers who can't develop? Last ASP, 56% of landowners wanted their land developed. Why should I offer suggestion on where I think development should happen before I know who wants to develop their land and who doesn't? You need to talk to each landowner to find out what they want to do with their land.

(Landowner Rights – 8 comments)

 Think of building the community like a flower. Dense and clustered in the middle, and spread out less and less from there. If you have nothing but petals, then the community will die. Need services.

- Need a tight core, centralized and moving out from there. Not just developers picking up pieces of land wherever and putting houses up willy nilly.
- Need a build up from ½ acre, to one acre, to two acre. Don't just wedge
 the higher density next to acreages. Need a transition space. Disperse it
 gradually. Don't have to manufacture a large scale environment that way.
 Create smaller nodes.

(Transitional Design -8 comments)

- Not familiar with geo of the hill, but in California, slumping was an issue on similar lands. Is there dip structure? Is it downslope dip? If you build on upslope, there will be slumping and you will lose the value of the area altogether. Cost a billion dollars of damage in similar area in Southern California. (lots of water saturation and septic tanks). "Portuguese bend slumping". By the golf course, this is already happening; their doors aren't closing, their foundations are twisted. Too much land mass movement due to irrigation and ground water surface saturation. This needs to be looked at.
- Issue brought up about a home being built on the water table that they
 had to build up the land, but then couldn't get their DP approved because
 they were too high.

(Water Table – 8 comments)

- Architectural controls will the MD ever take an interest in putting in minimum standards. There is so much crap and it affects the value. Set what types of materials should be used etc.? Groups of homes together, we want it to look spectacular. Nobody wants to move into a house with purple garage doors etc. Need to set limitations so that communities look inviting and buyable.
- Look at ideas from Norway. Old barn that is maintained with heritage look and feel, but has industrial uses inside. Maintains look at feel of community while providing amenities and conveniences.
- In 40 years, we want this community to still look beautiful. Need more control on many of those issues. Lots of time to improve and make changes.

(Design Guidelines – 6 comments)

- County Plan 7.29 maintain dark skies. Maximum 2700 Kelvin temperature should be mandatory max in Springbank. Prevents light scatter, promotes better sleep. Enforce the "Full Cut-Off Downcast Lighting' rules to prevent local glare, reduce regional light pollution and to promote both a safer and healthier night environment."
- The low light rule (dark sky lighting). Newer homes have the post-top lights, which are really bright. They are shining straight up. They put their lights on at night, and it illuminates the whole neighbourhood. Lumens should be limited. (It's in the policy that it should be dark sky, maybe tighten up the policies.) All lights should be shielded downwards.

(Light – 6 comments)

- If you bring services into the Bingham area, you leverage current and future interests with everyone travelling to Banff, etc.; they would stop in Springbank, and promote financial growth. There is nowhere else in the province you can be minutes out of the urban core, in the country, and on the way to a major tourist destination on a major highway. There are too many constrains on the east side of the boundary. Go big. There are talks about the Olympics. Think about cultural, recreational opportunities that complement COP etc. Tate study (County Commercial and Retail Demand Analysis) ignored the 1.4 million people to the east or the rest of the county that travels through.
- Don't think Springbank corridor is really a tourism destination. The Highway 8 to Bragg Creek area is more of a tourism destination.

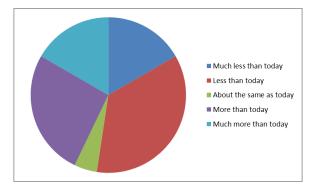
(Tourism – 3 comments)

- Calaway is concerned about stormwater if development happens at the north end.
- Road noise he's quite far away from the highway and can still hear cars driving by. Used to be able to hear a pin drop, and was dark. Now it's loud and bright.
- Highschool might be trying to be built on 75 acres to the north.
- Flatter area can't do anything with it until the City determines what they are doing.

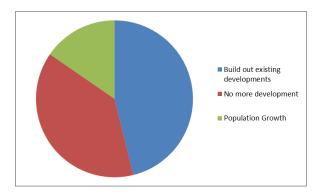
(Stormwater, Noise, Schools, Topography – 5 comments)

2. MANAGING GROWTH, BUSINESS, AND JOBS

At the open house, Rocky View County staff specifically asked, "Over the next 10-15 years, how much should Springbank's business areas grow?" Forty-two (42) respondents indicated their opinion on a line graph, indicating a mixed result, with the most prominent answer being "less than today".



Twenty-eight (28) comments were made on this panel. The comments reflect the numbers shown in the chart above; Springbank residents feel there should be less development considered, and that existing developments should be built out.



The comments from the boards were compiled with the comments from the coffee chats; these comments were sorted into several subcategories, which are summarized in the following sub-sections.

2.1 Build-out Existing Projects / Infill

The most frequently noted concern was with existing projects, both commercial and residential, that aren't built out yet. It is felt that there are enough approved developments already and that further approvals should not be granted until these existing developments are completed.

- All communities should be sold and developed and built before more land be subdivided - it looks like the County is just after the old mighty dollar!!!
- These approved areas should be built out BEFORE any new proposed growth areas are considered.
- Residential growth in future needs to recognize that there is already a lot of approved BUT not yet built residential development. These areas should be built out as planned before additional growth is approved.
- Empty lots that haven't sold, development plans all over the place. Harmony won't get developed for 15 years. Aventerra only has 8 homes out of 60. We don't need growth for another 10 years. If they want to live here, there are lots of places to choose from. No stopping people from selling their land to a developer, but developer has to realize it doesn't need to be developed right away. There is 100 years' worth of approved lots right now. Why do more? Schools are full. School board hasn't come to the table with funding for more schools. Where are all the kids going to go to school?
- Two big developments Harmony and Bingham until we see how they
 come about, we shouldn't build anymore. Let's see how these play out
 before more development happens. Don't approve another development.
 Take into consideration the economy people are losing money.
 Construction for oilfields has seized. All developments should follow suit.
- Commercial court lots of sites available still. Bingham court has lots of commercial space, that isn't developed. City has commercial development all along highway 1. Why come to Springbank for more commercial development?
- Depends on what happens with Bingham Crossing and Commercial Court.
- Bingham Xsing (sp) will provide needed local services for the area

- Get Bingham going. Quit Stalling. [Comment from another: or stop it altogether?]
- I hope the new plan will consider that Harmony and Bingham will provide ALL the comm/business we need. I hope the overland drainage plan/master plan is adhered to!
- We DO NOT need more commercial Bingham Commercial court and Harmony all with plenty of room for future.
- There is more than enough business opportunities ALREADY with commercial court, Harmony and Bingham Crossing. WAIT TIL THEY BUILD!
- Let's just stop for a while and see what happens with Harmony going through.

(Build out / Infill – 48 comments)

2.2 Density

The community was divided on the question of density. A good portion of Springbank wants to see less growth in density, feeling Springbank is already over populated. However, a larger number of responses suggested that density growth in specific areas would be supported, and that cluster development; more dwelling units on less space to preserve open green spaces; would be a supported initiative. This is supportive of the indications in previous sections, which suggest that the demographics are changing, the services available no longer fit the increased population, and there is a need for a variety of lifecycle/lifestyle choices.

- Growth much smaller than today we have about 100 years of approved housing in Springbank already!
- ENOUGH GROWTH ALREADY. Surely 2,500 homes in Harmony should meet the demand for a decade of so!! Only the developers want more growth, not the residents.
- Enough growth already. Springbank is already becoming overcrowded. No more developments please!
- We love the big sky, vistas, open space. But west side of 101, pockets of higher density would work. There's nothing else that should be higher density – need to maintain two acre and up parcels throughout the rest.
- More density should be around Springbank road, Instead of trying to push development up north where there isn't a logical place to tie in.
- If you put higher density in the middle of the two to four acre parcels, it will be a mess. Put the higher density on the corridors. You will have backlash if you stick a high density pocket in the north section.
- Actually, there are residents who support growth and development. I support higher residential density with lots of greenspace.
- A four or five unit condo unit takes up the same space and impact as a 10,000 sq. ft. house on the same size parcel of land. Impact on traffic, water etc. is equivalent.
- Stoney Trail Burnco pit. IDP identified "key focus area"- what could it be – Burnco has promised them, as neighbors, that they will start on the west side adjacent to Artists View with as low as possible residential density. They are fine with that.

(Density – 25 comments)

2.3 General Comments Regarding Managing Growth

The comments on managing growth that didn't fit into a specific subcategory were analyzed together. They comprise a number of suggestions and opinions on how growth should be managed.

Generally, it is suggested that a vision is needed, and education on how that vision will benefit the community and the County. Additionally, a mixed use development, and consideration of the proximity of The City of Calgary, was suggested.

- No longer term development when you look at the bits and pieces of communities it does not reflect a vision.
- Justify why development should happen, period. Growth needs to happen where the infrastructure can support it and market forces it. In the midst of highway commercial development and transportation infrastructure. What can it offer the region's benefit.
- Well planned mixed use, work live etc.
- Residential is a bit of a burden on the taxes. Looking for other ways to pay for infrastructure. Some other developments would remove that burden. Keeps residential tax from going up.
- Low impact commercial development, no factories or sewage plant. Work complex/ office complex, small business; with the mall going in, there will be restaurants etc. Don't think you'll see line ups of Springbank residents lining up to get into a 7-11. It'll be school and mall traffic populating that use.
- With improvements to Transcanada Hwy to COP and the ring road, this
 sets up as an alternative downtown/employment area. There is a
 demand for office space on the west side of the city. Gateway to the City.
 Limited opportunities to plan something like this.

(General – 15 comments)

2.4 Agriculture

A number of people mentioned the desire for a local farmers' market, to support local food production and consumption.

- Previous engagement showed that a farmer's market was desired in this community.
- We are interested in local food. There are green houses on these properties. We don't need grocery stores. We want local food production.
- AGRICULTURE BUSINESS

(Agriculture – 10 comments)

2.5 Conveniences

Together with the above mentioned desire to support local food production, comments suggested that a few small shops and grocery stores would benefit the community.

 (Highway node – if they meet lighting and style of development, can you see a range of options?) Yes, no large hotels, but maybe a small hotel.
 Maybe a small restaurant, as there is no place to stop and eat. Something more upscale.

- If I'm cooking and run out of tomatoes, I have to run 15 minutes into the city to go buy them. Should be something in town to get groceries and amenities. Would be nice to go out and get a coffee at a coffee shop.
- An all season outdoor market would be appealing to people. Like Bearspaw outdoor market. It is packed every weekend. Would be more of a sense of community. No big box stores. Tap into artisans etc.

(Conveniences – 9 comments)

2.6 Schools

With a growing population, the education of a growing number of children in the community needs to be considered.

- Schools learn the lessons that Calgary has gone through. There aren't enough schools. They need to be planned before the kids come in. Schools won't be built until all the houses are full. Example of kids going to class in classes of 48 kids, going to class in rooms without windows. 1000 kids in a school designed for 400.
- Is the real issue with the capital? The houses have to be built and taxes paid before the schools have funding. (Land for school is acquired through subdivision. Schools built through provincial funding). Put a caveat in that a school is built before the stress on volumes occurs. You already know how much development is planned, put a requirement that a school is set up before the need becomes urgent.

(Schools – 5 comments)

2.7 Miscellaneous

A few other comments were made under the topic of managing growth; these were again regarding Calgary, Tourism and Water.

- Rocky View does not have the infrastructure for the level of growth they
 are proposing (both residential and commercial). I would rather be
 annexed by Calgary at least we would see park space, walking paths, full
 service utilities (water, sewage, garbage) than Rocky View can provide.
 (28 year resident)
- No growth is needed at all right now. Not in undeveloped areas. Not in new areas. Some of the new undeveloped areas have a few houses and they all have water table issues.
- General needs didn't take into consideration the needs of the specific area (referencing Tate report). What they see that the study missed is the super-regional potential of this corridor because it is on Hwy 1. This leverages the tourism of western Canada. Currently can stop in Morley, or there is Esso on 22. Neither convenient. Or past COP. This corridor desperately needs more services. This isn't just for Springbank, it's for everyone passing through.

(Calgary, Water and Tourism – 3 comments)

3. SERVICING

The County specifically asked about servicing in the open house sessions to determine what the priorities, constraints and opportunities were viewed to be. The answers varied, but the overall concern appeared to question the costs of water servicing should more development occur.

These answers and the comments from the coffee chats were compiled. Water was the top concern, whether it was potable water, waste water, stormwater, or the combination of all three. The analysis is detailed in the following subsections.

3.1 Water

A number of comments were made to suggest that the current water servicing is unacceptable, and that further development can't occur until this is rectified. An equal number of comments made suggestions on how this can potentially be rectified. Finally, a number of comments were made regarding costs of servicing, and concern was raised regarding water quality down slope from higher density development.

- Water servicing in the area is dated.
- This whole thing is going to be predicated by water and wastewater development. Gov't put a freeze on the number of water licenses. Calgary has allocation for three million people out of the Bow. RVC can't even get a license for this water. Why is it that electricity and natural gas are easy to get, but new water licenses are impossible to get?
- If MD came to Calaway with water licenses, they'd have no trouble tying them on. Large room for growth potential.
- Harmony their system can handle half of what happens out there don't need city water.
- Leave the co-ops alone. They are money pits.
- Our existing water co-op (Westridge Water) is MUCH more economical than City rates for water. Wouldn't want to see rates escalate due to development.
- Is there any provision in existing Alberta Environment policy or regulations to consider the converse situation, where there are existing, approved water supply wells? Should restrictions be in effect that control or refuse future upslope development, or development in proximity to such slopes, with related installation of septic tanks, or wastewater/sewage distribution piping to a treatment facility, and an related storage facility for untreated sewage or wastewater, in proximity to such slopes where preexisting water supply wells are located down gradient? Suggest this is included in any updates to existing area structure plans.
- There is ample evidence of fractures in surface exposed sandstone on the south slopes to the Bow River Valley. Factures are also evident from borehole images taken in observation wells drilled in the area of the water supply wells. The existence of these fractures would promote introduction of any pollutants from up gradient surface or subsurface sources into the existing aquifer that supplies the water for homes in the area.

(Water – 36 comments)

3.2 General Comments, All Servicing Concerns

The consensus shows residents agree that there should be no further development if there isn't servicing in place, that water, waste water, stormwater, transportation, emergency services all need to be determined.

- Where there isn't infrastructure, there shouldn't be growth.
- Water and wastewater are the major challenges or considerations. Other matters are perhaps easier to resolve or mitigate, but this solution is necessary for development.
- Water and waste water is a big issue- have we don't any impact studies on ground water on having that lake on the west side if it happens? Has the government flogged the idea as to whether the lake could be a source of water?
- Water (potable) wastewater solutions what are they? Overland drainage and high water table should determine what and how much is built at all.
- (Phasing of development?) Not convinced that's the way to go.
 Depends on servicing. If the servicing is there, why not develop it.
- Servicing is the key to where the focus areas should be. Commercial and business areas must be focused in the areas where servicing is available and feasible.

(General Servicing – 29 comments)

3.3 Wastewater

The disposal of sewage was of huge concern. More wastewater treatments plants, and less spray irrigation were suggested. Suggestions were made regarding where treatment opportunities may be. Again, it was suggested that no further development should occur until the issue of wastewater management was solved.

- No more development until sewage and wastewater is removed from area
 no more spray irrigation of treated water
- Water mgmt @ Bingham especially at the waste water disposal stage. ?
 Spraying grey water year round downslope ->sounds like a recipe for disaster, especially for wells/residents located down dip!
- Watermark put in their own plant. Maybe that is what is needed.
- Residential the issue for further development isn't road access or electricity or water. Its disposal of waste water. Restrictions: you are only allowed a certain number of septic tanks and fields in a geographic area. We are maxed out with existing development. Further development can only occur if a centralized waste water system is developed BY THE COUNTY. It can't be downloaded onto the developers any more.
- There is a waste water line running north of the Springbank airport from Cochrane. Cochrane was planning to put in a sewage plant because Calgary wouldn't take their wastewater. The wastewater line was built and Calgary is taking the wastewater. But Calgary won't allow anyone to tie in to the line. Provincially, it should be mandated to coordinate between municipalities.

(Wastewater – 14 comments)

3.4 Miscellaneous

A few comments were made regarding proximity to The City of Calgary, as well as the lack of Emergency Services, Enforcement Services, Social Services and internet capability.

- North of Highway 1 having comprehensive servicing plan in place will allow for development without input from the City.
- Emergency services we have no mutual aid with Calgary or auto first response. The closest emergency personnel needs to respond to emergencies. Doesn't matter what it says on the side of the truck. we're waiting 20 minutes for fire services from Balzac, rather than 7 minutes from Calgary. Don't worry about which municipality they are supposed to serve. The closest service should be there first.
- Dump trucks dumping on their farm. No enforcement.
- Social services are inadequate. We should be piggybacking on the city for those services. Would rather see development in this type of area (Health and wellness), rather than rec centers.
- Telecom providers need to improve services and connectivity. Need options other than Telus!

(Calgary, Emergency, Enforcement, Social, and Internet – 9 comments)

3.5 Opportunities

A number of opportunities and potential solutions to solving the servicing issues in Springbank were raised by a number of landowners and developers. These were all requested to be redacted to protect proprietary information. It is important to note, for the purposes of this report, that there are solutions for the Planning department to consider. The potential solutions provided will be examined in the next stage of the project when the County undertakes potable and waste water servicing studies.

4. TRANSPORTATION

The open house comments conveyed the message that there are a number of roads that need to be updated, and that developers should be paying more levies to get these roads updated and in place before more development occurs.

These comments were compiled with the coffee chat data, and are summarized in the following subsections.

4.1 General Transportation Comments

A number of improvements were suggested regarding how the road network could be designed, including use of diamonds instead of flyovers, and roundabouts instead of lights. We heard that infrastructure needs to be built up and upgrades done before new development occurs. We heard the desire for cycle lanes and less traffic around schools. Finally, we heard about the desire for an LRT connection.

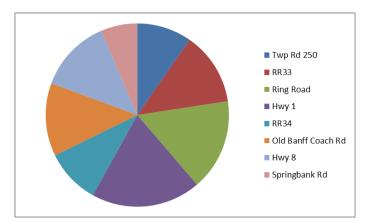
- Don't put stop lights in. Put in roundabouts. Otherwise there will be major backups.
- Overpass they've heard the two lane bridge will be expanded to three lanes without changing the bridge. This can't happen.

- Transportation corridor twinning is required.
- Change the flyover to a diamond. Could alleviate some of the concerns.
- Establish parallel corridors. 245 is a major east west corridor.
- Transportation upgrades done BEFORE full buildout of these developments
- If there is a corridor in Springbank that makes sense, then get it fixed. Then you know you won't have to expropriate things in the future. Then you are not disturbing property to do maintenance.
- Lower Springbank Rd dedicated cyclist lane. It gets quite dangerous in spring/summer/fall when lots of cyclists are on the road. They need their own land to use.
- Big development near schools is not a good idea. With the kids driving at the high school, there would be way too much traffic on Hwy 33. Would be afraid of kids crossing the street and the intersection if there was a school on one side and commercial on the other.
- The LRT is being brought up to the boundary. Bow Trail is being brought up to the boundary. If we don't plan it now, it's going to be annexed.
- We would like to see a light rapid transit route or bus stop located near to the entrance of Eden Brook Funeral Home & Cemetery.

(General Comments – 33 comments)

4.2 Road-Specific Suggestions

Highway 1 and the Ring Road were the most prominently mentioned roadways; that how they develop in the future will change how development in Springbank occurs. Range Road 33, again, was frequently mentioned concerning its safety and importance in the community. The discontinuation of Old Banff Coach Road was supported. Twinning of Highway 8 was stressed. Suggestions were made to improve Township Road 250 and ignore Range Road 34. Finally, Springbank Road improvements were requested.



- TransCanada if there is an accident, it becomes a nightmare. Backups are insane.
- City has avoided IDPs in Springbank area because of fragmentation. City has on their website the Transcanada core study. Six applications they

want to put on Stoney Trail and Highway 1. City views this as a major hub. City is building underpasses and overpasses. He wants to be part of this. Backside is part of ER. He wants to connect with Trinity. Loves his property but if he leaves it he's going to get hit by a car. It would be a shame not to link into city development.

- Property connecting to Calgary's ring road will be very important to increase proper connectivity.
- We don't know anything about how the Ring Road will affect Springbank. How are people going to access it, what happens to the bike riders?
- Safety at Springbank Rd and RR 33. Stop sign difficult to see.
- School Rd (RR 33) please change the name to School road. All three schools are there. If it is named correctly, people will think of it differently. This is our community center, all along this road, for about a mile from N to S end (highway to Springbank Rd).
- Interchange study looks at discontinuing Old Banff Coach Road. Would be in support of that.
- RR 35 western edge of the airport: 35 going to be an overpass on #1?
 Why? It's the entrance to the airport. And there's an underpass at 40. We
 have impact from Old Banff Coach Road west. Need to consider
 annexation from the city. Qualico doing lots of development but are
 stopped by Old Banff Coach Rd. Either side of that corridor are noman's land.
- Lower Springbank road up to Hwy 8 (primary intersections will be clear once Stoney trail is complete.) Don't close off that road and force everyone down – there will be bottlenecks. Still need access out to Hwy 8.
- If you think of transportation and the combination of Stoney, Hwy 8 and Glenmore, there will be some development on Lower Springbank Rd. Trucks don't like to go uphill.
- Highway 8 is still not twinned, which it really should be with all that development.
- Growth should be focused along #8 highway corridor all the way to Bragg Creek. But before we get there – what is happening on #8 highway? It's supposed to be twinned. None of the ASP area is feasible without twinning the highway.
- TWP Rd 250 full shoulder needed to accommodate traffic and recreational users
- Harmony RR 34? (plans to approve it through Harmony, maybe a flyover). People don't travel west to go east. They are going to come off 33 to come west. Nobody is going to go to 34 to come back to the west side. Transportation told them there has to be a 2 mile back up before they can put in a flyover.
- Overpass on RR 34? What on earth for? There's an underpass at RR 40.

(Road-specific – 31 comments)

4.3 Transportation Off-site Levy & Developer Paid Upgrades

It was prominently suggested that the Transportation Offsite Levy (TOL) was unfairly applied and should be re-evaluated; that it makes small developments unfeasible. It was also mentioned that fees from developers, not taxes from residents, should be paying for upgrades to the roads.

- The infrastructure money paid into the TOL should be re-assessed. If you are going to be putting a lot more traffic on the roads per acre, you should pay more. The current system favours big developers and penalizes anyone selling off a small piece of their land.
- Don't like transportation levy amount. I feel it is punitive to the smaller landowners and there are a lot of them in this ASP. Smaller acreages are the backbone of Springbank support us.
- Transportation upgrades MUST be paid for by developers, NOT by local residents – e.g. Road and interchanges and bridge expansions required by traffic to Harmony and Bingham Crossing.
- Residents should NOT be footing the transportation bill (via taxes) for new development or infill.

(TOL and Developer Paid Upgrades – 10 comments)

4.4 Bingham Crossing and Harmony

These two developments brought about a number of transportation concerns. The concern with the flow of traffic from Harmony to Cochrane suggested upgrades to Highway 22 and Range Road 34. Interchange upgrades were suggested due to the potential of Bingham Crossing becoming a commercial corridor.

- A lot of concerns about traffic coming from Harmony already. Before more development happens, the traffic from Harmony needs to dealt with. Pinch point is by the old church. The roads need to be planned accordingly for more development.
- Township Rd 242(?) west to 22 from Harmony. Concerned with that road

 intersection is deadly. Harmony residents are going to go to Cochrane.
 People coming over hill don't know there is an intersection there until it's
 too late. If Harmony grows the way they say it will, this intersection will be
 very important.
- Fast Track Bingham Crossing!! Need Road improvements ASAP due to growing traffic and safety issues.
- Regional transportation study; calls for Twp Rd 250 to be four lanes and RR 33 to be six lanes. Then tying into another study that culminated with a RR 33 interchange. Seems to gravitate to Bingham Crossing being a commercial corridor.

(Bingham Crossing and Harmony – 10 comments)

4.5 Miscellaneous

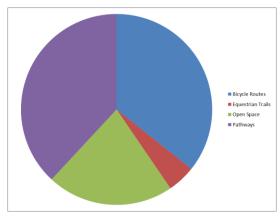
Some comments were made regarding a potential increase in traffic due to airport development, and that signage is required to identify the roads as country use.

- Airport is going to continue to expand. But the residents and development in the area have to reflect that fact. What if they build a terminal? Traffic will jump up.
- Country roads need signage that identifies that you are driving into a community with bikes and tractors.

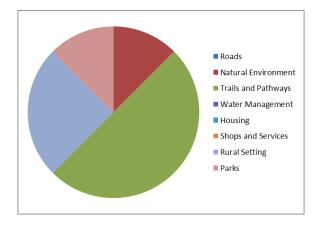
(Airport and Community – 2 comments)

5. PATHWAYS AND OPEN SPACE

At the open house, residents were asked what the County's priorities should be in the next 10-15 years. The residents of Springbank clearly identified the desire for pathways and bike trails, followed by open green spaces.



The County also asked, "How can we make Springbank better?" The answers from this question suggest that trails and pathways, especially when combined with parks and the natural environment, were the number one priority.



The comments from the open house and the discussions from the coffee chat sessions were compiled and analyzed in the following subsections.

5.1 General Comments, Pathways and Open Space

The comments describe Springbank as an active community, and the desire for safer biking and walking was shared by many. Maintaining open green spaces and a rural, park-like feel was also strongly suggested.

- Bike paths we have a LOT of bike riders through here. They come down Springbank road to Hwy 8 etc. Bike riders have been clipped by cars and killed. We need a better pathway on the side of roads to keep them safe and separated from cars.
- Lower Springbank road is used as a bike path, which is so dangerous.
 Bikes driving side by side on that road, crazy. Can't look out the window without seeing a couple of bikes. Who knew it would be so heavily used for that, but it maybe should have been planned for that.
- We want a concept of mixed open area. There are wildlife corridors that have to be respected and maintained. If we keep breaking up the corridors, we won't have those animals. Animals need connectivity too.
- Once you figure out where the undevelopable land is located, where nothing could possibly occur, you should make those parklands or greenspaces. Plan that in the plan
- Have to think of the future have to have the corridors there, even if you
 don't use them for 20 years. Have to build around them. We would have
 to work with RVC roads to put in roadways, talk to landowners to get
 access to their lands. It can be done, it's been done in Bragg Creek.
- People in Springbank should have access to the north side of the river.
- If pathways are going to be the back of everyone's property, there needs to be security for the residents. Clearer demarcation or security / fences. "Ride the path and get out of my yard".

(Pathways and Open Space – General – 48 comments)

5.2 Connectivity

Connectivity in the community by way of these pathways and open spaces were also heavily requested. It was felt that the nodes of development dispersed throughout the community were disconnected from each other.

- Connect open spaces and neighbourhoods with pathways. Set aside some open spaces on the bluffs so that people can enjoy the views - ALL PEOPLE!!
- Never connected developments so residents could go from one community to another. Amazing that communities still are developed without connectivity. Need more of a regional look at the area.
- Parks and linkages linkages are important, but open natural spaces are important. Pocket parks are walkable are better than big soccer fields. Places of discovery. Walkability. Bikeability. Meld the density and the greenspace together.
- Access points to tie into future developments needs to be considered.
 Pathways that pre-plan to connect to other future pathways.

(Connectivity – 16 comments)

5.3 Miscellaneous

Some suggestions were made on using agricultural land for pathways that link to green spaces. Other suggestions were made to use required Municipal Reserve land as a trail system. Requests were made to not only have walking and biking paths, but to have equestrian trails as well. With having all of these pathways,

servicing of and enforcement on the pathways was recommended. A potential levy for this cost was suggested. An idea was proposed to build a trail around the proposed Springbank Dam to better use the open space and promote tourism.

- Meandering roads and trails will be difficult. We're set up in a grid. A
 little more could be done with trails though. Farming community a trail
 could go across a field. If we can find a reason for farmers to stay in the
 community, pay them some cash to have a trail going across their land.
 May compensate for the difficulties in farming now in the area.
- If there has to be 10% MR land, why not make it a trail. Make the trails a contribution to the community. Don't want to reinvent the wheel every time a new developer comes to the table
- Need more equestrian trails there are none. When taking MR or ER, take it through the development and come up with a trail development.
 It's tragic that we've lost that legacy on the west side. People ride a lot of horses out here and it's getting impractical.
- Regarding pathways security is a concern there are more break-ins but not a higher police presence. Adequate parking and staging areas must be considered plus the addition of garbage receptacles and toilets!! Land area less than 80 acres should not be required to provide pathways upon subdivision. Existing road allowances currently not in use should be maintained for pathway use and not be amalgamated with neighbouring property. All pathways have to be cost/benefitted, including the maintenance plan and by whom.
- If pathways are going to be the back of everyone's property, there needs to be security for the residents. Clearer demarcation or security / fences. "Ride the path and get out of my vard".
- Suggesting PAID bikebath on the cyclist drive to be built with the levy they occur.
- Flood mitigation. Needs to be incorporated into vision as well, as in using as a natural reserve, and pathway around that. Want to work with the County that builds the green belt design around the bigger plans that are on the horizon. Opportunities for tourism as well.

(Agriculture, Rural Living, Servicing, Enforcement, Levies for Cyclists, Tourism – 15 comments)

6. AGRICULTURE

Preserving farmland and including the agricultural community in development plans was strongly suggested. The community feels this culture should be respected and maintained, and that urban development is pushing this lifestyle out of the community. Questions were raised about what to do with farm land that is surrounded by commercial development. Finally, it was also felt that the policies applied to farms aren't fair and should be reviewed.

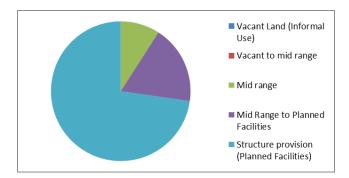
• The existing farmers and ranchers need to be listened to. Have a meeting with just the ranchers and farmers. 90 year residents are being dictated to by newer residents. Take what would work in their best interests and base a plan on that. It's like the South of Canada telling people in Yukon how to develop (editor: comment provided from non-farming resident).

- Ring Road is coming in. City is developing their side of the Ring Road as industrial commercial. Farmer on west side of Ring Road has land worth way less. What is a 70 year old farmer to do with that land now?
- Has been through being a small farm surrounded by commercial development. Ended up being a good thing for their family. But would be sad to see good agricultural land being used by bad development. How do we preserve agricultural reserves?
- For someone who has farmed the area for ages; when nobody is able to take over the farming when they aren't able to farm anymore, something needs to happen to that land.
- It's no longer feasible to profitably farm in the Springbank area due to the small land base. Such land could be put to more valuable use by the community. In the case of the land adjacent to the Springbank airport and Springbank road, the best use is commercial or industrial.
- Affordable housing food and agriculture. What about affordable land for people
 who want horses and acreages, and who want to grow food and live rurally?
 Why do we always focus on affordable housing? Need to keep agricultural
 lands available and affordable for those who want that lifestyle.
- There should be programs that encourage farmers to stay. Shelter belts.
 Environmental areas. Road plowing maybe the farmers could be compensated for plowing county roads.
- Informally do weddings on their land. Can't have a garden center, but can have a tree farm. What's the difference?
- What if a farmer wanted to do tire work for the community? Why does this have to be a business use and farmer having to pay business tax. Need to allow farmers to have other options on their land other than farming. What if farmer is a good mechanic and wants to do that for people on his land?
- Setbacks for barns are bigger than setbacks for residences.
- Construction of roads seeder was hard to get into town because of the way the roads are constructed. Try to move equipment early when there's less traffic, but the roads aren't designed for farm implement movement.

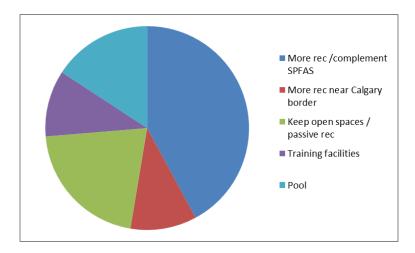
(Agriculture – 28 comments)

7. RECREATION

At the open house, the County asked, "Over the next 10-15 years, what are our recreation priorities?" The results suggested that structured provision of planned facilities should be a priority.



The responses from the open house were compiled with the comments from the coffee chats. Overall, it was felt that more recreational opportunities were required in the community, and that they should complement and/or be in the vicinity of Springbank Park for All Seasons (SPFAS). The location of SPFAS is central to the community, but it was suggested that more amenities were required; such as facilities for high school sports and tournaments, as well as a swimming pool. However, others felt that green space and passive recreation should be developed, and that the community can't sustain SPFAS as it is.



- New recreation should be within range of SPFAS for operational purposes and centrality to the schools i.e. central Springbank.
- Rec hubs think beyond rec facilities. Access, tournaments etc. need many path facilities; what are the other range of amenities? Need places to eat etc. Need a commercial hub with it. Don't orphan a facility on its own as additional uses need to be paired with it.
- Need something to build the community. All we have is the two rinks. Would sure be nice to go for coffee at a local shop or something.
- Community collaborative: Highschools with gyms they don't want to travel for games etc.
- SBPFAS is the only community facility. It tries to keep going, but there are not a lot of people out here using it. Need to focus on passive recreation, rather than centers. Would be better tax value. We don't have the people to support another rec center. There is only a certain amount we can sustain.
- Most farmers don't need rec services. There are plenty of adequate rec facilities already.
- From a recreation point of view we need an indoor swimming pool. Maybe an outdoor. Kids have to go guite a distance for swimming lessons; it's a life skill.

(Recreation – 19 comments)

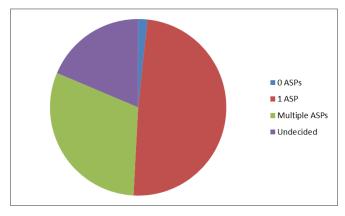
WHAT WE HEARD - PART 2

This portion of the report summarizes the feedback received from the coffee chat sessions and open house board responses regarding how the plan should be structured to better reflect the vision of Springbank.

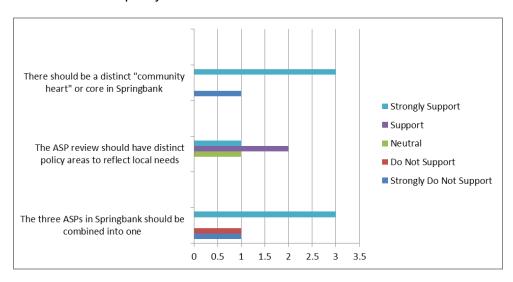
In keeping with the community's desire to see all the raw, unedited data, the verbatim comments can be viewed in Appendix C, with the exception of confidential and personal information. The collated data, upon which this report is written, is provided in Appendix D. The comments herein are, as well, raw and unedited, but are grouped by theme for ease of analyzation.

8. NUMBER OF AREA STRUCTURE PLANS

Rocky View County wanted to know whether Springbank thought all three ASPs should be kept, or whether they should be combined into one overall ASP. The responses suggest that one ASP for the whole community would be supported as long as there were defined policy areas to segregate areas where required.



When the County asked about land use at the Open House, three questions were posed. The answers further suggested that the ASPs should be combined, and that there should be distinct policy areas within.



Rocky View County Springbank Area Structure Plan

However, others felt the areas were too different, that the North Springbank ASP needs to stay as is to protect that area from the airport, and that having one ASP would cause more conflict with more voices involved in processes. Some others were undecided, questioning which option would be of benefit to the community. And still others questioned the benefit to having an ASP at all.

- Come up with one overall encompassing plan that relates to the variety of plans you currently have in place. With so many plans it is confusing!!!
- If you put in boundaries within one plan, it's the same as having three separate plans, as you still have to consult those other plans. So, makes sense to have one plan.
- Why you wouldn't do them together? Responsible development. Need to make a legacy plan. Look at it all. Otherwise you'll have one thing impacting another. Draw a line around it all and say "this is the overall vision".
- Policy areas can protect specific interests within a singular plan.
- One community one plan.
- The concept of a green belt means that it should be integrated. As long as it's recognized that there are specific changes or requirements for certain pieces of land, then there is no reason it couldn't be combined.
- Keep the ASP together, but look at what's unique about the lands and how can they be put together. Consider catchment areas, which way the drainage goes. Would like to see policy areas within that talk about the uniqueness.

(One ASP – 29 comments)

- We don't want to support a single structure plan. Boundaries can be changed.
- The NSBASP was put in place because of the airport, it specifically related to that area. Other than tweeking it a bit, I don't see how amalgamating all the ASPs does anyone any service. These people have completely different interests. I don't see what would drive changing the boundary, other than changing the lands on the corridor a bit.
- Don't amalgamate plans they don't want to lose their voice. They don't want landowners with \$3M properties having a bigger say then they do on their smaller properties. Need to recognize that the areas are completely different. The needs to upgrade roads are unique per area.
- ASPs should be split to allow more flexibility.
- Do ONE plan for the whole ASP area and someone will get more vocal. If more people are involved in the ASP area, they'll be more involved in stopping things that happen on other people's lands. People will be more vocal on what's happening on someone's land farther away from their own land.

(Multiple ASPs – 18 comments)

- Do the people in the north feel they have different needs/wants than the people in the south? Are the people in the north fearful of what might happen if the ASP is amalgamated into one? There would need to be very distinct policy between the two. If they feel very different, then would two ASPs be needed to accommodate those feelings? More opportunity for conservation design in the south? If there is one ASP, make sure you treat the areas very differently. Larger Country Residential in the north?
- All contiguous lands under one policy framework in the North? Or, split it, but keep NSBASP separate from the rest. Would be better to have them dealt with a

- unit, rather than fragmented. But if County says no development near the airport, is it better to keep it separate?
- Doesn't matter either way, as long as there is very specific policy. Someone in the south driving the policy for someone in the NSBASP area would be detrimental and vice versa.
- There are pros and cons both ways.

(Undecided – 11 comments)

- Distinction is fine, but the border should be lower. (Don't include land in the plan that you don't want developed. If you are in an ASP, you will get to develop, that's the purpose of an ASP). Plan that this area is Agriculture and that it remains that way. Uncontrolled group making decisions. If we took out certain areas on the map, they could be under the County Plan, not the ASP, and a developer can come in and do what they want. They want to trust that the ASP is a guideline for Council to follow, and that if the ASP gives information on community wishes, that Council will follow it. Harmony was thrust upon them. Harmony wasn't part of the ASP and here it is.
- If you are going to do another ASP, put better thought into it. Why bother, when the developer gets whatever they want, regardless of what the ASP reads?
- Don't want ASPs at all. Protects acreage owners, not farmers.
- Last ASP divided the community between tolerables and intolerables. If I was a tolerable, I wouldn't want my land protected against development if I want the option to develop. What has the County done to deal with the tolerables and the intolerables in terms of designation and land development desire?
- Moddle why is it there? That's an easy one, roll it in somewhere.

(General – 12 comments)

9. ENGAGEMENT STRATEGIES

The comments suggest that the coffee chat format was well received. The ability to openly and freely discuss concerns was appreciated. They would like to be engaged in this format again. Open houses, on the other hand, were not well regarded; the feeling was that they go off-track too quickly or that only the loudest voices are heard. Also, it was important to everyone to see the raw data; the community wants to know what the rest of the community is thinking. Finally, a number of landowners wanted to be considered stakeholders in this process; some of whom wanted their comments confidential, some of whom didn't. To be fair to both sides, these comments are not analyzed in this report, but will be considered in by the Planners in the planning process.

- Coffee chat was great. Bigger groups, you don't hear from most people.
- These forums are great. Allow a much better dialogue. Great engagement with broader development perspective. These chats allow everyone to have a say, rather than only the vocal groups showing up to the open houses, and only hearing one side.
- Open houses with a different name, e.: "Community conversations". Open houses have a negative connotation.
- This is a far better way to go about it than public open houses. They create chaos, or a lot of people are uncomfortable speaking in large groups.

Rocky View County Springbank Area Structure Plan

- A second microphone on the floor if you have a question, stand up, get in the queue, state your name, state your question, voice concerns. That way it's not at the expense of other people who want to speak.
- Do we get to see the raw data? Combined data is good for RVC planning, but community groups need to hear the community's voices. We want to see the verbatims.
- Number one thing raw data. Raw comments with no filtering. Then processed data. But we need to see raw data. Things are said at open houses that are totally wrong. We don't want to see this again. Been led astray with information before. If we don't get the comments sooner than later, it won't be worth much for us. Need to get neighbours' opinions as well.

(Engagement Strategies – 44 comments)

10. MAPPING

A number of comments were made about mapping. It was suggested that geotechnical studies were required and that the high water table needs to be considered; that no development should happen where issues are clearly mapped. Further, concern regarding the airport's NEF contours, Calgary annexation, riparian areas and aggregate deposits were raised, and suggestions made that these be factored into development mapping.

- Hire a geo student to map the place, (gravel, springs, glacial till). No
 development should be on perched water table. Shouldn't be subdivisions on that
 type of land. Flooding in houses, pathways closed off. Nothing but trouble.
 Water issues can't be fixed, the water always comes back.
- Lots of partially completed homes because water table was so high, basement work and other type of work on those houses became too difficult and too expensive. Had a geo evaluation been done before development, the developer probably would have known it was not a feasible area for development.
- Airport was future looking movements were around 120k, now they are at 150k.
 Runways are to be lengthened. "won't restrict residential development outside of
 30 NEF contour". Our map contours are three times as big as the contours on his
 letter's attachment. Our map takes out the majority of his parents' section.
 Airport's map has much smaller contours. Our map frightens the daylights out of
 them. (Ours is 25 theirs is 30). It affects a number of their lands, making them
 undevelopable.
- Do the maps include constraints for city annexation?
- Riparian areas are they all defined named creeks? RVC mapping used, but developed from provincial document.
- Overlay aggregate zones in the mapping. Where are the deposits?

(Mapping – 10 comments)

CONCLUSIONS

As the ASP review project is still at an early stage, participants in both the coffee chats and open house had some questions about the process and detail of the review. This partly affected their ability to provide comment to the extent they may have wanted.

The question of whether the Area Structure Plan review and revision should occur before the Growth Management Board is finalized was raised, but there was a sense that it was understood that a plan should be in place to protect Springbank and the County's land from potential annexation. The airport and its influence were of great concern, and the general consensus was that the area surrounding it was set up for commercial development. Mixed feelings about development around the major roadways were uncovered; that while it may make sense geographically, there isn't a lot of demand for more commercial development. Clearly defined and enforced policies were requested, to protect the community's vision, history, and character. The desire to protect and build on Springbank's uniqueness was discovered. A mixed range of lot sizes and housing types, to appeal to all lifestyles and life-stages, was suggested. The desire to protect the natural environment and maintaining a rural lifestyle was evident.

The topic of density produced mixed responses, with some wanting less, and some accepting of certain forms of development such as cluster development which preserves open spaces. However, it was strongly felt that no further development should happen until existing developments are built out. The changing demographic of the community uncovered a desire for more country-style conveniences, like coffee shops and farmers' markets, and mixed use development, while respecting the community's rural character.

Servicing the community with water, wastewater, and stormwater were discovered to be major concerns that need to be considered and planned before any development can take place, and that no development should occur if a solution cannot be implemented. A number of potential solutions were offered.

Once the above questions are answered and issues solved, it was felt that the transportation infrastructure needs to be dealt with to provide safety and convenience to the existing community, and to ensure the capability of handling potential future growth. In addition to that, community connectivity was desired by way of pathways that interconnect communities, community hubs, and greenspaces. A walkable, cyclable community with a rural look and feel was desired. Maintaining an agricultural land use for local food production and ranching was requested, and providing more opportunities for recreation and socialization was desired.

In conclusion, the community's overall feeling and vision was that Springbank should maintain its rural heritage, not accommodate more development without fixing what is already in place, provide some country-style amenities to residents and visitors, take advantage of its unique opportunities, provide a full-lifecycle environment, and protect its borders from potential urban development.

In doing so, the vision should be contained within one Area Structure Plan with distinct policy areas that protect what the existing community has worked hard to achieve, while being flexible to accommodate a more modern rural development plan to achieve what the community would like to see in the future. Respondents want the maps to reflect the unique geographic aspects of the area, to ensure developments don't occur where they will not be successful, or where they may interfere with the natural environment. And finally, in the next steps of the process, respondents want to be engaged on a personal level, not by way of open houses.



APPENDIX A: COFFEE CHAT MATERIALS



Stakeholder Coffee Chats – 6-9 February 2017, Springbank Park for All Seasons, 32224A Springbank Rd.

Rocky View County is updating Springbank's Area Structure Plans (ASP), a process which will confirm a vision for the community to guide future growth and development, complimenting Springbank's unique character.

Any updates to the current ASPs will have to align with the overarching objectives of other Plans, such as the County Plan, the County-City Intermunicipal Development Plan and the South-Saskatchewan Regional Plan.

Amendments to current policies or objectives may also be constrained by technical, practical or other limitations which the County has little or no control over. Such constraints might, for example, include servicing, land ownership or the requirements of other jurisdictions (municipal, provincial or federal).

We kindly ask that you bear these matters in mind when providing input at the coffee chat and throughout the review process.

Each meeting will last one-hour and will be structured around the following questions:

- 1. Where should we focus any future growth within Springbank? Why? (10 mins)
- 2. Where should we not focus future growth within Springbank? Why? (10 mins)
- 3. The County will be considering whether to amalgamate the three existing Area Structure Plans (ASPs). Do you think we should keep the current ASPs separate or change the boundaries? Why? (10 mins)
- 4. What else should we be focusing on in reviewing the existing ASPs? (25 mins)
- 5. How should we engage on the next steps? (5 mins)

It is important that we try to stay within the question topics to enable structured input into the process. The County team would be happy to answer any questions you may have on the ASP process outside of these coffee chats. County staff will be taking minutes from each meeting for the purposes of reviewing the feedback we receive.

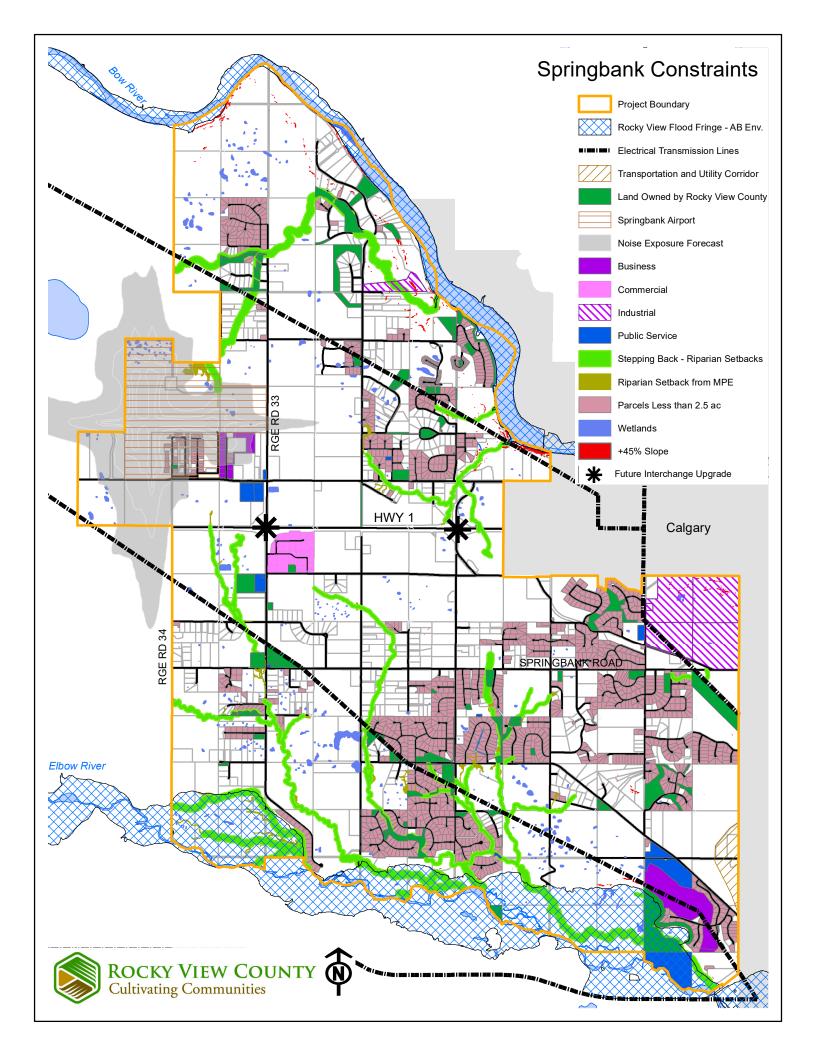
Finally, please remember to be respectful of others at the meeting, especially if attending as part of a group chat. County staff will attempt to ensure that everyone has time to comment on each question.

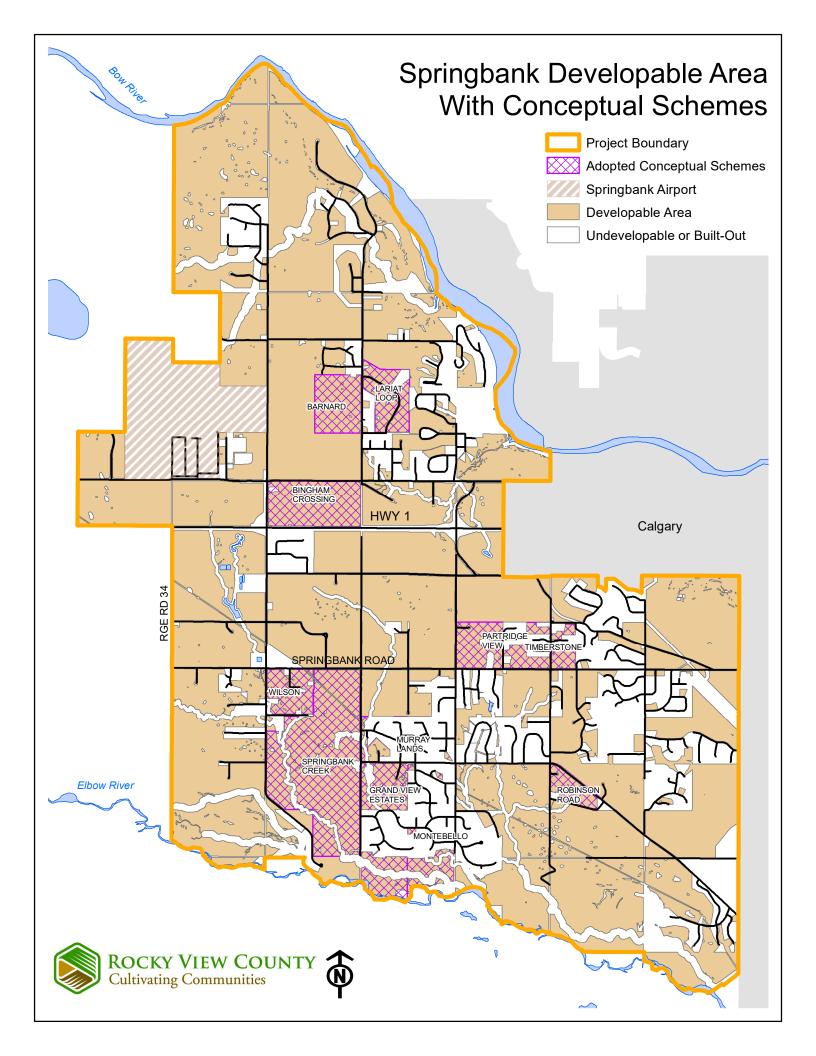
We look forward to meeting with you.

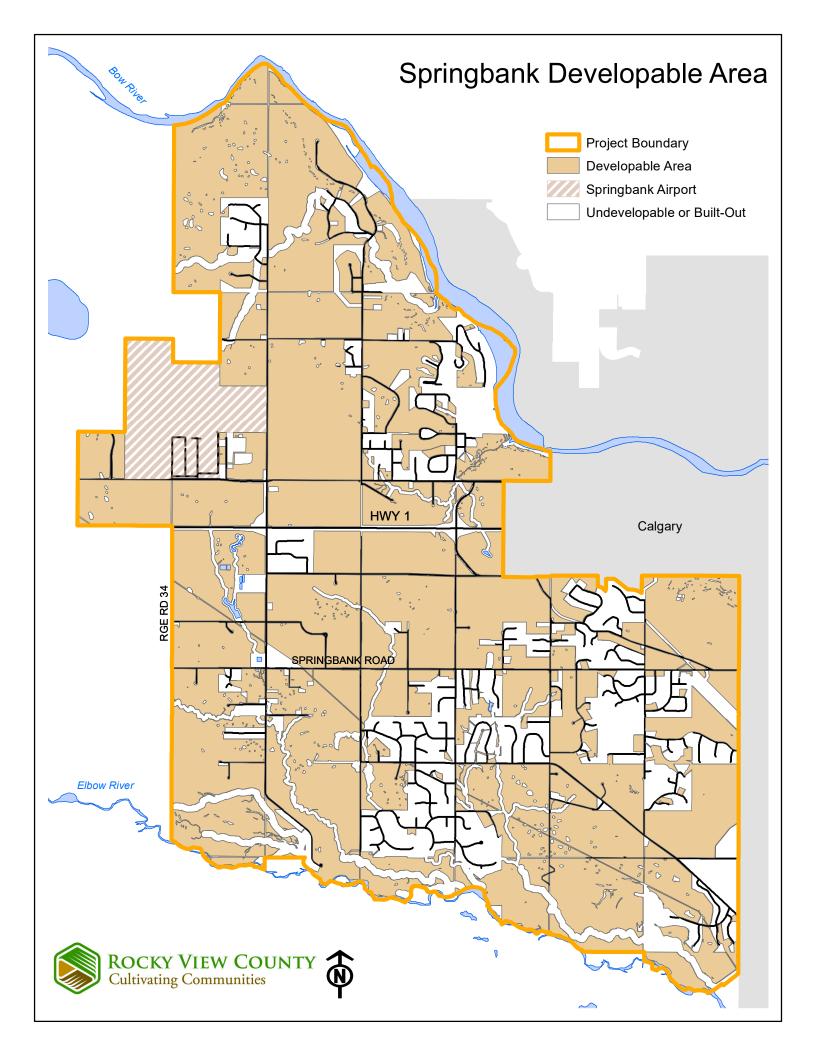
Dominic Kazmierczak, Municipal Planner

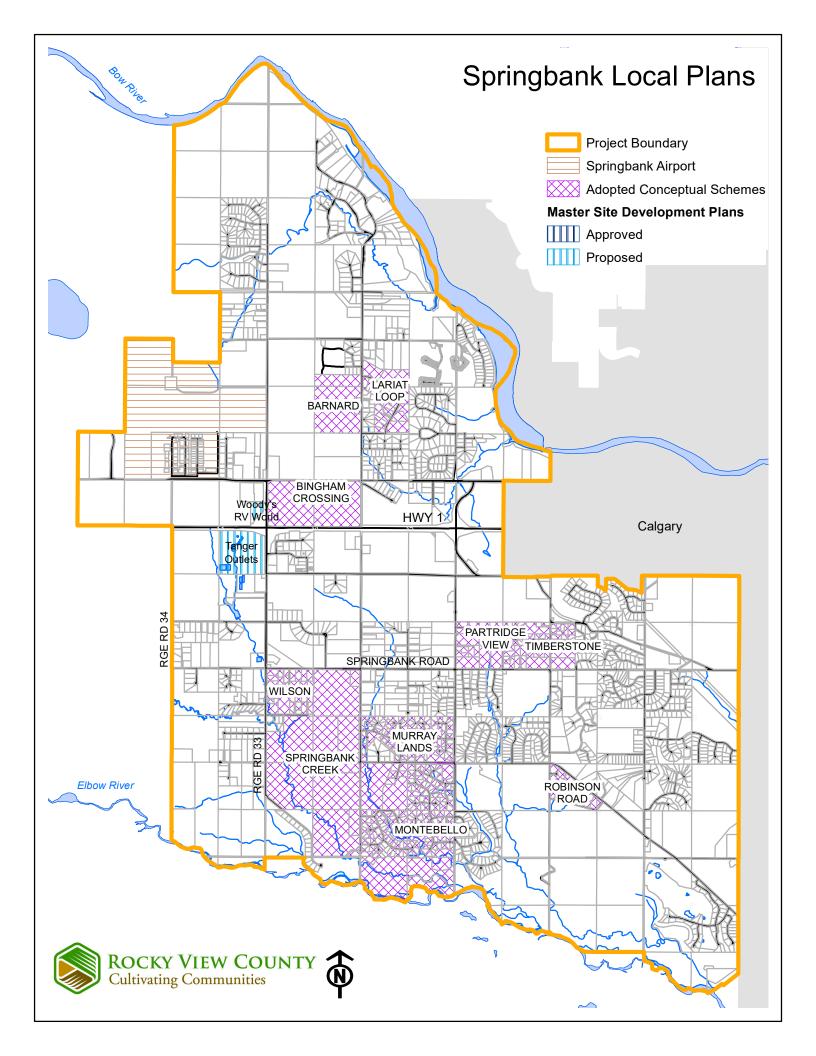
Email: dkazmierczak@rockyview.ca

Tel: 403-520-6291











APPENDIX B: OPEN HOUSE MATERIALS



Updating Springbank's ASPs

February 16, 2017 6:00 p.m. – 8:00 p.m.

Welcome and thank you for attending this event. The purpose of the evening is to:

- Provide you with information on the Springbank Area Structure Plan (ASPs) review process; and
- Receive your input on setting the vision and priorities for the updated ASPs.

Open House Format

- This is an informal drop-in session;
- Visit any of the discussion tables covering the following topic areas:
 - o Plan Vision;
 - Managing Growth;
 - Pathways and Open Space;
 - Servicing and Transport; and
 - Land Use Priorities;
- Provide input on the topic areas and ask any questions you may have.

What is an Area Structure Plan?

An Area Structure Plan (ASP) sets out our community's vision for the future, and provides a roadmap for getting there.

It contains maps, goals, and policies, which establish general locations for major land uses (e.g. residential, commercial, institutional and parks), major roadways, utility servicing, and recreation.



Introduction

Rocky View County is updating Springbank's Area Structure Plans (ASP), a process that will confirm a vision for the community to guide future growth and development, which compliments Springbank's unique character.

Any updates to the current ASPs will have to align with the overarching objectives of other Plans, such as the County Plan, the Rocky View/Calgary Intermunicipal Development Plan, and the South-Saskatchewan Regional Plan.

Amendments to current policies or objectives may also be constrained by technical, practical, or other limitations that the County has little or no control over. Such constraints might, for example, include servicing, land ownership, or the requirements of other jurisdictions (municipal, provincial or federal).

We kindly ask that you bear these matters in mind when providing input throughout the review process.

How we will use your feedback

- All recorded feedback received tonight and in last week's stakeholder chats will be collated, and then published online for everyone to see (excluding any personal or sensitive information);
- We will use the collated feedback to help prepare some potential options for updating the ASPs, including some land use scenarios showing how we might plan the Springbank community; and
- Before drafting the updated Plan(s), we will present options back to stakeholders and ask for your input on a preferred approach.

Obtaining More Information

- Visit <u>www.rockyview.ca/SpringbankASP</u> to sign up for updates and to get further information on the project;
- All the information and maps presented at this event will be available on the website within the next two weeks; and
- If you have any questions following the meeting, please do not hesitate to contact us (details below).

Thank you.

Dominic Kazmierczak, Senior Planner

Email: dkazmierczak@rockyview.ca

Tel: 403-520-6291

Address: Development Services, Rocky View County, 911, 32 Ave NE, Calgary, T2E 6X6.



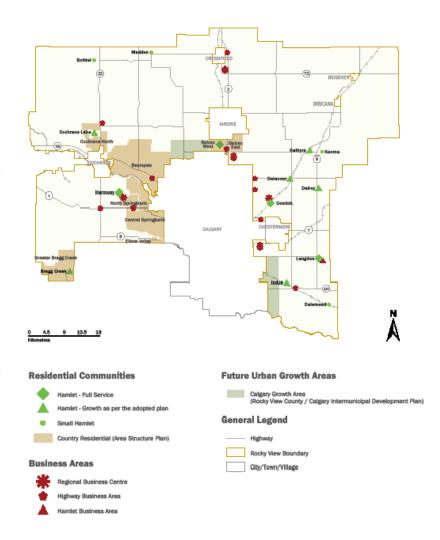
Introduction

Rocky View County is updating the Springbank Area Structure Plans, and we want to hear from you.

Area Structure Plans set out a vision for the community, to ensure that development and growth reflect its unique character.

An Area Structure Plan (ASP) is a statutory document approved by Council and adopted by bylaw. It is a decision-making tool that guides growth and helps administration and Council evaluate land use changes, subdivision, and development proposals.

The ASP explains future land use, transportation, environmental protection, emergency services, general design, and utility service requirements. When making decisions regarding development in an ASP area, Council must consider the ASP, as well as other factors like county economic goals, countywide growth, and the ability to provide servicing. An ASP does not predict how fast development will be within the plan area. Instead, growth and development is determined by market demand.



Review of the Springbank Area Structure Plans will provide a planning framework that respects the values of the community, accounts for current conditions, and aligns with the important larger scale plans that have been adopted since the original Springbank plans were completed.

Why are we reviewing the existing ASPs?

THE COMMUNITY IS CHANGING

- Springbank's population has grown in the last 10 years by approximately 23.6%, from 5,930 to 7,330. The area is predicted to increase further to 19,140 by 2031;
- A growing share of the population is nearing retirement age; and
- Rocky View County's population as a whole is growing, creating a demand for housing.

WE HAVE A NEW COUNTY PLAN

The 2013 County Plan guides overall growth and development in the county. It sets moderate population growth goals, and identifies preferred areas for residential and business growth. The Plan also requires that new development pay for infrastructure costs.

The updated Springbank ASPs will align with the Rocky View County Plan policies and intent, including:

- Managing residential growth so that the rural character of the County is retained;
- Considering compact development based on "Conservation Design" principles;
- Continuing to support development of a Regional Business Centre and Highway Business Area.

EXISTING ASPs

Currently, Springbank contains three Area Structure Plans:

- Moddle ASP (est. 1998);
- North Springbank ASP (est. 1999); and
- Central Springbank ASP (est. 2001).

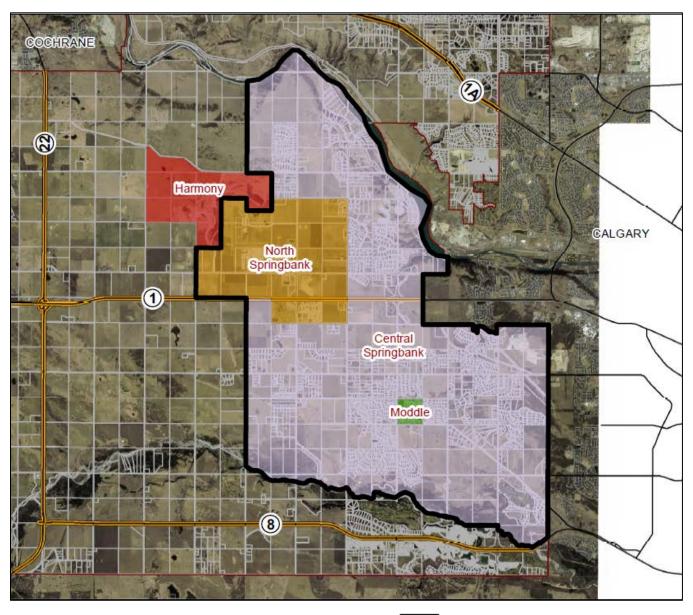
As part of the Springbank ASP review process, there is the potential to amalgamate all three ASPs or amend the existing ASP boundaries. This is an important issue for the community that will impact future planning and services. It has been over 15 years since these Plans were adopted.



The updated Springbank ASPs will:

- Respect the values of the community;
- Reflect current conditions and future growth projections;
- Set out a vision for growth and development that improves our quality of life while protecting what we love; and
- Align with the important larger scale plans adopted after the original Springbank ASPs.

Springbank Planning Boundaries



Springbank ASP Boundary

Harmony Conceptual Scheme

Central Springbank Area Structure Plan

Moddle Area Structure Plan

North Springbank Area Structure Plan



BACKGROUNDER

Land Use and Growth

The updated Springbank ASPs will include a land use strategy for future development that outlines how Springbank will accommodate population growth. Specifically, the ASP will describe the intended form and type of development together with any development opportunities and constraints.

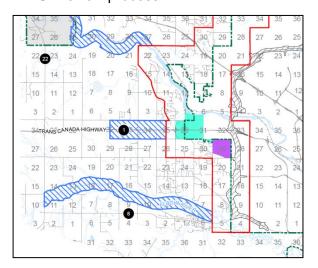
Opportunities and Constraints

Rocky View County grapples with a challenge common to all rural communities located on the edge of an urban centre – growth pressure. The County's population has grown by almost 6,000 people in the last 10 years to our current population of over 39,400. The challenge for the County is to accommodate growth while also meeting other goals such as maintaining rural character.

The existing Springbank ASPs have been in effect for more than 15 years. During this time, Springbank has continued to grow and the planning framework for the area has evolved. For example:

- The Rocky View County Plan (2013) identifies Springbank as a residential area within the county, and encourages development forms that retain rural character and reduce the overall development footprint on the landscape. In addition, a regional business centre and a highway business area, located near the Springbank Airport, have been identified for development within Springbank.
- The South Saskatchewan Regional Plan (2014), adopted by the Province, includes several policies and objectives that are relevant to the review. The Plan encourages the efficient use of land, providing six principles for reducing the footprint of new developments. It also supports building sustainable communities, and the preservation of environmental features.

 The Rocky View/Calgary Intermunicipal Development Plan (2012) was created to minimize land use conflicts across municipal borders, provide opportunities for collaboration and communication, and outline processes for the resolution of issues that may arise. The Plan identifies a residential growth corridor in Springbank and Key Focus Areas that will require special attention within the Springbank ASP review process.



HOW LAND USE IS CONSIDERED IN THE AREA STRUCTURE PLAN REVIEW

The ASP will have a land use strategy for future subdivision and development of lands which considers population growth, constraints and opportunities. It will also include policies to ensure an appropriate transition both between adjacent land uses and adjoining municipalities.

Area Structure Plan SPRINGBANK

BACKGROUNDER

Servicing

In reviewing the Springbank ASPs, Rocky View County will identify and assess Springbank's essential infrastructure services (water, wastewater, stormwater, etc.) to ensure that they accommodate future growth in an environmentally and fiscally sustainable way.

Water

Potable water servicing to existing homes and approved developments is provided by a combination of individual wells, water co-ops, and private water utilities.

The **Springbank Context Study** examined the existing Springbank Area Water System Master Plan (completed in 2002) and recommended updating the Water Master Plan. The ASP process will involve developing a new water servicing strategy for Springbank to ensure that future water servicing meets the standards set by the County and Alberta Environment.



Wastewater

Residents, businesses, and organizations in Springbank rely primarily on individual Private Sewage Treatment Systems to treat wastewater (sewage). A number of existing developments in Springbank have wastewater infrastructure that can connect into a future regional sewage treatment system.

The Springbank Context Study also examined the existing Springbank Area Wastewater System Master Plan (completed in 2002) and recommended that an updated Wastewater Master Plan be undertaken.

For new developments, County Policy 449 provides direction on the level of wastewater treatment required by the County. It outlines that the County does not support any type of private wastewater treatment for lot sizes smaller than 1.98 acres, which is the minimum size of Residential One District zoned parcels.

This policy also outlines the requirements for where connection to a decentralized or regional system is required for new development.

The ASP process will involve developing a new waste water servicing strategy for Springbank to ensure that new development meets County Policy and Alberta Environment Standards.

Stormwater

Springbank is primarily home to country residential acreages that have rural storm water management strategies including ditches, culverts, swales, and stormwater ponds to manage excess water resulting from heavy rainfalls or snow.

The **Springbank Context Study** examined the existing report on drainage Strategies for Springbank (completed in 2004) and recommended updating the Master Drainage Plan.

In 2016, the county adopted a new Springbank Master Drainage Plan. It provides stormwater management strategies to ensure sustainable future growth and development, and identifies opportunities, constraints, and design parameters for managing existing and future drainage infrastructure. All new development in Springbank will need to adhere to the recommendations of the Springbank Master Drainage Plan.

In addition to the Master Drainage Plan, the County recently conducted a sub-catchment study for Springbank Creek that recommends specific infrastructure improvements in that area.



Opportunities and Constraints

The Springbank area is part of two very important watersheds; the Bow River watershed and the Elbow River watershed, and is upstream of the City of Calgary drinking water sources. The County must balance growth pressures with environmental stewardship to ensure these important watersheds are protected. This will be a key consideration in the servicing strategies prepared to support the ASP.



Photo credit: Just a Prairie Boy

HOW SERVICING RELATES TO THE AREA STRUCTURE PLAN REVIEW

Servicing strategies for water, sewer, and storm drainage will be developed based on land features as well as development forms. The County will ensure the Springbank area can be developed responsibly and feasibly.

Where obstacles arise, the County will develop solutions that consider key stakeholders and the regulatory framework.

BACKGROUNDER



Transportation

In reviewing the Springbank ASPs, we will consider transportation needs and opportunities, including the establishment of new pathways to develop a more cohesive community. We will also consider future transportation needs for identified land use scenarios, and review the existing transportation network.

Development in Springbank will need to respect existing residents and communities. Transportation linkages and access must be planned in accordance with the County's Servicing Standards to minimize traffic impacts on local residents.

Challenges and Opportunities

The 2013 County Plan predicts growth patterns in the Springbank area that differ from the assumptions used in the **Greater Springbank Functional Study** (GSFS). Therefore, the current transportation plan needs to be reviewed. The GSFS recommends the following strategies to reduce the impact of growth on existing development:

- Land use patterns that promote a complete community within Springbank, so residents can live, work, and play locally rather than commuting out of the area;
- Additional Highway 1 interchange, connection, overpass, and/or crossing; and
- Vehicle bridge crossing on the Elbow River.

HOW TRANSPORTATION RELATES TO THE AREA STRUCTURE PLAN REVIEW

The ASP will combine land use and transportation planning to ensure the transportation network can adequately support any proposed development in the plan area. In updating the ASPs, we will need to identify current and planned infrastructure under both Provincial and County jurisdiction.

Pathways

Provision for walking, cycling, and equestrian pathways will also need to be considered in reviewing the ASPs. The updated ASPs will examine increasing the connectivity of pathways/pedestrian networks within the community, and linking in with regional pathways.

The establishment of pathways, parks, and other open space across the County is currently guided by the Rocky View County Parks and Open Space Master Plan adopted in 2011, but no specific plan for pathways currently exists specifically for the Springbank community.



The Highway 1 corridor is a key factor influencing future land use and planning for the ASP. The Province has identified future improvements in the corridor, including interchanges at both Highway 1 / Range Road 31, and Highway 1 / Range Road 33. Plans within the City of Calgary, such as the West Ring Road, will also affect the Springbank area.

Area Structure Plan SPRINGBANK

BACKGROUNDER

Economic Development

As part of the Springbank ASP process, the County will review the current business environment in Springbank and new economic opportunities. The potential for new business areas will be explored.

Springbank currently has limited commercial development, given its small population and location next to the City of Calgary. Springbank residents are served by commercial developments in neighbouring Calgary to the east and, to a lesser extent, in Cochrane to the north. Springbank is also home to the federally regulated Springbank Airport, which adopted a Master Plan in 2009 that includes the planned addition of a new runway.

Opportunities and Constraints

The goal of business development in the County is to provide jobs and strengthen the County's tax base. A healthy tax base includes business areas.

In the County Plan, Rocky View identifies two areas within Springbank for future commercial opportunities: a Highway Business Area located at Highway 1 / Range Road 33; and a Regional Business Centre at Springbank Airport.

The highway business centre at Highway 1 and Range Road 33 is intended to provide destination commercial services to the traveling public, local business services, local employment, and small business opportunities. The Regional Business Centre at the Springbank Airport would service airport-related needs and complement the business campus proposed as part of the Harmony community.

In August 2016, the County conducted a commercial/retail demand and capacity study to look at the current amount of commercial space and anticipated future requirements for the area.

The study found that Springbank currently has enough convenience and local serving retail, because Springbank residents have access to a wide array of retail and service uses in neighbouring Calgary. The study also noted that the Harmony and Bingham Crossing developments would provide a sufficient amount of planned retail and commercial development to serve Springbank and the surrounding area in the future.

Although the County's commercial/retail demand study has not quantified demand for regional retail uses (such as outlet centres), it does note that the Highway 1 and Range Road 33 intersection is an appropriate location for such uses.

The County has also undertaken an industrial demand study for Springbank. It specifically focuses on Springbank Airport lands; the study findings indicate that a small amount of industrial land is required near the airport to meet long-term need.

HOW THE COMMERCIAL/INDUSTRIAL DEMAND STUDIES RELATE TO THE AREA STRUCTURE PLAN REVIEW

The ASP will consider the County Plan and the commercial/retail and industrial demand studies to explore the potential for development of business areas.

Area Structure Plan SPRINGBANK Potential ASP Boundary Changes

Currently, the Springbank area has three separate Area Structure Plans (ASPs): Moddle, North, and Central Springbank. As part of updating the Springbank ASPs, there is the potential to combine all three ASPs and/or to change the boundaries of the ASP area.



Challenges and Opportunities

Springbank's three Area Structure Plans are the Moddle Area Structure Plan (adopted in 1998), the North Springbank Area Structure Plan (adopted in 1999,) and the Central Springbank Area Structure Plan (adopted in 2001). These existing ASPs were anticipated to guide land use decisions for ten years. The existing ASPs have been in effect for more than 15 years. During this time, Springbank has continued to grow and the planning framework for the area has evolved.

MODDLE ASP

The Moddle ASP addresses development on the SW 24-24-02 W05M (which is surrounded by the Central Springbank ASP). It guided the development of 152 acres of land into a country residential community that has been built out, with the exception of a 17- acre parcel in the northwest.

NORTH SPRINGBANK ASP

The North Springbank Area Structure Plan (NSASP) covers 4,350 acres. This area has seen little development since the plan's adoption in 1999. There are currently 48 homes within the plan area, as well as institutional, agricultural and commercial land uses. Under the NSASP, the area could accommodate a total of 948 dwellings and approximately 1,400 residents. The NSASP objectives are to:

- 1. Maintain the agricultural usage of the plan area until the lands are developed with an alternate use:
- 2. Preserve the future development potential of all lands within the area;
- 3. Maintain the country residential character of the greater Springbank area.

The NSASP contains two adopted conceptual schemes, Bingham Crossing and Barnard. Bingham Crossing was adopted in November 2012 and will facilitate commercial development and a senior's community. The Barnard Conceptual Scheme proposes 61 new residential lots with minimum parcel sizes of two acres.

THE CENTRAL SPRINGBANK ASP

The Central Springbank ASP is approximately 22,000 acres in size. The boundaries extend to the Bow River in the north, the Elbow River to the south, the city of Calgary to the east, and one mile west of Range Road 33 to the west. Since its adoption, Central Springbank has seen an average of 47 homes built per year. There are currently 1,861 dwellings within the Plan area, and a potential for a total of 5,712.

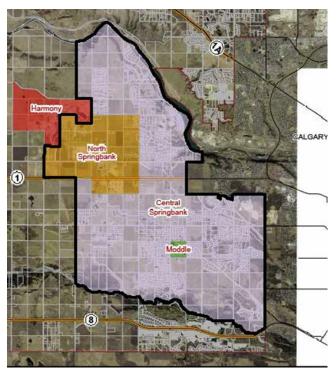
The vision for the area is to offer a rural lifestyle where residential uses also reflect the area's agricultural heritage. The CSASP objectives are:

- Plan for responsible and balanced growth;
- Integrate future subdivision and development with existing land uses and developments;
- Minimize development impacts on the environment, particularly with respect to watershed issues; and
- 4. Treat all landowners equitably.

At the current rate of development, it will take 87 years for the plan area to build out, resulting in a population of approximately 29,000 – 36,000 residents. The area contains 11 approved conceptual schemes, the majority of which are largely built out. However, the Springbank Creek Conceptual Scheme still has 354 unbuilt lots.

WHY BOUNDARIES ARE IMPORTANT TO THE AREA STRUCTURE PLAN REVIEW

A primary goal of updating the existing Springbank ASPs is to decide on a boundary for the ASP that accounts for growth projections, local needs, and development potential. The ASP will also identify existing development and adjacent lands that have development opportunities and constraints.









Mapping Springbank

The County has mapped existing constraints, features, and developments to identify where any future development may not be achievable. Four maps are included in this handout:

Map 1 – Springbank Local Plans

This map shows all approved Conceptual Schemes and Master Site Development Plans within Springbank. It gives an indication of all lands that have been developed or are approved for development.

Map 2 – Springbank Constraints

This map shows areas in which development is likely to be more challenging due to landscape features and other factors.

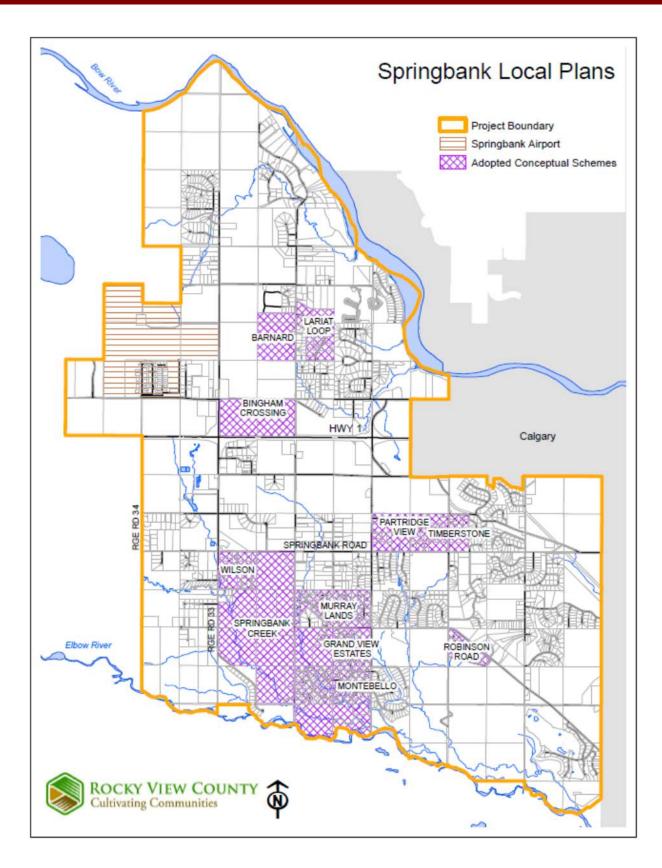
Map 3 - Springbank Developable Area

This map shows lands which are either considered to be built-out or undevelopable due to significant constraints.

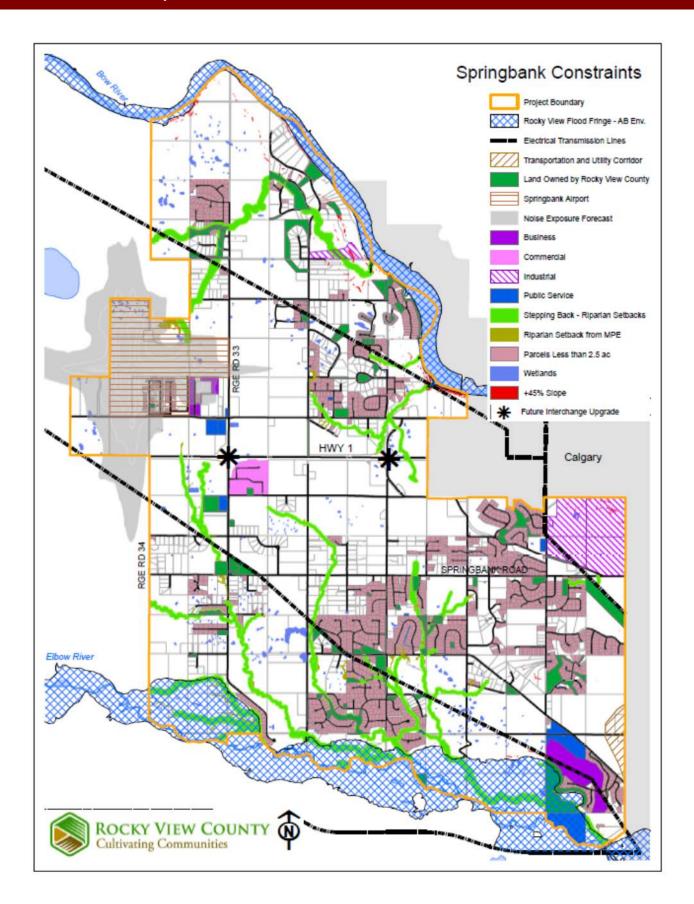
Map 4 – Springbank Developable Area with Conceptual Schemes

This map combines Maps 1 and 3 to identify those developable areas that are not already planned for development.

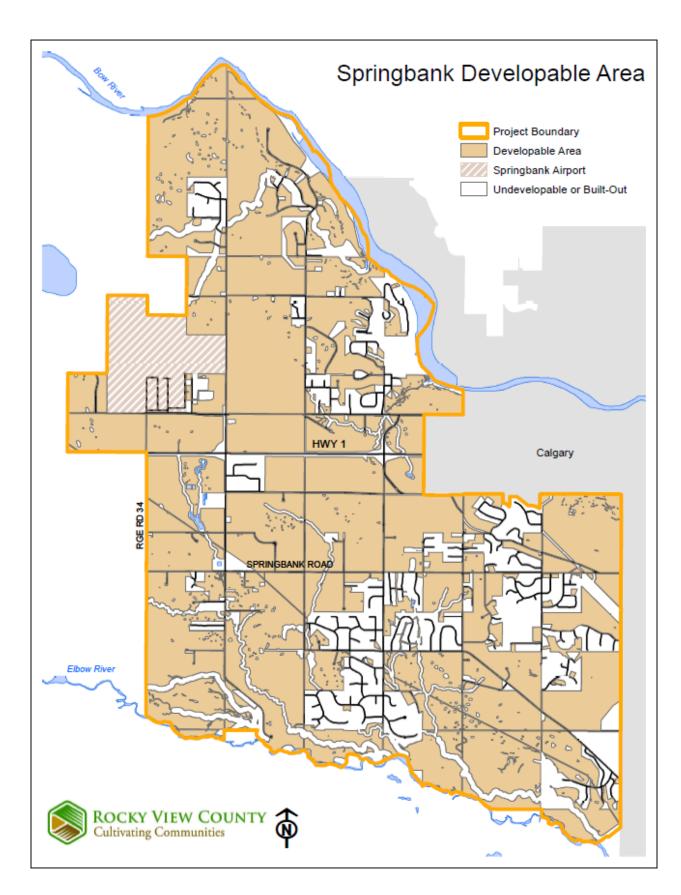
Of the 26,000 acres within the Springbank study area, approximately 13,800 acres are considered to be potentially developable and not already planned for development.



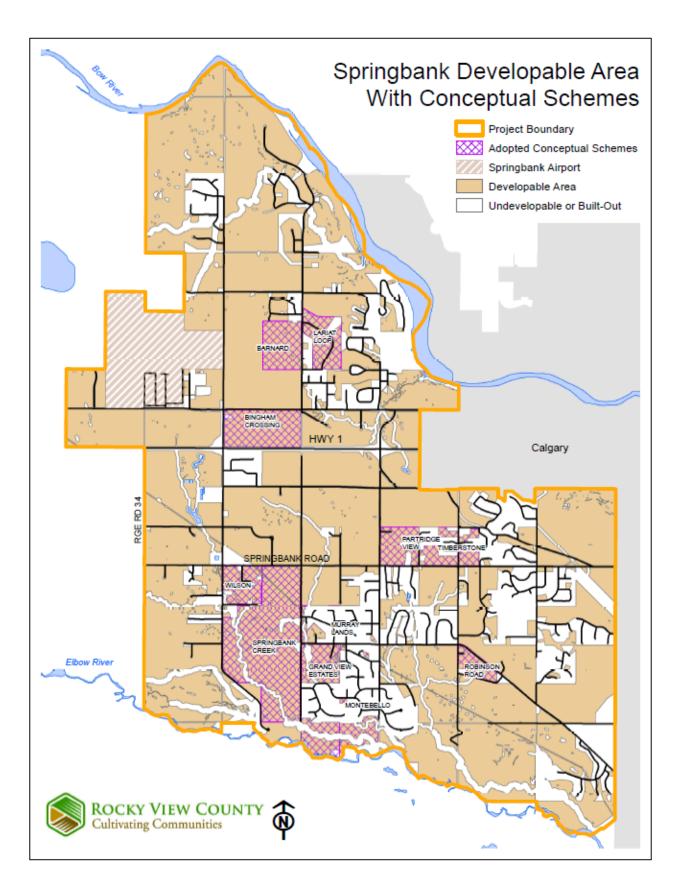
Map 1



Map 2



Map 3



Map 4



Welcome

Springbank Area Structure Plan: Vision & Priorities Open House

Today's purpose:

- 1. Learn about the Springbank ASP process.
- 2. Provide input on setting the vision and priorities for the ASP.



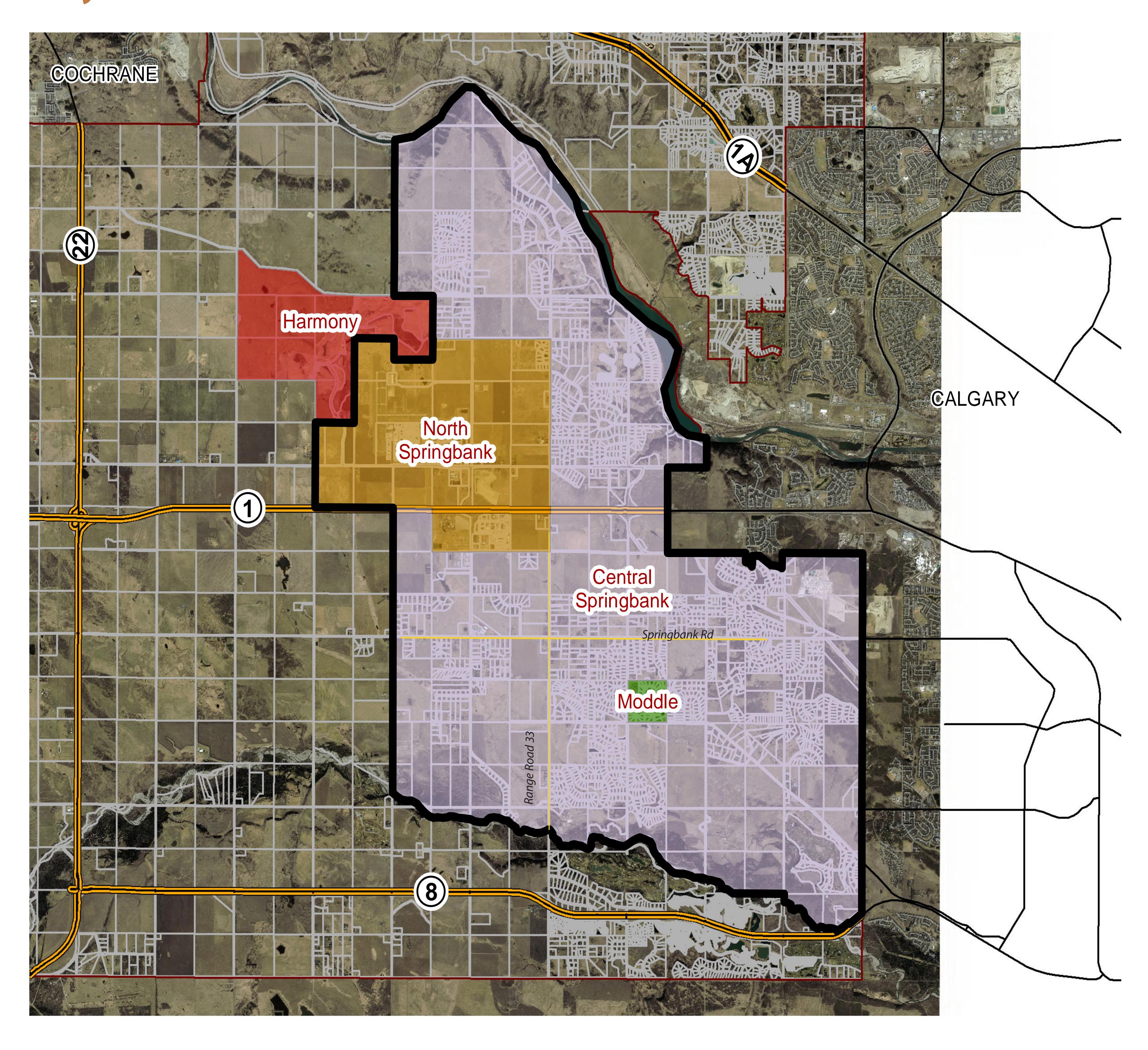


Your questions and ideas are most welcome!



Where do you live?

We're just curious! Place a sticky dot on this map to tell us where you live.



What is an Area Structure Plan?

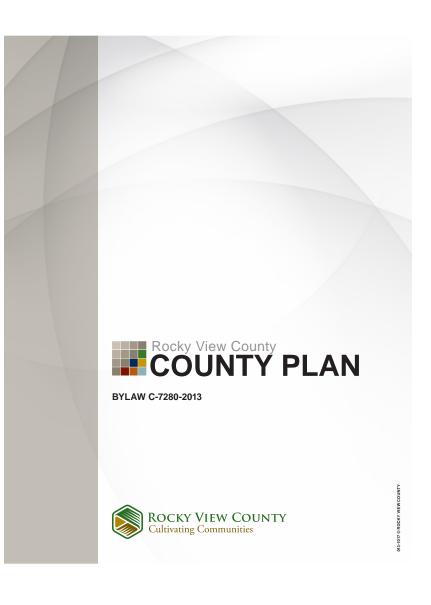


An Area Structure Plan (ASP) sets out our community's vision for the future and provides a roadmap for getting there.

It contains maps, goals and policies, which establish general locations for major land uses (e.g. residential, commercial, institutional and parks), major roadways, utility servicing and recreation.

What planning frameworks guide the review of ASPs?

Any updates to the current ASPs will have to align with the overarching objectives of other Plans, such as the County Plan, the South Saskatchewan Regional Plan (SSRP) and the Rocky View/Calgary Intermunicipal Development Plan (IDP).



County Plan (2013)

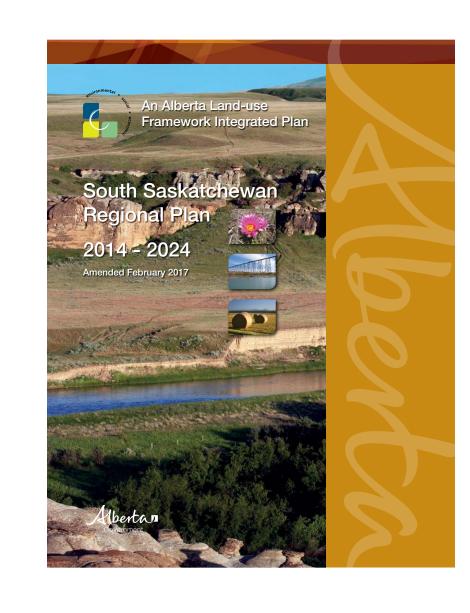
The County Plan is the principal planning policy document for the County. It provides overall direction on how the County should grow.

The updated ASPs will have to align with the policies set out within the County Plan. Several policies within the County Plan will be relevant to this review of the existing ASPs including:

- Retaining the rural character of the County by managing residential growth.
- Continuing to support development of a Regional Business Centre and Highway Business Area.
- Considering compact development based on "Conservation Design" principles.







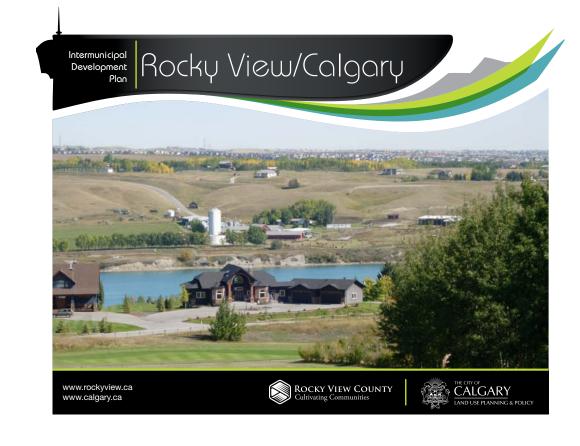
South Saskatchewan Regional Plan (2014)

The South Saskatchewan Regional Plan was adopted by the Province in 2014 and covers a broad geographic

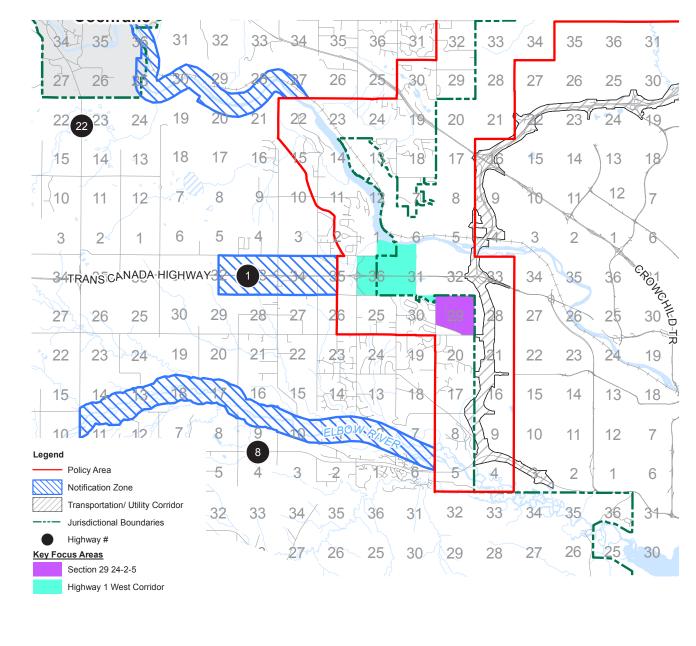
area from Rocky View to the southern Alberta boundary. It provides guidance on several policy areas relevant to review of the existing Springbank ASPs, including ensuring efficient use of land, environmental protection, and ground and surface water quality and flow.

What is Compact Development?

Compact residential design, or "compact development," sensitively integrates housing with the natural features and landscape by grouping homes on smaller lots and permanently preserving a significant amount of buildable land for conservation, recreation, or agriculture uses. Principles of compact development suggest half or more of the land is preserved as permanent open space.



Rocky View / Calgary Intermunicipal Development Plan (2012)



We have to consider how development in Springbank will connect with urban areas in the City of Calgary. The City will be a key stakeholder in reviewing the ASPs. Our cooperation will be guided by the Intermunicipal Development Plan, which was

adopted by both municipalities in 2012.

Lands within the intermunicipal boundary area will require special attention in the Springbank project. Such lands include:

- The **Highway 1 corridor** and **Burnco gravel pit** are identified as Key Focus Areas in the IDP. It will be important to decide on the long-term objectives for these areas as part of the process.
- The eastern boundary of Springbank, south of Springbank Road. We will have to consider the appropriate form of development here, taking into account the future construction of Stoney Trail and the interface with higher densities within the City.

How much of Springbank is developable?

Mapping Springbank

The County has mapped existing constraints, features, and development to identify where any future development may not be achievable. Four maps are presented on the information boards.

Map 1 - Springbank Local Plans

This map shows all approved Conceptual Schemes and Master Site Development Plans within Springbank. It gives an indication of all lands that have been developed or are approved for development.

Map 2 - Springbank Constraints

This map shows areas in which development is likely to be more challenging due to landscape features and other factors.

Map 3 - Springbank Developable Area

This map shows lands that are either considered to be built-out or undevelopable due to significant constraints.

Map 4 - Springbank Developable Area with Conceptual Schemes

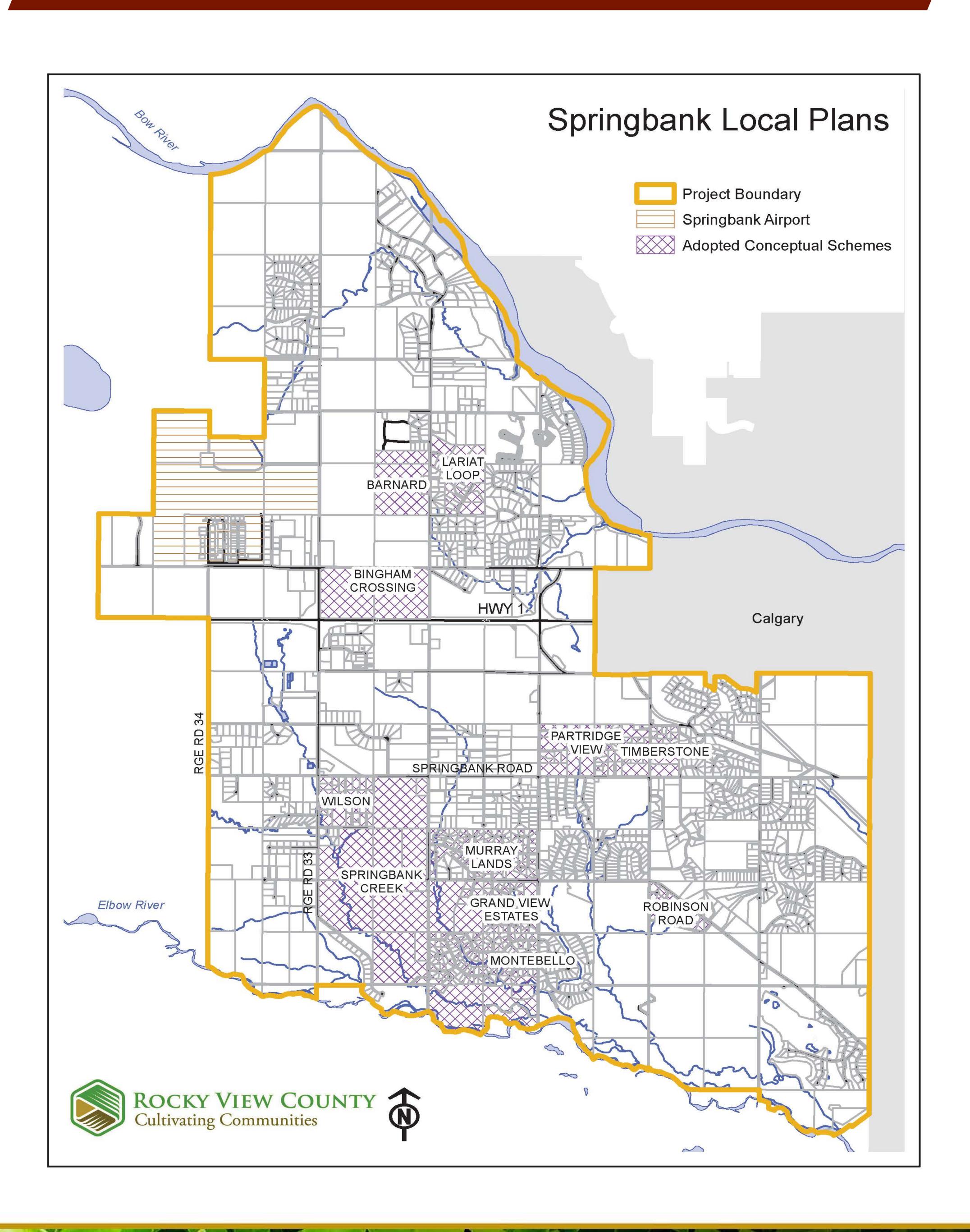
This map combines Map 1 and Map 3 to identify those developable areas that are not already planned for development.

Of the 26,000 acres within the Springbank study area, approximately 13,800 acres are considered to be potentially developable and not already planned for development.

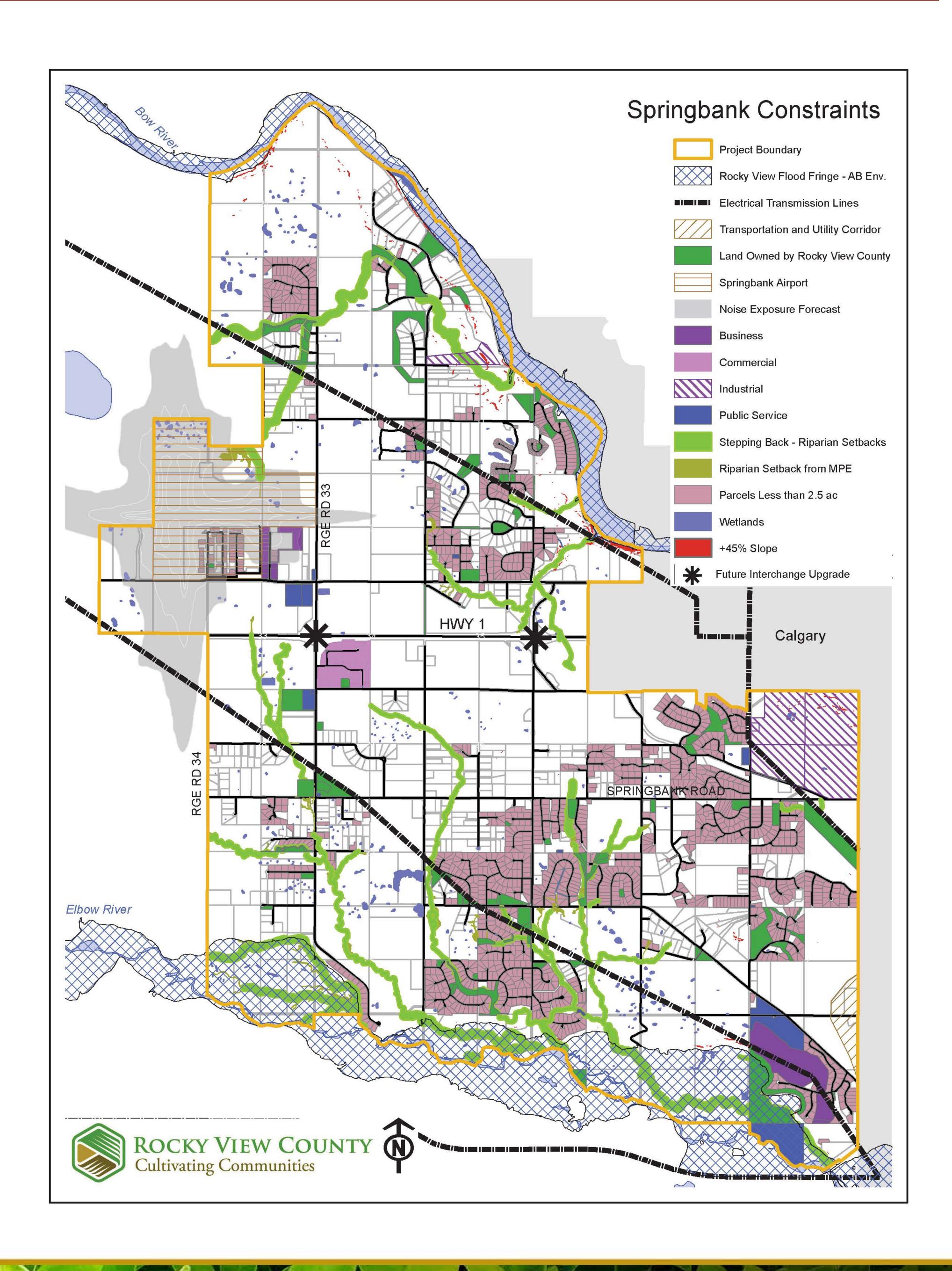
What are your comments or thoughts about the maps?



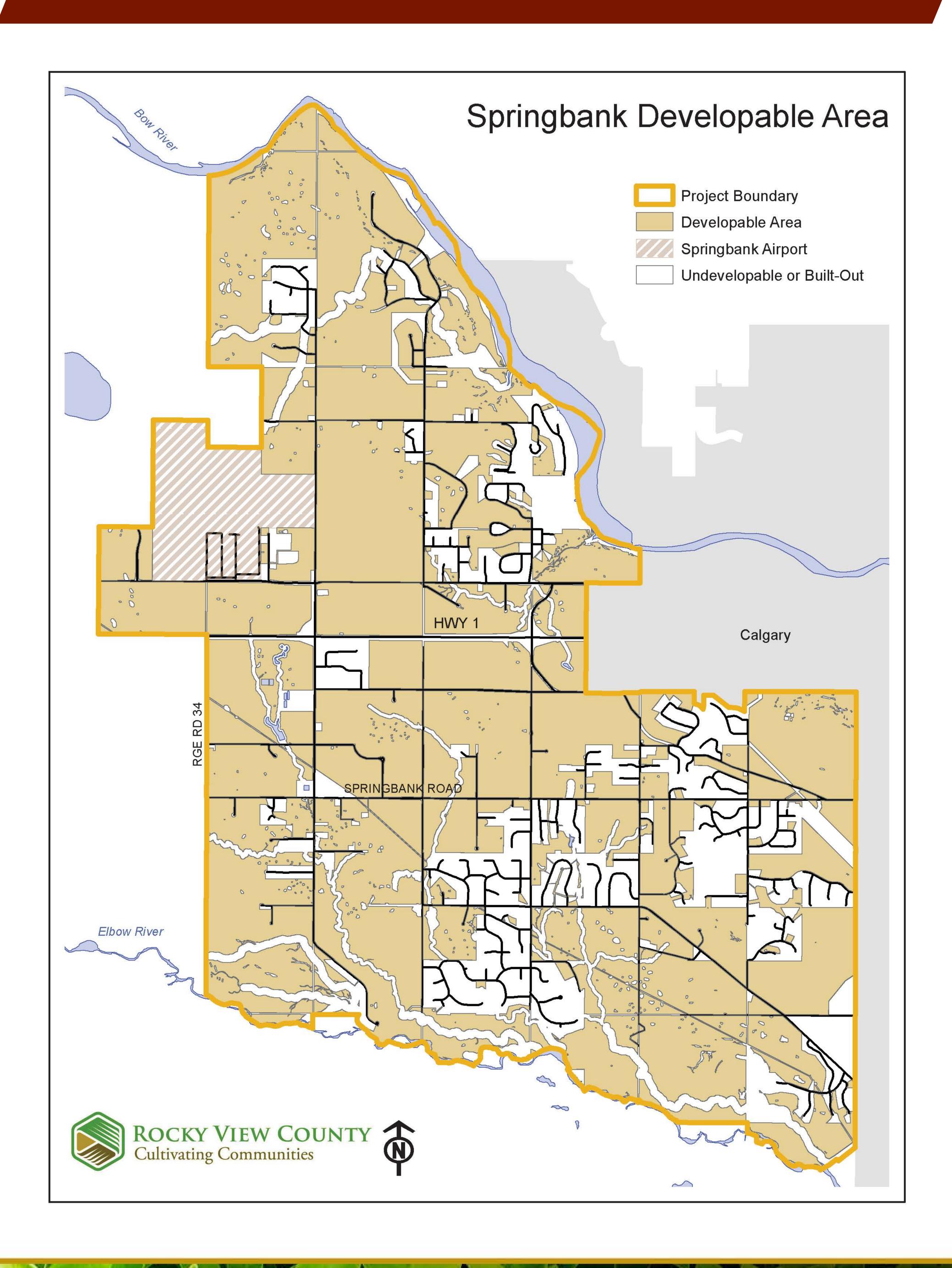
Map 1 – Springbank Local Plans



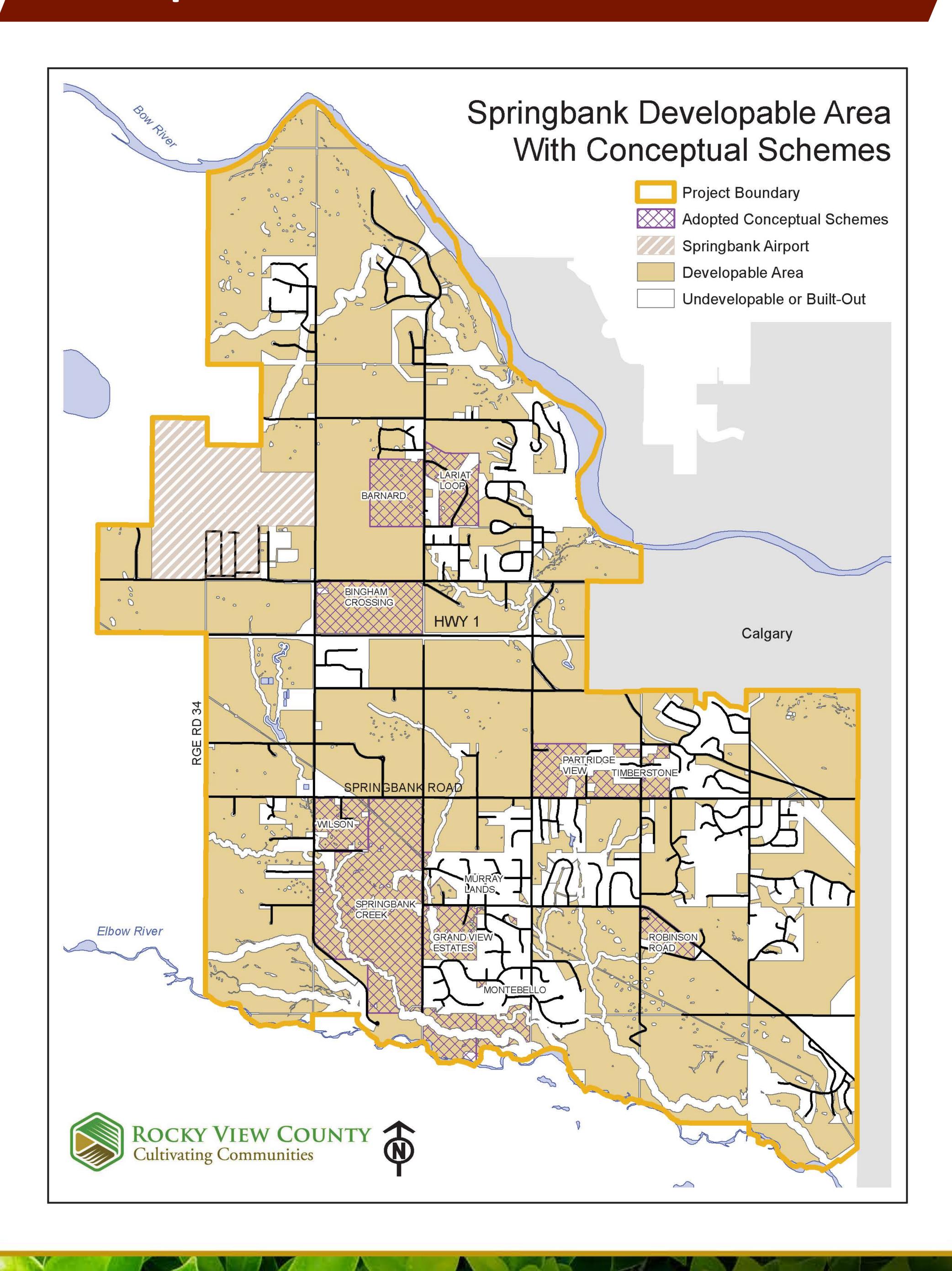
Map 2 – Springbank Constraints



Map 3 – Springbank Developable Area



Map 4 – Springbank Developable Area with Conceptual Schemes



Springbank Area Structure Plan Vision

I hope the new plan will...



I fear that the new plan will...



Springbank Area Structure Plan Vision

How can we make Springbank better?

Use a sticker to show us the places that you would like to make even better in the future.

Then, use a sticky note to tell us why you feel this way.



Roads



Natural Environment



Trails & Pathways



Water Management



Housing



Shops & Services



Rural Setting



Parks



Transportation

In reviewing the Springbank ASPs, we will consider transportation needs and opportunities, including establishing ways to develop a more cohesive community. We will also consider future transportation needs for identified land use scenarios and review the existing transportation network. This will include review and coordination with Alberta Transportation and the City of Calgary.

What are your transportation priorities? What are some potential constraints and opportunities?

Share your thoughts by writing on sticky notes and placing them in the boxes below.



Priorities	Constraints	Opportunities
What are the existing transportation infrastructure needs that should be addressed first? Why?	What are some physical, technical, policy, rights-of-way, fiscal, or other constraints that we need to consider?	What are some future transportation infrastructure needs that should be addressed? Why?

Servicing

As part of the Area Structure Plan review process, Rocky View County will identify and assess Springbank's essential infrastructure services (water, wastewater, stormwater, etc.) to ensure that they accommodate future growth in an environmentally and fiscally sustainable way.

What are your servicing priorities? What are some potential constraints and opportunities?

Share your thoughts by writing on sticky notes and placing them in the boxes below.



Priorities	Constraints	Opportunities
What are some water, wastewater, or stormwater needs that should be addressed first? Why?	What are some physical, technical, fiscal, or other limits that could hold us back?	What kinds of opportunities exist to improve water, wastewater, or stormwater servicing in Springbank?

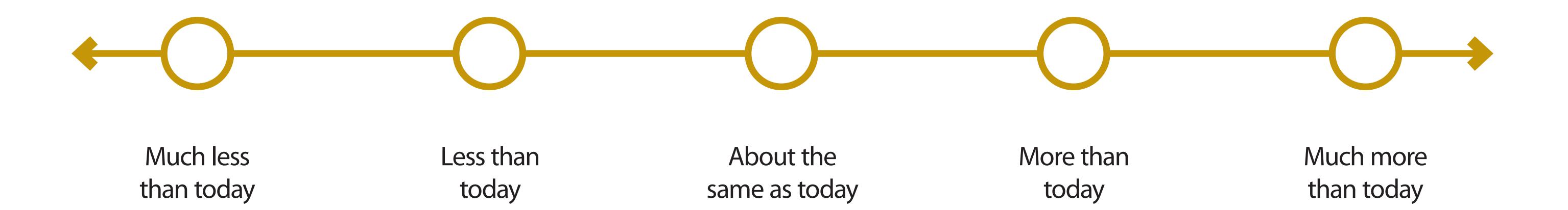
Managing Growth: Population & Homes

Area Structure Plans, along with the County Plan and other policy documents, are a tool for managing growth. Of the 26,000 acres within the Springbank study area, approximately 13,800 acres is considered to be potentially developable and not already planned for development.



Over the next 10-15 years, how much should the Springbank population grow?

Use a sticky dot to mark your response on the graphic below. Then write a sticky note to explain why you responded this way.



Where should new growth go?

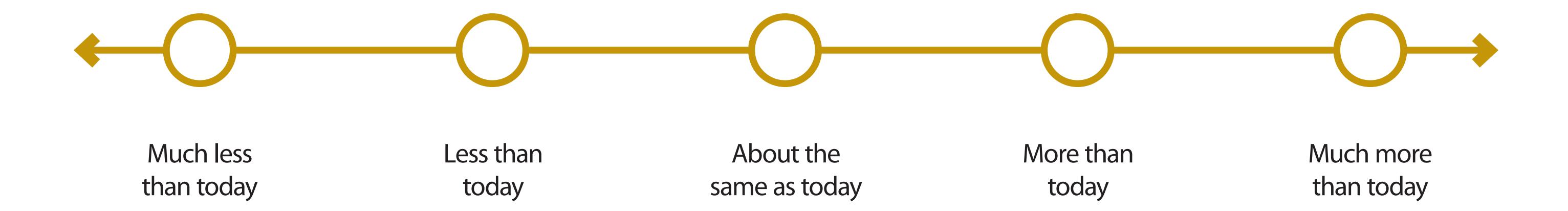
Share your thoughts by placing a sticker on a map on your table. Why is this a good place for new growth? Tell us by writing on sticky notes and placing them below.

Managing Growth: Businesses & Jobs

The goal of business development in the County is to provide jobs and strengthen the County's tax base. A healthy tax base includes business areas. In the County Plan, Rocky View identifies two areas within Springbank for future commercial opportunities: 1) a Highway Business Area located at Highway 1 and Range Road 33, and 2) a Regional Business Centre around the Springbank Airport.

Over the next 10-15 years, how much should Springbank's business areas grow?

Use a sticky dot to mark your response on the graphic below. Then write a sticky note to explain why you responded this way.



Where should new growth go?

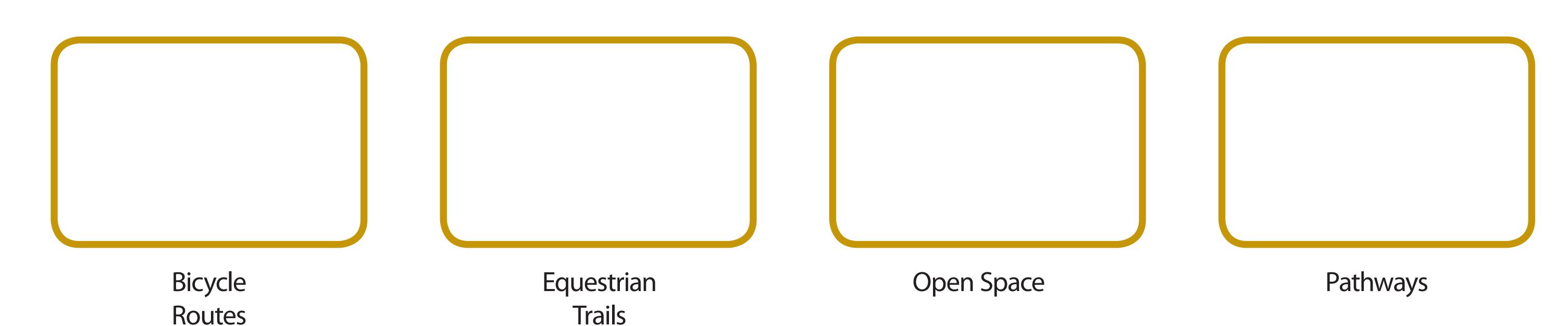
Share your thoughts by placing a sticker on a map on your table. Why is this a good place for new growth? Tell us by writing on sticky notes and placing them below.

Pathways & Open Space

During the ASP process, the County will assess current local amenities, such as pathways, trails, parks and open space, to determine what new amenities are required. The establishment of pathways, parks and other open space across the County is currently guided by the **Rocky View County Parks and Open Space Master Plan** adopted in 2011

Over the next 10-15 years, what are our pathway and open space priorities?

Use a sticky dot to mark your response on the graphic below. Then write a sticky note to explain why you responded this way.



Where should new pathways and open space go?

Share your thoughts by placing a sticker on a map on your table. Why is this a good place? Tell us by writing on sticky notes and placing them below.

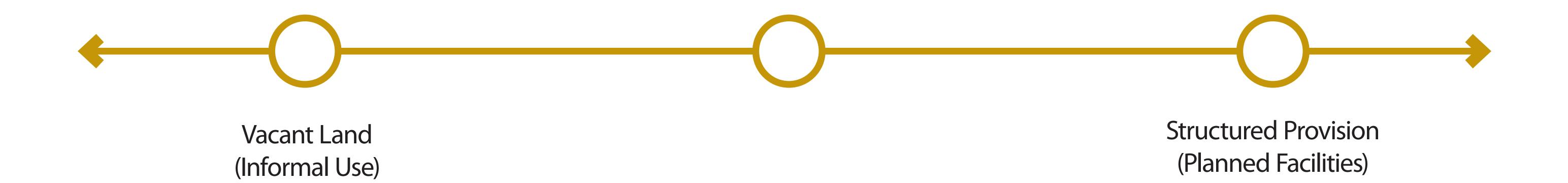
Recreation

During the ASP process, the County will assess current local amenities, such as parks and other indoor and outdoor recreational facilities, to determine what new amenities are required.

ADD YOUR IDEAS HERE

Over the next 10-15 years, what are our recreation priorities?

Use a sticky dot to mark your response on the graphic below. Then write a sticky note to explain why you responded this way.



Where should new recreation go?

Share your thoughts by placing a sticker on a map on your table. Why is this a good place? Tell us by writing on sticky notes and placing them below.

Land Use

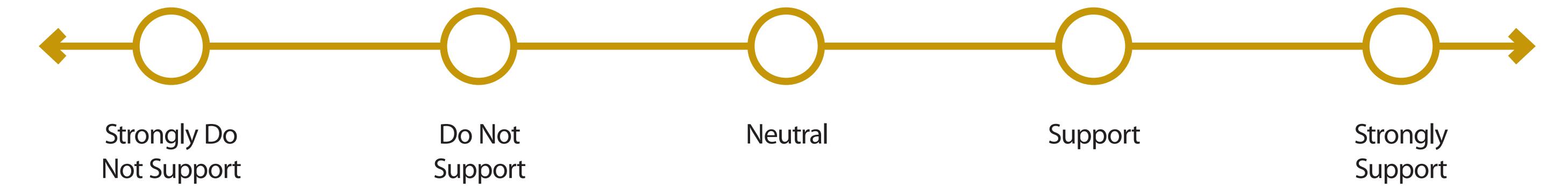
Review of the existing Springbank ASPs will provide an updated land use strategy for future development that outlines how Springbank will accommodate population growth. Specifically, the updated ASPs will describe the intended form and type of development, together with development opportunities and constraints.

ADD YOUR IDEAS HERE

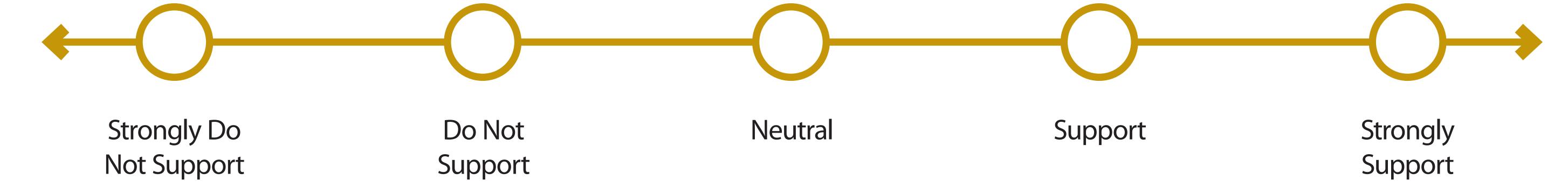
How much do you agree with the following statements?

For each row, use a sticky dot to mark your response on the graphic. Then write a sticky note to explain why you responded this way.

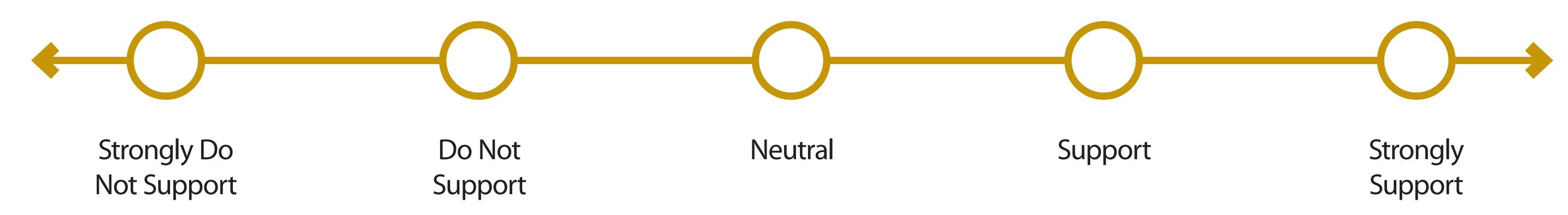
The three Area Structure Plans in Springbank should be combined into one.



The Springbank ASP review should have distinct policy areas to reflect local needs.



There should be a distinct "community heart" or core in Springbank.



Land Use

Review of the existing Springbank ASPs will provide an updated land use strategy for future development that outlines how Springbank will accommodate population growth. Specifically, the updated ASPs will describe the intended form and type of development, together with development opportunities and constraints.



What are your land use priorities in Springbank?

As our community changes over time, what are your priorities? For each row, use a sticky dot to mark your response on the graphic. If we've missed a priority, use a sticky note to write it down.

Are there places, environmental features, or community aspects that should be preserved? Write a sticky note to share your ideas.

Managing Transitions Parks & Open Spaces **Environmental Sustainability** What did we miss? Your Ideas Residents and visitors can access The transition from residential New development balances environmental responsibility local parks and pathways that to commercial or agricultural areas is effectively planned. connect to regional pathways. and stewardship. Preserving Rural Character **Mix of Housing Choices Community Core** A core is established so that Any new development respects Housing options for all stages of life are provided for. local character and existing community facilities and amenities are in a central location. land use patterns.

What should be preserved?



APPENDIX C: RAW DATA

Springbank ASPs Review Coffee Chat Meetings (6-9 February)				
Meeting:				
Where should we focus any future growth within Springbank? Why? (10 mins)				
Showed their maps to compare to ours.				
Corridor for development is from high school south to Harmony(RR 33) – vein of commercial development. Identified this in 1998. Especially if Bingham goes through. Pathways etc are required.				
Highschool might be trying to be built on 75 acres to the north.				
Calaway put in a 10 inch water line, it is supplying water for everyone along that line. Calaway owns the pipe and the corridor. Needs us to come see the new water plant. Will be part of the solution if the city of Calgary doesn't allow tie in				
to their system.				
Lands along Transcanada Hwy were part of the MD's development plan. Calaway owns the line across the highway and supplies water to the Edge School community.				
No comment on lot size.				
Calaway is a partner of the rocky view school division. They built the first walkway from the park to the highschool. Entrenched in the community.				
Calway is 140 acres.				
A new daycare, fitness facility, coffee shop etc are all wanted and needed in the community. The current daycare in community will be lost in 2 years. Looking to develop a community multi purpose facility on their land to accommodate. Depending on what the 320 group does (Simmons group) with their land to				
the east. Designers have been in, they've designed a new main st. etc.				
Don't put stop lights in. Put in roundabouts. Otherwise there will be major backups. Major gongshow for the people in the far NW of the maps.				
2. Where should we not focus future growth within Springbank? Why? (10 mins)				
Avoid along the river basin. Our water line can assist in developments in the mid-section of the map. Talk of trucking in/out water/waste water – no point if they can supply water.				
Don't believe in the aqueduct. They've put in the water lines and spent cash on the infrastructure. Calaway offering to be part of the solution.				

3. The County will be considering whether to amalgamate the three existing Area Structure Plans (ASPs). Do you think we should keep the current ASPs separate or change the boundaries? Why? (10 mins)

Calaway is the boundary of the north. Harmony is on its own. Kind of confusing. North should cover the extension of commercial development. North plan should be the commercial plan.

Sensitivity – if it's one plan, then it is not a commercial / residential balance. Voice in community will amp up. The overpass HAS to be addressed at some point. 28,000 cars going each way during the summer time. Too much density for the North not to be the commercial area.

RR33 should be central to the plan.

Moddle plan and North – could be amalgamated with very distinct cells. Long term and core development areas? Yes, would be endorsed or open to it as long as the commercial vein is identified, and that there is a distinction of the commercial area. Depending on what that commercial development would be - they've been here 35 years, new development needs to accommodate what is already there, not impede what they've already put in place.

(existing boundary on the west) – should be west of Harmony.

Need to know growth plans of Springbank airport before boundary can be determined. Commercial should be along Edge. West of Calaway isn't defined commercial but could be?

4. What else should we be focusing on in reviewing the existing ASPs? (25 mins)

Water. Waste water. Stormwater. Transportation.

Community collaborative: Highschools with gyms - they don't want to travel for games etc.

They need a new daycare. Need to consider how RR 245 is going to be developed.

Calaway will be the water utility. They want to help drive the seasonal destination of Springbank.

5. How should we engage on the next steps? (5 mins)

The way it's going right now is great. In the past, they were never on the mailing list, and now they are. Maybe because the corporate office is downtown?

He's attended all the meetings. The four phases works. They like the coffee chat – like the one-on-one concept.

Calaway gave a number of examples of their involvement in bettering the community. Including helping install the fiber optics in one of the communities.

What are we going to do with 4 acre parcel in commercial court. He can show plans in the piping when its developed and how it will be serviced.

NO TRAFFIC LIGHTS. Put in a roundabout at north intersection on map. It will be a nightmare for residents when both N and S residential communities are developed.

Additional Comments/Questions
Commercial court needs to shape itself; it's such a mosh of stuff. Needs to be shaped to be a bit more appealing.
Calaway used to process the middle school's wastewater.
Would like a service road on the south side of the park. They are working on site plans right now as to where parking will be etc; trying to plan ahead of RVC's plan.
Pipe put in to Edge school 3 years ago.
In talks all the time with transportation about various things.
If MD came to Calaway with water licenses, they'd have no trouble tying them on. Large

room for growth potential.

H2O is in the plant 7 days a week.

Questions about wastewater (Wastewater – unlikely to get services from Calgary. Calgary wants RVC to build to capacity before they will consider tying us in). All water flows NE to SW. Calaway is open to talking about public/private servicing. Would like to be part of the solution for the development. They have capacity to assist.

Calaway is concerned about stormwater if development happens at the north end.

Bingham is looking at creating their own wastewater treatment. Need to discuss who is developing what and where before Calaway puts in anymore servicing.

There's no reason Calaway can't extend their pipe, before municipal infrastructure is put in in addition thereto.

There are no services in the community; if they develop this open space, they want to put in tenants that assist in providing services for the community. Their campground might have to move. They want to ensure they know how their land will be set up before the ASP is set up.

(Tayt engineering report discussed, which indicated that no more servicing is required after Bingham and Harmony are developed. We have to take that into consideration in planning as well).

Pathway – natural pathway to commercial court. Need a pathway system tying everything in together. Where would the paths go? There is a natural path that could be developed.

TransCanada – if there is an accident, it becomes a nightmare. Backups are insane.

Harmony – RR34? (plans to approve it through Harmony, maybe a flyover). People don't travel west to go east. They are going to come off 33 to come west. Nobody is going to go to 34 to come back to the west side. Transportation told them there has to be a 2 mile back up before they can put in a flyover.

Springbank ASPs Review Coffee Chat Meetings (6-9 February)

Meeting:

1. Where should we focus any future growth within Springbank? Why? (10 mins)

(Going over constraint map).

2 acre minimum.

The provision to go to one acre had certain requirements to be met, stormwater, waste water etc. South end is moose pasture. Water table is 6 inches under the surface. 24/7 pumper in the basements on the south end due to water table.

2013 context study? (forms part of the background). Looks at existing servicing for water – not enough on stormwater.

(Updated technical studies coming on water, wastewater, transportation etc.)

South area – don't develop it any further. Unless developer is going to pipe everything and treat it. Blue potholes of water on map are moose pasture. Would have to pipe fresh water in. Handle storm and waste water into a system. Those residents there already are already in trouble.

Empty lots that haven't sold, development plans all over the place. Harmony won't get developed for 15 years. Aventerra only has 8 homes out of 60. We don't need growth for another 10 years. If they want to live here, there are lots of places to choose from. No stopping people from selling their land to a developer, but developer has to realize it doesn't need to be developed right away. There is 100 years' worth of approved lots right now. Why do more? Schools are full. School board hasn't come to the table with funding for more schools. Where are all the kids going to go to school?

Commercial court – lots of sites available still. Bingham court has lots of commercial space, that isn't developed. City has commercial development all along highway 1. Why come to Springbank for more commercial development?

Bingham ripped out the ground 5 years ago and left it to sit. They got stripping and grading done before they registered a single lot. Now it's a big lot of blowing dust.

Should be no stripping and grading until the lots are registered. If it's possible, it should be written in that if there is no development in 3 years, the plan gets removed. Why do we have to put up with 5 years of dust and empty land? Church hires extra people to clean the dust blowing from Harmony.

(when a DC is proposed, they allow for stripping and grading before subdivision). Council doesn't have to let it happen. They want this to not happen anymore. Too much dust blowing around on undeveloped land. This shouldn't be allowed anymore.

2. Where should we not focus future growth within Springbank? Why? (10 mins)

Infill. There are 4 acre parcels and 20 acre parcels where there could be infill. Take 20 acres to 2 acres and 10 acres to 4 acres.

Nothing less than 4 acres in North Springbank. Lots of Pony clubs. They want to ride.

Should be plans to keep 4 acre parcels, so kids now have that opportunity to buy 4 acres in the future. Why keep thinking about low income housing? They don't want a grocery store on the corner of their 4 acre parcel.

Where do we get local food from if we ruin all the agricultural land?

Along the city border – (Heritage Hills). Two acres came about because of the Calgary

Regional planning commission. Shouldn't have happened without the infrastructure. (along 101st St).

Ring Road going in, strip of land between that and the city will be forced to create a forced road. Need a forced road. 101st St becomes local non-functional. Will need to have an agreement with the City as it is their road. 20 acre parcel owned by the City in that area as well.

Stoney Trail – Burnco pit. IDP – identified "key focus area"- what could it be – Burnco has promised them, as neighbors, that they will start on the west side adjacent to Artists View with as low as possible residential density. They are fine with that.

There is ER, and a cutoff corner that is billy goat country. Steep hill in that area, not much you can do there. Leave that whole area as ER. (SW corner of Old Banff coach Rd and 101ST)

Flatter area – can't do anything with it until the City determines what they are doing.

(Commercial development) – they can't fill up commercial court. We don't need more commercial development. The people don't mind driving a few minutes to buy things.

Calaway park helps with the community. School Rd (RR33) - please change the name to School road. All three schools are there. If it is named correctly, people will think of it differently. This is our community center, all along this road, for about a mile from N to S end (highway to Springbank Rd).

Bingham – no crossing, no paths, and a planned mall near the school. Not great.

Overpass – they've heard the two lane bridge will be expanded to three lanes without changing the bridge. This can't happen.

Where the stars are on map – there are changes coming from Alberta Transportation.

RR34 – don't improve that. Don't do anything to it. (Harmony would improve it, but there were separation distances). It's a dumb idea. Take a drive and a look at RR34 – it will not work. There's an underpass at RR40 that could be upgraded. RR 40 is for cows and bales of hay. Geographically and topographically, it is a non-starter. It's the top of the plan area, but it is still Springbank. You can't do anything from a desktop study – drive it.

3. The County will be considering whether to amalgamate the three existing Area Structure Plans (ASPs). Do you think we should keep the current ASPs separate or change the boundaries? Why? (10 mins)

One community - one plan.

(North plan is commercial. One plan with identified cells for commercial, policies for residential etc. Subdivide the thought process?) Distinction is fine, but the border should be lower. (Don't include land in the plan that you don't want developed. If you are in an ASP, you will get to develop, that's the purpose of an ASP). Plan that this area is Agriculture and that it remains that way. Uncontrolled group making decisions. If we took out certain areas on the map, they could be under the County Plan, not the ASP, and a developer can come in and do what they want. They want to trust that the ASP is a guideline for Council to follow, and that if the ASP gives information on community wishes, that Council will follow it. Harmony was thrust upon them. Harmony wasn't part of the ASP and here it is. Not happy with Council not listening. They do what they want.

(Boundary moving westward, eastward.). Feel that if the boundary expands with plans to keep land as is, not slate it for development, it's OK. Use the ASP to protect the land. (Need appropriate policy with appropriate direction). We need to remain rural. We don't need a

grocery store on every corner. We work in the city – we pick things up on the way home. People come out here for the lifestyle. They don't anticipate big growth out here – they move out here to get away from the city life. Springbank fought off annexation many times. Springbank is the choice for the executives because there is no commercial, and we are on the west side of the city, close to skiing etc. If the City annexes this land, it doesn't work for the City or the community; these are unique lands. People choose this because it is rural.

The vistas need to be preserved. People come from all over the world to see these vistas; not to see shopping centers and high density living. Keep that feeling of getting out of the city, the "deep breath" and "escape" feeling. Not just for the residents – for the tourists that come here for that reason.

(Plan should align with other goals. Community goals, SSRP, environment plan, County Plan, etc. Avoid fragmentation).

Lariat Loop CS – "No panhandled lots". We had a family buy a four acre parcel, made it into two two acre parcels. Went to Council, and because they could only do a panhandle to do the two acres, it was declined. This is what we need - more rules to enforce things the community wants.

Development to them means "Where do we want to put in more houses". Why do we want to do this? Notification areas need to change; South side doesn't get notification on what happens on North side. Traffic affects the whole community, not just the one side. Community groups get the word out, not County notification. We think we have something in place that protects us, but then we can't trust it because DAB over turns it. Why should community groups have to battle and fight to enforce the rules in plans and schemes?

The plan should list of the reasons WHY the lands have to remain as agriculture, to ensure it can't be overturned by Council so residents don't have to fight to keep them as planned.

Need policies to be set with planning reasons as to why they are set that way. Strengthen the policy wording to be "shall" rather than "should".

4. What else should we be focusing on in reviewing the existing ASPs? (25 mins)

Not discussed directly.

5. How should we engage on the next steps? (5 mins)

Open houses with a different name, e.: "Community conversations". Open houses have a negative connotation.

Take a drive through the community to actually see it and feel it before planning it.

Would be good for the residents to KNOW that the planners have been in the community to get a feel of it. Not just planning it from a desktop study.

A second microphone on the floor – if you have a question, stand up, get in the queue, state your name, state your question, voice concerns. That way it's not at the expense of other people who want to speak.

Actively moderate.

Additional Comments/Questions

- Do we get to see the raw data? Combined data is good for RVC planning, but community groups need to hear the community's voices. We want to see the verbatims.
- Springbank hates panels. Feel they are to "divide and conquer"

Trails and pathways – BUT – we need parking, trail heads, garbage cans etc. Don't impose pathways on 20 acre parcels that have already been subdivided. Pathway along Lariat Loop, other side is four acre parcels. Two acres of parcel have to be given up for paths. Not fair – unpaid expropriation.

If pathways are going to be the back of everyone's property, there needs to be security for the residents. Clearer demarcation or security / fences. "Ride the path and get out of my yard".

Sale of MR – MRs have been here in odd places for 30 years. Need full notification of all of Springbank, not just portions, and cash from proceeds stays in Springbank – doesn't go to any other community. They are in weird locations, some can't even be used. But their sale proceeds should stay here.

We are interested in local food. There are green houses on these properties. We don't need grocery stores. We want local food production.

Developers gave them a negative opinion of open houses, due to the "divide and conquer".

Affordable housing – food and agriculture. What about affordable land for people who want horses and acreages, and who want to grow food and live rurally? Why do we always focus on affordable housing? Need to keep agricultural lands available and affordable for those who want that lifestyle.

(RVC doesn't have the infrastructure to get into affordable housing).

Talk to Dom about overlay aggregate zones in the mapping. Where are the deposits?

Springbank ASPs Review Coffee Chat Meetings (6-9 February)

Meeting:

Where should we focus any future growth within Springbank? Why? (10 mins)

Focus growth just on the Burnco area. Nowhere else. There is potential for residential, just not Country Residential. Looking at where the interchanges are along Springbank road, you could intensify development there. Could clean out the west village and move them into the north area, south of the ring road. Bring in townhouses, four-storey apartments; only issue is Artist View. The pit has always been their buffer from the city. 70+ persons per hectare, rocket it down from there. This is the best area to intensify in the entire region. Will be a jurisdictional issue between City and County. Calgary won't want Country Residential on their boundary. Rocky View doesn't have the servicing for high-density residential. There are opportunities there you can't plan for; transportation, highschool, retail etc. West side of ring road is woefully insufficient for retail/servicing.

West side – LRT drops at 69th, future extension goes to Weber Academy. Right of way is secured to there. If LRT continues, there is an opportunity to have a station drop in the "Burns" area. Dealership bought land at the south portion of that (golf course).

2. Where should we not focus future growth within Springbank? Why? (10 mins)

Focus on the west side. Mixed use.

East side growth near Calaway. Its already growing, not a ton of traction. Water and sanitary is always going to be an issue. Everything that wanted to be in the Calaway area is lost; they are moving into the west side (*Trinity and Shape*). This has taken the focus off the Calaway park commercial area.

From retail destination standpoint, focus on the COP area.

3. The County will be considering whether to amalgamate the three existing Area Structure Plans (ASPs). Do you think we should keep the current ASPs separate or change the boundaries? Why? (10 mins)

(Discussion on all the statutory plans and changes since then. Community has changed since then. RFP is out on technical studies that will inform a lot of what goes on. GMB will play into the planning. Need to take all the information and figure out the direction).

The ring road is the game changer. Tsuu Tina has Canderelle business park. That will suck a lot of demand out of other areas. Business will group around the Ring Road.

Administrative efficiency is always beneficial. Look at it from a higher level, rather than ground level. Look at the Ring Road, schools, growth, etc. Always good to see the bigger picture.

Lower Springbank road – (infill residential area. Two acre Country Residential). It's a dying market; nobody can afford that. (Residential land inventory – build out would take 87 years).

Two big waves coming through. Boomers bought that land. Generation X'ers don't want that land. The next generation can't afford that land. You won't see the demand for that type of product in the future.

4. What else should we be focusing on in reviewing the existing ASPs? (25 mins)

If you can figure out where the water and sanitary solutions are coming from, that's going to be key. Cluster development happens when there is servicing. Move down/villa/smaller bungalows would be a fit. Where are all the kids in the area going to live? They can't afford to live here if they want to buy here when they are older. They'll be moving out of the region to where they can afford property.

Sanitary, water, transportation is all by the Ring Road. Intensify there.

5. How should we engage on the next steps? (5 mins)

Burns should be met with as a key stakeholder due to the opportunity with their land. Future study area? Greater mix of uses? Greater mix of density.

(We've heard about the hill and difficulty getting access to that area). There is a link that ties into Valley View. The roadwork comes down and is critical because it ties in to services. Ties into an existing road network. Once the Ring Road is open, it will open it up to transportation potential. (Most traffic would be coming from the city?). Car dealer customers are all on the Westside and Springbank. (West region for dealerships). Lots of dealerships like to group together / synergy.

You don't want the orphan parcels / residual lands that are happening on the east side of the Ring Road. Orphaned parcels along the Ring Road are ripe for servicing and density. Land on either side of the Ring Road is lucrative.

Could be joint economic development on the servicing and taxation from a Calgary/County perspective. The land will be gold, or someone will be getting 100% of nothing. Processing Plant will be moved/rebuilt soon. Wherever the plant will be, gravel/cement etc. will be brought in for processing. Materials to be used for all kinds of things. Delivery right on the Ring Road. The "mountain" on the land is all stockpiled material from under the Ring Road that they had to get out of the right of way. Processing facility is contemplated to fit with other business, retail, mixed use.

Coffee chat is a GREAT platform for discussion.

Additional Comments/Questions

Representing landowner, Burnco gravel pit. Side note – had a neighbour who didn't even know they were there, they have good distance and berms etc. Land use planner consulting as well, and is the Chair of Chamber of Commerce.

The pit itself is coming to the end of its life. The plant is being contemplated to be rebuilt. There are additional lands owned by Burns in the City, due to annexation lines. If you go out to 50,000 level, it is infill land. Their land is closer to anything in the whole region to downtown. It's brownfield, good for office, retail, recreation, could plan 1,200 acres on the west side of Calgary. We want to spend extra time on this location, as it's in the IDP. With the interchanges etc., it shouldn't be Country residential and should be more intensive. There are sensitivity issues that require buffers etc., but is a huge potential. There is history through the last annexation as the pit was still operating. On Rocky View land, the pit is done. Reclamation has progressively happened overtime, reclaimed back to farm land. Pit

is still active on City land section. .Still mining there, but 2-5 years left. Plant will be relocated. Haven't planned where plant will be relocated yet. Shouldn't be farm land; it's too close to the city.

This land will be on the radar vision for Olympic bid. Great location for Olympic village, ski jump etc.

Springbank ASPs Review Coffee Chat Meetings (6-9 February)

Meeting:

1. Where should we focus any future growth within Springbank? Why? (10 mins)

What is definition of growth?

2. Where should we not focus future growth within Springbank? Why? (10 mins)

Why are we doing this right now? There is already too much uncompleted growth. Bankrupt development. Stripping and leaving it open.

Hire a geo student to map the place, (gravel, springs, glacial til). No development should be on perched water table. Shouldn't be subdivisions on that type of land. Flooding in houses, pathways closed off. Nothing but trouble. Water issues can't be fixed, the water always comes back.

Industrial minerals – consider cost of transport. Map it out to save costs.

No growth is needed at all right now. Not in undeveloped areas. Not in new areas. Some of the new undeveloped areas have a few houses and they all have water table issues.

NSBASP - 17 people on the committee because they didn't want their land annexed for the airport without being paid out. But now there's Edge school and Bingham crossing – why have an ASP? None of that is in the ASP.

If you are going to do another ASP, put better thought into it. Why bother, when the developer gets whatever they want, regardless of what the ASP reads?

ASP in 2001 says residential infill development should be 1st. Guest has 4 acres, was not allowed to subdivide to two 2 acre parcels. Another area was approved for this same type of subdivision. Not fairly dealt with. The County approves who they want when they want. Not applying policy fairly. Not following the ASP. Feels County doesn't care about blue collar worker. Only cares about developers with deep pockets.

The County has no pre-thought or pre-plan of their own. Waiting for City to decide on developments. So now, County needs to develop land before someone else develops their land

Doesn't feel administration paperwork and technical studies are done fairly or consistently.

Million dollar homes on high water table? How did that ever get approved? They have structural problems now. Shouldn't have it. Should definitely get a geo student to determine whether lands are actually developable.

Issue brought up about a home being built on the water table that they had to build up the land, but then couldn't get their DP approved because they were too high.

(Transportation network model – we get a good idea of when intersections are going to fail, how they need to be built up etc.)

Will County ever sell land that is reserved? (Depends – outlined how it can work in the MGA. Intent is to pay for parks and pathways etc). Eiderside – lands run from RR33 west to the new golf course in Harmony. What are the plans for that land? (Jessica to follow up on plans for that area)

Overpass on RR34? What on earth for? There's an underpass at RR40.

(Clarification on 2 and 4 acre parcels in the north.)

3.	The County will be considering whether to amalgamate the three existing Area Structure Plans (ASPs). Do you think we should keep the current ASPs separate or change the boundaries? Why? (10 mins)
No	t discussed.
4.	What else should we be focusing on in reviewing the existing ASPs? (25 mins)
Se	e #2.
5.	How should we engage on the next steps? (5 mins)
No	t discussed.

Additional Comments/Questions

Question about number of water coops. Westeridge seems to have a monopoly.

It's a rural area – why is there a commercial development being planned?

(Calalta serves a portion of Springbank.)

North Springbank water coop as well. Would cost too much money to install the line under the highway at resident expense to get water. On a well instead.

Harmony has their own water license and water coop, and approval to get and dump waste water into the (editor: waterbody – missed which one).

Annexation? Long term plan? Forecast? Existing ASP – but no mention of annexation. (Last annexation was 2006, nothing current. City would apply to the Province. But this is not an area they are looking to annex. For the most part this whole area is Country Residential.)

Schools – learn the lessons that Calgary has gone through. There aren't enough schools. They need to be planned before the kids come in. Schools won't be built until all the houses are full. Example of kids going to class in classes of 48 kids, going to class in rooms without windows. 1000 kids in a school designed for 400. (*Discussion on coordination with school board and planning on population*).

How many schools are planned for Harmony? There are going to be 1000 homes. (Rocky View Schools decides on how many schools are needed). (Harmony has planned school sites, but it is up to the school board to put in the school).

Is the real issue with the capital? The houses have to be built and taxes paid before the schools have funding. (Land for school is acquired through subdivision. Schools built through provincial funding). Put a caveat in that a school is built before the stress on volumes occurs. You already know how much development is planned, put a requirement that a school is set up before the need becomes urgent.

Two big developments – Harmony and Bingham – until we see how they come about, we shouldn't build anymore. Let's see how these play out before more development happens. Don't approve another development. Take into consideration the economy – people are losing money. Construction for oilfields has seized. All developments should follow suit.

If you are going to develop a community, who's going to buy into it? Who can get approved

for a mortgage? People can't afford it.

Like the idea of checking the water tables. No permits should be approved without that being verified.

Application process should be very transparent .

Schools !!! Have a plan!!

Water lines – any potential for Springbank being tied in to the sewage line? MD should make a deal with the City. Increase system in Calgary, let RVC use it.

Development permit – height restrictions changed? No, R-1 and R-2 is all 10 meters. DC districts can be proposed over and above at Council's discretion.

Springbank ASPs Review Coffee Chat Meetings (6-9 February)

Meeting:

1. Where should we focus any future growth within Springbank? Why? (10 mins)

Define growth – commercial? Industrial? Residential? (tell us what growth you want).

We are in the middle of the NSBASP. Put it together as protection from the airport. As neighbours, we understand and appreciate each other's focus. We definitely don't want to see the watering down of current services. NSBASP should almost be "core".

Land around airport is not developable.

(Existing plans are 20 years old. We want to bring the plans up to date. Have a vision of what the community would like to see).

Have you seen proposal in 2010? Community group brought to the County re: Situation nestled into the airport. It is not agricultural to support anything other than hay. Realtors tell them residential development is done. Would be supportive of some commercial development in those areas.

Everything west of 33 is ruined for residential. Would like to see commercial there.

An area that is truly identified as commercial growth / business core. Not sure what those boundaries need to be – Springbank road to the school – but anything west of 33 should be commercial. None of us moved out there to be around commercial development, but the way things have gone, it makes the most sense. There should be a commercial core structure plan and residential plan.

10 acres for low density office / professional offices. Developer won't buy on speculation. ASP should have secondary land use. If it's recognized by the County that we would sanction a commercial development on our land. Our land is worth less now because of how it's zoned. But if it was zoned with a secondary land use with commercial capability (pump out sewage, no traffic, water supply from Bingham crossing) they'd be compensated better by being bought out by a developer. Nobody is going to buy their lands for \$2M homes due to the view of the airport, school, etc. Only a commercial developer will want to buy their properties, but they will try to low ball them due to their land zoning. I don't care what type of commercial development goes in there. I want to maximize our exit strategy upon sale; everyone knows it'll be commercial development. (County can't redesignate for you, but if the strategy changed to allow for commercial development – gives direction to potential buyers and planners – policy needs to be in place for that).

- 1. We don't want to support a single structure plan. Boundaries can be changed.
- 2. Aventerra shouldn't be part of the same plan. Alice sees her land being a transition zone/buffer zone between Country residential and commercial development.
- 3. Three zones Residential, Transition Zone, and commercial.

If you go to foothills, they point you to Alderside for business development. We have the Springbank airport area. It's all leased land though. Whereas, if they can buy a parcel near the airport, own the property, they can better plan their commercial development, which they are suggesting their lands are well suited for.

Two acres are great; HOWEVER, unless we get a central strategy for servicing it won't work. Harmony water treatment etc. gives better development opportunity. There is rationale for two acre parcels, but there has to be adequate servicing. Higher density in transition lands. Still keep it Country Residential. Harmony still wants Country Residential, but wants quarter acre or half acre with amenities and commercial options at hand. If there is 40 acres of transitional land, built up with nice looking condos, it's a better "view" than the back of a

shopping center.

It's hard to revenue neutral with smaller fragments. Developers should pay for, but we don't want 20 water treatment centers.

North of Hwy 1 has the benefit of a huge regional sized facility being built. Harmony put that together. Edge school has to truck out their sewer – why not connecting to the Harmony sewer?

Water servicing in the area is dated.

2. Where should we not focus future growth within Springbank? Why? (10 mins)

Supply and demand. There is plenty of development sitting now. There is already a good supply of two acre development. There isn't a demand for those lots. Maybe that will change when the economy changes. Don't need to worry about someone's 20 acre property if we haven't sold out the developments already in the works.

If developers want to take the chance on buying property, let them, and let them sit on it for 20 years if there is no demand for properties. They are entitled to go through that process if they want.

(Just setting out process - not approving development just because it's zoned for that).

Economic development can look at the policies set in place to determine where residential and commercial development should occur.

We have high level planning documents. But we have an opportunity to say, for a half mile on either side of the highway, all government bodies have a say on what happens. RR33 corridor has evolved over the years and there is very little residential impact. Identify in a planning document "here is where our service corridor is". That way people know when they move out here "here's what's available".

They want to save the old Springbank School to preserve it as heritage lands. But how can we do that? Remainder of their quarter by the airport is unique. 100 cars per day going by. Can't get out of their lots half the time. Makes sense for commercial development, not residential subdivision. Nobody is going to buy their land for residential subdivision due to the area, airport, highway. It only makes sense to zone them as a commercial potential area so they are compensated properly.

(Plan should be laid out so new residents know what come be happening in the future. Plan should clearly lay out what the plan is for each piece of land so new land owners know who their potential neighbors are going to be).

Highway interface, and highway frontage. Should be 1 quarter over and above what it is. Cooks property should be in the plan.

Once you figure out where the undevelopable land is located, where nothing could possibly occur, you should make those parklands or greenspaces. Plan that in the plan.

 The County will be considering whether to amalgamate the three existing Area Structure Plans (ASPs). Do you think we should keep the current ASPs separate or change the boundaries? Why? (10 mins)

There are 25 residences in the NSBASP.

Don't amalgamate plans – they don't want to lose their voice. They don't want landowners with \$3M properties having a bigger say then they do on their smaller properties. Need to recognize that the areas are completely different. The needs to upgrade roads are unique per area.

4. What else should we be focusing on in reviewing the existing ASPs? (25 mins)

Vote of thanks to administration for listening, and having a good informed discussion. So when this goes to Council, it will be a good, informed decision with no questions.

Primarily because of Harmony – the municipal services we don't have – RCMP, fire hall, ambulance etc, working with Bingham to get those services. (*Once we know what is going to go where, then fire chief decides what is needed and when*). Need to plan where future fire station is going to be etc, so there are no future surprises. Get it in the plan now.

RR35 – western edge of the airport: 35 going to be an overpass on #1? Why? It's the entrance to the airport. And there's an underpass at 40. We have impact from Old Banff Coach Road west. Need to consider annexation from the city. Qualico doing lots of development but are stopped by Old Banff Coach rd. Either side of that corridor are noman's land.

RR33 should be renamed school Rd. Changes the feel.

Two schools in Harmony. 1 middle school for sure. Should start building 2019/2010. There is a highschool site. Should build a bigger highschool and collaborate with RVC and combine the two schools. Losing students to the city, need more room.

5. How should we engage on the next steps? (5 mins)

Really like this one on one format, to remove distractions.

Additional Comments/Questions

A lot of people have no idea what's happening in their area, tucked into the airport, finite boundaries, their situation has been downgraded. Was great to be able to voice their specific issues at this coffee chat.

Springbank ASPs Review Coffee Chat Meetings (6-9 February)

Meeting:

1. Where should we focus any future growth within Springbank? Why? (10 mins)

(Notes from Jessica - Add to maps: Stoney trail label for 101st. Harmony. Add 3 ASP areas.)

(Springbank dam is still in discussions. Province did presentation 6 months ago).

Future growth – as a baseline, in the next 20 years, are we going to triple in population? (current plans provide for a certain amount of growth. Intent is to re-evaluate the vision and objectives. Policy direction is two to four acre range. Is this still appropriate?)

Residential growth – not as much comment – maintaining large lots is key to what has drawn people to this area.

Commercial growth – if it's kept along the Hwy 1 corridor, constrained by recognizing we don't want urban sprawl. Prevent dealerships that have prison yard lighting. Prevent trailer sales lots. Focus on the idea of something more community-oriented like Bragg Creek. Constrain how it appears, its lighting footprint, constrain type.

Need a community center to obtain services, so there isn't so much traffic in one area.

(Highway node – if they meet lighting and style of development, can you see a range of options?) Yes, no large hotels, but maybe a small hotel. Maybe a small restaurant, as there is no place to stop and eat. Something more upscale.

Has been looking at building a micro-brewery in Springbank, but there seems to be push back on that type of development, and there are water issues. (*Technical constraints will be reviewed – water, wastewater, stormwater, etc. If we can't service a development, we won't get excited about planning it in*).

County Plan 7.29 – maintain dark skies. Maximum 2700 Kelvin temperature should be mandatory max in Springbank. Prevents light scatter, promotes better sleep. Enforce the 'Full Cut-Off Downcast Lighting' rules to prevent local glare, reduce regional light pollution and to promote both a safer and healthier night environment.

Last ASP divided the community between tolerables and intolerables. If I was a tolerable, I wouldn't want my land protected against development if I want the option to develop. What has the County done to deal with the tolerables and the intolerables in terms of designation and land development desire? (Plans don't always build out the way planners and Council envision).

Categorize and distinguish land? How have you done that? How are things protected or listed as developable? (Preliminary identification of constraints, wetlands, etc. There is existing policy that would protect those lands). There is a rift between the two groups: used to be called 'subdividers' and 'landowners'. Why should 'landowners' be told what to do with their land by subdividers who can't develop? Last ASP, 56% of landowners wanted their land developed. Why should I offer suggestion on where I think development should happen before I know who wants to develop their land and who doesn't? You need to talk to each landowner to find out what they want to do with their land. What is Council doing in terms of leadership of owners of large parcels of land? Focus in on the large land owners. Do they want to subdivide or protect? (Lands that remain unsubdivided have been contacted and are welcome to participate. Landowners with vast tracts of land should absolutely be at the table for discussion. ASP is lead by Administration, Council considers proposals based on the ASP administration sets up).

ASPs were adopted in 2001. Why are we doing this again? (Gain knowledge on those plans

as to what happened).

Residential – the issue for further development isn't road access or electricity or water. Its disposal of waste water. Restrictions: you are only allowed a certain number of septic tanks and fields in a geographic area. We are maxed out with existing development. Further development can only occur if a centralized waste water system is developed BY THE COUNTY. It can't be downloaded onto the developers any more. (Master water and waste water plan adopted in 1997. They are very out of date. This is a critical piece).

Is Rocky View going to join the Calgary regional partnership? (GMB and MGA will replace or act in a similar fashion. Don't know when this will be implemented). Why talk about this if none of this is solved yet? (Process is well underway. Should have more information around summer, when we start drafting the plan).

What is waste water solution for Bingham and Harmony? (Harmony has a local waste water treatment plan. License to pull water from the river, treated in the plant, and an outfall to the river. They are self contained. There is potentially extra capacity in that system. Bingham is using Calalta water coop. Waste water is a local treatment plant for waste water; spray irrigation. Springbank creek approved using a similar model.)

2. Where should we not focus future growth within Springbank? Why? (10 mins)

Bearspaw – north side of bow river is being developed as a park area. South side of Bow or Elbow in Springbank should be the same – should be parkland. (Haskayne is on the north side. Glenbow ranch is on the other). People in Springbank should have access to the north side of the river.

North of Elbow should be protected and preserved. (Springbank creek flows to the Elbow. They are proposing a regional park in that area. Interesting to see if that could continue).

Springbank creek runs right through my property. You are welcome to buy it.

We need nice areas that should be accessible by bike or walking paths; park areas to walk to and from).

Areas where there has been development has stopped (Windhorse) – what happens to that? Does it get completed? Does it get redeveloped? Should it never have been tried? Was the planning not correct? (Developer went bankrupt). Because water was an issue. (The roads/infrastructure – we take security and hold it in trust for the cost of completing. The County is able to use funds to complete the work on roads/infrastructure/landscaping). It's an eyesore. If there is a review of the geo factors, maybe this wouldn't happen. (Development happened before master drainage plan was in place).

Lots of partially completed homes because water table was so high, basement work and other type of work on those houses became too difficult and too expensive. Had a geo evaluation been done before development, the developer probably would have known it was not a feasible area for development.

Needs facts and data without speculation and dreaming. What is MD doing to help with getting that information to better plan the area? (RFP has been issued for technical evaluations.)

Feels other land owners are being pushed around. And other land owners are wanting to be protected. (We need to hear from these people). You need to go to them, rather than try to get them to come to you. But more evaluation is needed.

3. The County will be considering whether to amalgamate the three existing Area Structure Plans (ASPs). Do you think we should keep the current ASPs separate or change the boundaries? Why? (10 mins)

Biggest issue is water and waste water – is amalgamating these going to solve the issues? (Opinion, yes; a more cohesive regional approach would be beneficial.)

Having one plan is the wise way to go. With existing plans, there are probably rights and privileges established, people may be threatened that they will lose those rights and privileges if their policies are rolled into one plan. This needs to be evaluated.

4. What else should we be focusing on in reviewing the existing ASPs? (25 mins)

Not familiar with geo of the hill, but in California, slumping was an issue on similar lands. Is there dip structure? Is it downslope dip? If you build on upsloap, there will be slumping and you will lose the value of the area altogether. Cost a billion dollars of damage in similar area in Southern California. (lots of water saturation and septic tanks). "Portuguese bend slumping". By the golf course, this is already happening; their doors aren't closing, their foundations are twisted. Too much land mass movement due to irrigation and ground water surface saturation. This needs to be looked at.

(need to look into -does master drainage plan look at the slumping due to ground surface water saturation and "Portuguese bend. What is the dip in Springbank. If it's a downdip and there's a lot of saturation, there will be slumping). Impermeable materials on a down dip is an issue.) From water wells that have been drilled historically, you will be able to tell what the material make up is.

5. How should we engage on the next steps? (5 mins)

We want to see all the feedback, what were everyone's thoughts and comments?

Additional Comments/Questions

Airport is going to continue to expand. But the residents and development in the area have to reflect that fact. What if they build a terminal? Traffic will jump up.

Development on corridor where runways are – there are going to be air traffic noise. People need to know that.

General aviation? Or smaller aircraft?

Study done on length of runway? (Potential expansion of an additional runway. Federal jurisdiction).

No development; if you look at directly south of the runway in Calgary, there is no residential or commercial development in path of runways. We need to consider that too.

Bike paths – we have a LOT of bike riders through here. They come down Springbank road to Hwy 8 etc. Bike riders have been clipped by cars and killed. We need a better pathway on the side of roads to keep them safe and separated from cars.

Lower Springbank road up to Hwy 8 – (primary intersections will be clear once Stoney trail is complete.) Don't close off that road and force everyone down – there will be bottlenecks. Still need access out to Hwy 8.

Springbank ASPs Review Coffee Chat Meetings (6-9 February)

Meeting:

• Where should we focus any future growth within Springbank? Why? (10 mins)

Spring bank is about a third of the size of north Calgary with LOTS of open land. Big problem is a lot of developers go broke. Morgan's rise went really well. A lot of other ones were inexperienced developers that don't take into consideration the extra costs.

Geographic sense- growth should be closer to the city – rings of a tree so to speak, lessening the further you move out.

Is Bingham crossing still going through? (yes)

We need to see what the Ring Road does to the area too.

Springbank still does have agricultural pockets. That is the beauty of living out of the city. There has to be good balance. Need to have some amenities too.

Need two acres for septic fields. Can't go lower than that. But we need to consider seniors' housing in the future. Doesn't seem to be promoted in current ASP. Should be considered. Population is getting older, but they want to stay in the area. Why move them into busier/city areas. Need a place here where they can stay.

Don't need monster acreages; doesn't need to be high buildings, low lying so as not to obstruct view.

Senior housing seconded. Bingham Crossing maybe?

We should be like Bragg Creek. Fit the character of the area, have little shops and restaurants that are western and country.

Landscaping and maintaining two acres when you get older is not feasible. Smaller lots might be required for the older generation.

This whole thing is going to be predicated by water and wastewater development. Gov't put a freeze on the number of water licenses. Calgary has allocation for three million people out of the Bow. RVC can't even get a license for this water. Why is it that electricity and natural gas are easy to get, but new water licenses are impossible to get?

There is a waste water line running north of the Springbank airport from Cochrane. Cochrane was planning to put in a sewage plant because Calgary wouldn't take their wastewater. The wastewater line was built and Calgary is taking the wastewater. But Calgary won't allow anyone to tie in to the line. Provincially, it should be mandated to coordinate between municipalities.

If you can't get more water, there can't be any more development.

There are development pockets all over the place – very hard to tie everything in. If a developer puts in a water line, they aren't necessarily going to put in a line large enough to have others potentially tie in.

Infrastructure has to be put in sequentially. Put in a hub and go from there.

Is the plan to go to higher density (yes, but not like the city. SSRP mandates that better use of land should be made. Servicing is a huge part though).

Currently, everyone is on their own septic tanks. Developers may be looking at higher

density development. Restrictions exist in river valleys for development. In North Springbank there are water wells down in the river valley. People upslope put in septic systems; potentially the downstream/downslope water wells could be contaminated. Doesn't seem to be any restrictions on building upslope near river valleys.

If I'm cooking and run out of tomatoes, I have to run 15 minutes into the city to go buy them. Should be something in town to get groceries and amenities. Would be nice to go out and get a coffee at a coffee shop.

Density is a dirty word for some. Density is defined as units per acre or units per quarter. What is a unit? Monster home vs 1 or 2 bedroom condo? Two very different types of choices and land impacts. Some distinguishing factor is needed as to what is a unit. Need to define unit better in the new ASP.

(Right now, plan is ubiquitous. Maybe there is an opportunity for different style and character development in certain areas. Phasing and structure in the development process).

A four or five unit condo unit takes up the same space and impact as a 10,000 sq. ft. house on the same size parcel of land. Impact on traffic, water etc. is equivalent.

Half acre lots with a lot more green space in between. More park areas with smaller living areas. Ten acre parcel with five monster homes? Or a few smaller homes with lots of green space.

Cost of developing the lots is more than the cost of buying them. If you are paying \$350,000 for a lot, you should be paying triple that on the building, which makes buying a house in Springbank out of most people's price range.

Should be developed from the border of the city of Calgary and working westward. Start at that western boundary. Connect and branch out from what we already have.

Valley Ridge waste water piping is sized to handle a lot bigger volume than they have. Why is that? They were planning in advance for higher volume.

Watermark put in their own plant. Maybe that is what is needed.

Where should we not focus future growth within Springbank? Why? (10 mins)

(Water and waste water will have a big impact on what happens in this area.)

Too much potential for discrimination in determining where NOT to development. It's a trickier road to take. Easier to look where development SHOULD happen.

 The County will be considering whether to amalgamate the three existing Area Structure Plans (ASPs). Do you think we should keep the current ASPs separate or change the boundaries? Why? (10 mins)

Moddle – why is it there? That's an easy one, roll it in somewhere.

Better to have one larger one? Or advantages to having multiple ones. Maybe change the boundaries. What are the benefits either way? (Some people feel Springbank is a cohesive community, so one plan makes sense. May provide benefit in terms of policy direction for the whole area. Easier from an administrative perspective.)

Should be able to fit the whole area into one plan, it's not that big of an area. (Remember, it's not a NEW plan, just an amalgamated plan. Maybe direction in north area by airport

should be more distinct. Should maybe be identified as a regional business center, and a highway business in the same area. Maybe that should be a particular cell in the plan, separate from the residential areas.)

If you put in boundaries within one plan, it's the same as having three separate plans, as you still have to consult those other plans. So, makes sense to have one plan.

Demographics in the area are changing. Empty nesters are moving out and newer families are moving in. Attitudes are changing. The lots are too big for the older generation to maintain. Smaller lots would be more affordable for younger families to come in, brings new life to the community. It's a great place for young families. A few convenience stores would be nice.

Connectivity. Along Springbank road – lots of people cycling. Repaving Old Banff Coach Road. Putting a shoulder in for the cyclists? Walking on the road makes pedestrians road kill. There needs to be shoulders on the major roads to keep pedestrians and cyclists safe.

Greenspace along frontage of road – doesn't do anything. Nice berm and bike path, but it starts nowhere and ends nowhere. (ASP puts in vision, but development puts those in place.)

Retirement living – where to put this. Put it beside shopping area? That's a pet peeve in Calgary. It's always on busy roads and busy locations. Something like this needs to be in a residential area where you can open your window at night and hear the quiet, not traffic. Should be incorporated with regular residential. Not talking nursing beds, just older generation that doesn't want land maintenance. Apartment style? Smaller bungalow? Townhouses that look like a large mansion, but are individual units? Keep it a quieter country lifestyle retirement setting. Living in the country, we don't want to retire in the city.

What else should we be focusing on in reviewing the existing ASPs? (25 mins)

Not specifically discussed.

How should we engage on the next steps? (5 mins)

Not specifically discussed.

Additional Comments/Questions

Road signs are too small in RVC. If it's foggy or night time, it's hard to see the road signs. Can't read them until you are on top of them.

The low light rule. (dark sky lighting). Newer homes have the post-top lights, which are really bright. They are shining straight up. They put their lights on at night, and it illuminates the whole neighbourhood. Lumens should be limited. (It's in the policy that it should be dark sky, maybe tighten up the policies.) All lights should be shielded downwards.

Need sidewalks for runners!! I don't run in the area because I am afraid for my life. Even a wider shoulder would be nice.

(Policy and procedure discussed on how plans are circulated for review.)

Springbank water coop would like a letter done up to lay out their concerns to put in the review circulation.

Concern – Bingham Crossing – upgrading the interchange. Who's cost is that? (It's up to Bingham Crossing. County doesn't pay for that. Transportation Offsite Levy is geared towards that. Anything on provincial highway falls under Provincial jurisdiction).

Meeting:

Where should we focus any future growth within Springbank? Why? (10 mins)

How many lots are already approved in this ASP area? (Land inventory as a whole – there is a lot of supply. Exact number off-hand not known. Springbank Creek has 350 lots approved.)

There is a lot of development in the south area, and then a lot by the golf course. On the east side where Harmony is and the airport. Wants the development to be near the airport. Family history is in that immediate area and they want the opportunity to develop those lands when the time is right (edited by respondent to clarify "importance of preserving development potential on the family land in proximity to the existing residential and commercial developments north and east of the family lands). (Airport to the west and south – business and commercial) – yes. It should absolutely be used for commercial or light industrial. Harmony has residential, which is good. Had many meetings with Calgary Airport Authority – there is a potential for residential development in the flight contours. The airport will want to propose that there shouldn't be development around the airport.

At Heritage Club, it was mentioned that they wanted to protect the airport. But why aren't the residents and surrounding lands protected from the airport? North Springbank ASP – commitments were made on behalf of the airport in the letter from the CAA dated September 5, 1997. These commitments and the provisions in the NSASP are future looking and contemplate increased aircraft movements while also preserving the potential for future development. We don't want to throw out the old policies, because it was based on three years of community consultation and negotiation – came up with something everyone wanted to and was able to live with. Concerned that now the airport is coming to RVC with changes they haven't discussed with the community (Verification that we are not starting from scratch. Just reviewing what should remain and what needs to change).

Where lands were at the end of runways and under NEF contours; should be for commercial and industrial development. If NEF contours don't limit development, then shouldn't NOT consider developing their land. Don't want their lands frozen out for development.

Airport putting burden on residents around their land if the airport wants to freeze them. What does that do to the residents? This balance was achieved in the NSBASP and they want to keep that (balance via commitments made in letter from CAA dated September 5, 1997).

Would like to have a further sit down about this discussion (editor: their particular land and the airport). Airport was future looking – movements were around 120k, now they are at 150k. Runways are to be lengthened. "won't restrict residential development outside of 30 NEF contour". Our map contours are three times as big as the contours on his letter's attachment. Our map takes out the majority of his parents' section. Airport's map has much smaller contours. Our map frightens the daylights out of them. (Ours is 25 theirs is 30). It affects a number of their lands, making them undevelopable. (Springbank airport can't actually restrict land use around their airport. Not same rules as Calgary and Edmonton international airports).

(What about central plan and residential development? Traditional two to four acres?) At a in high level, what he loves about Rocky View is we support creativity in planning. RVC has an opportunity to be flexible to allowing landowners to develop their land how they want. Harmony has a dense node that couldn't have been developed without support from RVC.

Need to have good research to develop remaining lands. If we're not going to burden the tax base, developers have to put together significant plans to put those costs in place. RVC needs to focus on good policy decisions that developers can follow. When a developer

comes in and wants to acquire those lands, it will be used for commercial / industrial. But a good portion will be residential as well. Sterilization due to runway – as long as RVC is flexible in policy, it is just shifting density around. (*Plan should be more focused on process, principles? Rather than on land use designation?*) More rigour on the policy side, rather than the land use planning. Planning strategies change and evolve. ASPs date themselves very quickly.

Talking about WIFI more powerful than satellite. How we work and play will completely change in the next five years. Planning what to put where in the area right now will do the County a disservice if it's not flexible and doesn't allow for change.

Encourage not dividing parcels of ownership. Don't force a quarter sections being split in ownership.

2. Where should we not focus future growth within Springbank? Why? (10 mins)

Not specifically addressed. See above.

3. The County will be considering whether to amalgamate the three existing Area Structure Plans (ASPs). Do you think we should keep the current ASPs separate or change the boundaries? Why? (10 mins)

Maybe we should be considering not having certain quarters of their land in the plan.

Do ONE plan for the whole ASP area and someone will get more vocal. If more people are involved in the ASP area, they'll be more involved in stopping things that happen on other people's lands. People will be more vocal on what's happening on someone's land farther away from their own land.

ASPs should be split to allow more flexibility.

How does a county define a node of development? (The lands outside of the conceptual scheme of Harmony would not be considered for development. Lands not in an ASP would be slated for Country Residential. Growth areas coincide with ASP areas.)

Preservation of agricultural land being the driving factor in development. Is there no ability to say "this is unique land. Can we not develop it how we want?" (If not in an ASP, it is evaluated under County Plan. Not as much flexibility.) NSBASP works well. Would hate to see their land rolled in with the rest of the area. Their land is unique and needs to stay that way.

Noise committee – they get feedback from the whole north area. There was only one instance where the issue came from central. Issues in the north area are very distinct.

All contiguous lands under one policy framework in the North? Or, split it, but keep NSBASP separate from the rest. Would be better to have them dealt with a unit, rather than fragmented. But if County says no development near the airport, is it better to keep it separate? (They want to maintain opportunity to have their land development in the future, so would be more beneficial to have their land in an ASP.)

(We want enough direction to provide guidance to determine what types of things are happening, but enough flexibility so that you are not stuck in a specific box.)

If County says land is not in the ASP, it can't be developed. But you need to meet with the County to discuss the uniqueness of their land, stuck between Harmony and the airport. All development is going to be demand driven, regardless of what the policy reads.

Currently some of their lands are in the ASP, and some are in Harmony; three quarters in Harmony, and one quarter in NSBASP. Harmony removed one of their quarters from their ASP, so it isn't under an ASP at all. (NSBASP policies are still appropriate and make sense?) Yes. Doesn't allow a lot of restrictions. (Airport trying to restrict developability on their land?) Yes, look at the contours they've given. Sterilizes part of their land. Airport has moved stuff to match the NW runways, and may be pushing their contours out. They just do what they want. When they moved stuff, did it change their contours? Appears to be the case; broader contours and more infrastructure.

Is there an opportunity to have two plans that play off each other. Don't see having Country Residential on their lands – residential yes, more intensive, but not large acreages.

This ASP is very critical to their family. Would like to meet again.

People moved out here in the beginning because they wanted to have horses and sheep. Now people want a mix of options. Not really a place for people to come for that anymore, since all the lands are fragmented. The more we allow dense development to occur, and the more it doesn't incorporate the country lifestyle, the more we will push those people out. Need to find a balance between density and maintaining a country lifestyle.

Can't incorporate trail riders with dog walkers. Need to respect that there ARE horseback riders in the area – they don't always want to be ditch riders. Need to respect that lifestyle. If the County forces developers to put the connectivity in, and as long as they can make the economic model work, then it should work for development.

Unique area with airport to the north and Harmony to the west. Edge school as well. Lots of changes happening. Agricultural lands aren't the same as where they are. Their land has its own challenges and benefits. Their land won't work for ag land anymore. They have cattle, and use both sides of 250, but there have been a lot of changes. 250 is paved now. Was an oiled road first. Big increase in traffic due to school, airport, and Harmony.

4. What else should we be focusing on in reviewing the existing ASPs? (25 mins)

Not specifically discussed. See above.

5. How should we engage on the next steps? (5 mins)

Per above, would like another one on one meeting.

would like to sit down again to discuss this. Large land owner, definitely a stakeholder.

Additional Comments/Questions

Does Harmony have ideas on boundary changes etc? should be involved in any meeting about boundary changes on their lands/Harmony lands. If there are proper principles in place, everyone will have options to explore.

Boundary changes further west? (need to investigate further. There is lots of land in Springbank already).

County doesn't want small utilities all over the place. Harmony has utilities to share with neighboring landowners. Worth a conversation to explore what the utility can do.

lands are in a catchment area that has potential.

Riparian areas – are they all defined named creeks? Need to confirm for used, but developed from provincial document.

West of RR 40 and south side of Transcanada highway.

Is AT putting in an interchange at RR40? Yes, not RR 34. If that were true, (RR34) overpass for RR33 would need to be removed. Not a full access interchange – it is in the Harmony TIA as an option (partial access merging on to east bound). There is an underpass currently. Interchange for RR40 wouldn't be required until there were further development.

RR40 under the highway – fencing is torn out – who can we talk to about getting that fixed.

Meeting:

1. Where should we focus any future growth within Springbank? Why? (10 mins)

Rural growth.

(Stick with Country residential two to four acres, limit development to areas that haven't been developed yet?)

City expanding development around major highway route. How are things going to be controlled? Auto sales out in the boonies? Thin edge of the wedge. Concerned about infill between fragmented "developed land". Where is the limit?

(There is a boundary with the city of Calgary now. There are no annexations in place.)

Dark skies. Most new houses put in pot lights, put them on at night and it lights the whole neighbourhood. Goes against the ASP policies. More notification – he's renovating another house, he put pot lights on the outside of the house. Wasn't aware of this dark sky policy. (need to re-evaluate clarity on applications re: lights)

Road noise – he's quite far away from the highway and can still hear cars driving by. Used to be able to hear a pin drop, and is was dark. Now it's loud and bright.

Pinebrook golf course – four to five flood lights pointing outward instead of down. Where is the enforceability? (Site inspections at time of DP, not anytime after. County works on complaint basis – if there is an issue, call it in).

Bingham and Windsong – party houses in vacant houses. Kids using the empty houses to party in. (*call enforcement*). Is there a bond posted by the developer that we can pull to enforce noise, dust, unfinished houses etc.? (*BP to start and finish. If it's not done, permit would lapse and new owner/developer would have to reapply. If left too long, it is no longer within code*). Some places have been sitting empty for three years – isn't there anything we can do? (*Bank owns bankrupted land. Becomes private land owned by the bank*). Can't we put a provision in that the County buys the property, finishes the dwelling? (*No*). Can't the County knock it down if it doesn't get finished – take some security to do so? (*No. We take securities for roads etc. Explained that process. Only infrastructure and landscaping.*)

Ask the questions now as to what hasn't been done right or wrong in the past. Developments flooding their neighbours downstream. Needs to be resources in place to fight this type of thing. Once things go ahead, there is no clout to get things fixed or completed right. (Discussed drainage plan – master plan, commissioned by the County.)

(All new ASPs have rules that development has to follow the master drainage plan.)

Encourage people to come in and tell them about the issues they are having now. Can't have a future if we don't understand the past issues.

The growth has to be looked at from a high level. Without looking at the cumulative effect on what's already been approved? If we keep approving developments, what will be left?

2. Where should we not focus future growth within Springbank? Why? (10 mins)

15 years ago there would have been some hope, isn't sure there is anything left to preserve. (SSRP supports looking at a compact design and retaining open space.)

Concentrate utilities / services. Unless area has grandfathered in sources, how are you

going to get water in? Patchwork of different systems.

Going from four acres to two acres – four acres is a chore. Enjoy the space, but it's a lot of work. Spend half your weekend cutting grass. He's on septic and his own water well. (if you go below two acres, can't be septic and water well). Likes the sound of cluster development – are there chunks of land in which that could be considered? (Discussed orange areas on map where there could be cluster development, and discussed constraint maps.)

Do the maps include constraints for city annexation? (City not interested in Springbank lands at this time. City likes to take in larger tracks of unsubdivided quarters. There is already too much fragmentation in this area).

If this plan is in place before GMB, does this overrule the GMB policy? (Discussed grandfathering of existing plans).

3. The County will be considering whether to amalgamate the three existing Area Structure Plans (ASPs). Do you think we should keep the current ASPs separate or change the boundaries? Why? (10 mins)

No opinion on that. There are pros and cons both ways. South area – some areas are excluded from the ASP. (No private lands between ASP boundary and the river.)

4. What else should we be focusing on in reviewing the existing ASPs? (25 mins)

Number one thing – raw data. Raw comments with no filtering. Then processed data. But we need to see raw data. Things are said at open houses that are totally wrong. We don't want to see this again. Been led astray with information before. If we don't get the comments sooner than later, it won't be worth much for us. Need to get neighbours' opinions as well.

Isn't the Rocky View Weekly required to be delivered to every home? If you put in advertisements with land locations, it's totally foreign to anyone where that is. Can't you include a map? (Discussed circulation rules and process. The paper is a private enterprise.) Bingham went to court because of lack of notification. Something as big as Bingham should have been notified to the whole area due to increase in traffic etc. (Discussed TIA requirements.) The notification around Bingham were to unoccupied properties; occupied properties adjacent to those weren't notified. Everyone thought Bingham was going to be a little local shop, not a big mall. (Not familiar with Bingham's process.)

Bingham did their own open house. County was represented there. Gave the impression that RVC endorsed the development. Developers had the cash and had a nice buffet, not surprised county WAS there (Had nothing to do with the County.) That was not the impression. Residents gave their opinions, thinking it would be considered with the County, clearly didn't go anywhere as it was a developer open house. This is where they were literally lied to. (County used to attend these sessions, to keep this from happening, but didn't want the impression that we endorsed it. So we stopped going. If you have these concerns, you can always talk to the County about concerns with developers' process. At the end of the day, Council makes the decision. You want to make sure your voice is heard).

Questions regarding staffing and support in the County and how many dedicated to planning and development. How do plans get assigned, do they get passed around? Do the planners do economic assessment? (No, consultant does that.) Did you not buy software to do that, and is it not being used? (Discussed fiscal impact assessment process.) Expanse revenue

neutral is two acre development, correct? (Not necessarily.)
5. How should we engage on the next steps? (5 mins)
Not specifically addressed.
Additional Comments/Questions
Nothing further added.

Meeting:

1. Where should we focus any future growth within Springbank? Why? (10 mins)

Springbank shouldn't develop like the city. It should have its own look and character. Lots of pressure to develop the way the City wants. Shouldn't be that way. For the two main ASPs, I don't see a lot of dense hamlet-like development; ignore Moddle, shouldn't have its own plan. Happy compromise would be hamlet type development (more than two acre parcels) along Stoney Trail and along Transcanada Highway. Whether it's commercial or residential, not sure, but that's where it makes sense. Central Springbank shouldn't see big pockets of development, infill maybe. The two acre parcel has been done. Opportunities lie for tax base, commercial development etc. If it's not done, he feels the city will annex it and have it done. Some agriculture should be maintained.

(Should certain areas be identified as Country Residential, or let market decide?) Not sure you can do that. You can see a parcel that looks perfect for Country Residential development, and the landowner is not at all interested in selling. Ultimately, there is going to be band along Transcanada and Stoney Trail that will be developable/developed. City has said "do it or else". Would like to see a designation on their land come out of this process (south of Burns pit). Everyone along the Stoney Trail corridor is going to ask to be designated as developable. Good idea to put designations where there is infrastructure to support it. We don't want a Beddington Trail type scenario. Keep areas for Country Residential, make areas for more development. There are no 'starter home scenarios'. There is no retirement plan. Need a more complete lifecycle plan for living.

Might be time to think outside of the box in terms of two acre lot sizes. Need to compress that a bit. Cluster development is talked about. Need to address seniors' type facilities, start up type developments, for new families. Fits into the Highway 1 corridor.

Connecticut, Utah etc.; the way they have a mix of homes if phenomenal. Seamless transition from two acre, to one acre and down. Ultimately, it's easier to keep it as twos, as people get vocal if it's lower. But I don't see where you would go below a half acre in Springbank – except in the corridors.

Keep flexibility in the two to four cluster developments. Support the seniors' housing idea. (Mentioned the SSRP and using better land use management.)

2. Where should we not focus future growth within Springbank? Why? (10 mins)

I don't think there needs to be ag zoning – people have self-zoned their lands. Would Springbank benefit to infill of two acre parcels? It would be beneficial to the community to fill in some of the 20 acre parcels down to two or four acres to connect. Need pathways for jogging and biking. Need more connectivity. Too splintered right now. But there is limited demand for two acre parcels. So how else do we do it?

Limits to growth in this plan already exist. Servicing, environmental issues, can't say what can and can't go ahead without considering that. Boundary has already been created.

(Need to capitalize on services and infrastructure already in place.)

The planning has already been laid out. There are already areas with certain densities. Nothing more you can do but infill. We don't need to force people to develop their land. There are 5 miles of two acre parcels, and then they (guest) are stuck with their large plot of

land stuck under Burnco. They will NEVER put in an application for two acre parcels.

There is opportunity along Highway 1 and Stoney Trail. There's no opportunity in central, so just let it happen as it comes.

Lots of controversy around Stone Pine - took ag land and turned it into higher density with lots of green space. The issue here is SERVICING.

Can't have seniors' housing in country residential framework.

Significant area in Springbank is undeveloped.

Need employment opportunities, commercial opportunities, taxation; adds to the whole area. People wouldn't have to drive into the city to work if there was a development here.

The LRT is being brought up to the boundary. Bow Trail is being brought up to the boundary. If we don't plan it now, it's going to be annexed. Burnco – doesn't make sense to reclaim it and go to two acre parcels. Needs to be commercial or additional density. ABSOLUTELY would like to see this happen. Burnco is already in both jurisdictions. Creates opportunity too; regional servicing etc. The City's documents have his land on the "go" plan as a transit hub – a port authority on anything that heads north or to Cochrane. If not comprehensively planned by Rocky View, Calgary will just take it.

IDP speaks to joint planning area. This is part of key focus area. City has avoided IDPs in Springbank area because of fragmentation. City has on their website the Transcanada core study. Six applications they want to put on Stoney Trail and Highway 1. City views this as a major hub. City is building underpasses and overpasses. He wants to be part of this. Backside is part of ER. He wants to connect with Trinity. Loves his property but if he leaves it he's going to get hit by a car. It would be a shame not to link into city development.

3. The County will be considering whether to amalgamate the three existing Area Structure Plans (ASPs). Do you think we should keep the current ASPs separate or change the boundaries? Why? (10 mins)

How are you treating the lands around Harmony? Will there be a transition space? Residential focus seems to make sense in that area. There are going to be 10,000 people in Harmony – focus more residential development in and around that area – leverage of their services.

(Lands right now by Harmony are Country Residential infill. But Harmony wasn't a thought or consideration when ASP was last done).

Isn't the idea to develop as a Hamlet? If they still have infrastructure and water servicing, wouldn't that make sense? (Opportunities to leverage off infrastructure. Other side of Harmony doesn't make sense).

Advantage or disadvantage to combining? (Administratively easier to have one plan. But at the end of the day, all plans have to be considered at the same time).

Perception that one plan will allow residents in the south to control what happens to lands in the north.

(Plans right now separate corridor around the school, which doesn't make sense.) Efficiencies could be gained by amalgamating plans.

There are already major roadways that will define borders for density development. By opening Harmony, you've forced commercial to happen over there. It's just a natural course

to have the commercial development around the highway.

If you look at the ASPs, they don't make as much sense as looking at the map, which shows where things are developing. Rather than taking smaller areas and determining how much commercial development is required in that specific area, look at the whole area and plan for everyone. Fractured plans make things less clear.

You now have commercial development struggling a mile away from each other. Should be focused together.

4. What else should we be focusing on in reviewing the existing ASPs? (25 mins)

In the existing plans, there is a map showing conceptual scheme areas that don't make a lot of sense today. All the little boundaries, like the little triangle in the north area – there is a big hill right in the middle. Policy says conceptual scheme on whole area. All issues on that portion are different from top to bottom. These lines were done a long time ago, don't know the rationale. Would it make sense, since we have to do all the studies, on this infill land use program where lots that create fewer than 10 parcels would not be required to create a conceptual scheme? Makes sense, on a limited basis, under 10, that a conceptual scheme is not required for infill areas, based on existing land use patterns. All the planning has already been done. Should encourage the infilling, rather than being so hodge podge. Why should it be so much work if it's something you want to see happen?

(A lot of new plans don't have predetermined boundaries on local plan areas, its more flexible.)

There are some parcels that are 15 acres that are trying to infill, doesn't make sense to do a conceptual scheme.

Never connected developments so residents could go from one community to another. Amazing that communities still are developed without connectivity. Need more of a regional look at the area. Lower Springbank road is used as a bike path, which is so dangerous. Bikes driving side by side on that road, crazy. Can't look out the window without seeing a couple of bikes. Who knew it would be so heavily used for that, but it maybe should have been planned for that. Just like Bowness needs to connect to Christie and Patterson. There is a mental barrier that he doesn't cross the Transcanada for stuff – goes to Crowchild. Connect everything so that the mental barrier is removed. He wants to be part of that.

Starting to engage a plan on their land – how can he be more involved in what happens? (*Discussed next steps.*) Once we get through the high level things, he would like to present conceptual type plans for types of uses and densities, transportation etc. on his land.

(GMB is escalating. RVC will be part of GMB. Could start to see regulations in the summer. This process will happen in conjunction with that. Will be of particular interest on your lands).

When does the public get to see the GMB information? (Not sure.)

I wouldn't be surprised that you spent 90% of your time on Transcanada and Stoney, and 10% on the rest. There's transportation links, infrastructure...is transit coming with it?

Workplace? Is there going to be density? Seniors' place? First time home buyer?

Whatever it is, it will not be two acre parcels. Nobody should see two acre parcels on the corner of Stoney trail or Old Banff Coach Road.

Once the Ring Road is through, it will require different treatment then there is now.

5. How should we engage on the next steps? (5 mins)
Like this format.
Additional Comments/Questions

Meeting:

1. Where should we focus any future growth within Springbank? Why? (10 mins)

Lived in springbank for 18 years. Looking at what's going on, and how the city is coming in, the corridor, along 101, Stoney Trail etc. – along 101 and Hwy 1 – this where it should be more developed, commercial, massive demand for downsizing. Springbank is aging, they all have big homes, want to downsize. Have done "best in class villas" in other jurisdictions that sold out. Pocketed higher density integrated into development. Do clusters rather than taking a quarter section and wacking it off into four acre parcels.

We love the big sky, vistas, open space. But west side of 101, pockets of higher density would work. There's nothing else that should be higher density – need to maintain two acre and up parcels throughout the rest.

(Springbank creek has one acre sized parcels).

More hubs of density.

Involved in ULI. Echo's the above. That Stoney corridor is a bird in hand opportunity – a unique opportunity to develop the way RVC wants to develop, rather than going the way the City wants it. Deliver a range of residential and commercial options in that corridor. There is a limitation to the growth of the west side. Looking at new rec facility on east side of Calgary – locating these facilities near major route connectors works. Proximity relative to regional facilities. Again, points to major corridor routes. Infill development to two or one acre parcels. You can't change the patchwork quilt. There are already natural corridors.

Rec centers should be more centralized for the whole community. If they are on the edge, they won't pull in as many people. Don't dive too deep into existing pockets due to traffic. People don't want the traffic. They come to Springbank to avoid that.

(County Plan discussed about compact and conservation design. Cluster design and preserving open space.)

Need a combination. People don't want to give up the luxury of their estate homes and acreages.

Rec hubs – think beyond rec facilities. Access, tournaments etc. – need many path facilities; what are the other range of amenities? Need places to eat etc. Need a commercial hub with it. Don't orphan a facility on its own as additional uses need to be paired with it.

(Discussed clusters of servicing.)

I could see treating north of the highway differently than the south side. North side should be more acreage-type properties. Need more equestrian trails – there are none. When taking MR or ER, take it through the development and come up with a trail development. It's tragic that we've lost that legacy on the west side. People ride a lot of horses out here and it's getting impractical.

Silverado town center works perfect in that environment, need something like that here. Access it by trails etc.

No reason we can't create little mixed use development pockets. Various bands of affordability with pockets of serviceability. We will be limited who we can keep in the community if there isn't a mix of options. When retiring, you don't want to move to the city from this area. Want to stay here. Plan for retirees to stay, with amenities that people can get to fairly easily.

Limitations how much further south of the highway you can go.

Servicing side is huge – tying into existing trunk lines and not getting too stretched out.

(There are only two or three water licenses. Talked about technical studies of the area re water, wastewater, transportation etc.)

Are there plans afoot to put in a water infrastructure? (Developer would contribute to that. Need technical studies to determine what is needed.)

Levy of TIF system – if there is a vision of these nodes, there are great models to deliver that infrastructure.

(Obstacles to connecting to Calgary water system).

Parallel piping is a disaster.

RVC has an opportunity to do better than anything the city could do, maintain the history and legacy of Springbank, where the city will do what they want if they annex.

Keep the community country-feeling. Allow kids to play on grass, not 10X10 decks looking at their neighbour's house. Don't want a "Calgary" feel.

Densification – enact some great MR opportunities. Make it really well curated MR spaces.

2. Where should we not focus future growth within Springbank? Why? (10 mins)

Discussed above.

3. The County will be considering whether to amalgamate the three existing Area Structure Plans (ASPs). Do you think we should keep the current ASPs separate or change the boundaries? Why? (10 mins)

They are all so different.

They can still be different, but there needs to be an overall vision, and a vision for the next 40 years.

If they fall under one plan, but have different areas of character. No need to keep them separate.

Why you wouldn't do them together? Responsible development. Need to make a legacy plan. Look at it all. Otherwise you'll have one thing impacting another. Draw a line around it all and say "this is the overall vision".

(Good planning to have all three amalgamated. Can have certain policy cells and development cells.)

(Phasing of development?) – Not convinced that's the way to go. Depends on servicing. If the servicing is there, why not develop it.

Green space. Character of Springbank needs to be kept. Which guy is going to give up his land for greenspace, and which guy is going to get a big bump by selling for development?

There is pretty tight development already. The open areas are where you can have an impact today. MR – certain amount per quarter section. Need to balance density with open space.

(Does Springbank like mixed density?) – If you put higher density in the middle of the two to four acre parcels, it will be a mess. Put the higher density on the corridors. You will have backlash if you stick a high density pocket in the north section.

The community is mixed but aging. Need to help them understand urban development.

Explain why you are looking for open space and why you are looking for cluster. Will be receptive if there is education and intelligent thought process behind the explanation.

Need a build up from ½ acre, to one acre, to two acre. Don't just wedge the higher density next to acreages. Need a transition space. Disperse it gradually. Don't have to manufacture a large scale environment that way. Create smaller nodes.

Parks and linkages – linkages are important, but open natural spaces are important. Pocket parks are walkable are better than big soccer fields. Places of discovery. Walkability. Bikeability. Meld the density and the greenspace together.

Think of building the community like a flower. Dense and clustered in the middle, and spread out less and less from there. If you have nothing but petals, then the community will die. Need services.

4. What else should we be focusing on in reviewing the existing ASPs? (25 mins)

All the way north and all the way south – having it all as one vision. What is the vision of ALL of Springbank? Very clear divide on Highway 1. Anything that can allow them to permeate each other? What can be done to create a better connection between north and south? Arteries are going to expand and will be that much more difficult to cross.

(Discussed Calgary airport authority and rules about air traffic etc.)

9-11; Springbank airport brought in bigger planes.

Architectural controls – will the MD ever take an interest in putting in minimum standards. There is so much crap and it affects the value. Set what types of materials should be used etc.? (Do have design guidelines in other areas. A lot of developments in Springbank already. Could potentially put in guidelines for specific areas). Groups of homes together, we want it to look spectacular. Nobody wants to move into a house with purple garage doors etc. Need to set limitations so that communities look inviting and buyable.

Need pockets and corridors with minimum guidelines on architecture and style. Would be a positive influence.

(Setbacks and things are set up, but there's no colour and style guidelines). Set really careful questions to set the standards just a bit higher. Developers should show a perspective drawing of how the community is going to/supposed to look.

Landscaping side – notoriously, people buy two acre sections, put three trees on because they ran out of cash. Can't landscape. That shouldn't be allowed. Scale issues. If you want to create THAT amount of mass, you need THIS amount of greenspace to cover it.

In 40 years, we want this community to still look beautiful. (*Need to consider massing and scale*). Need more control on many of those issues. Lots of time to improve and make changes.

5. How should we engage on the next steps? (5 mins)

These forums are great. Allow a much better dialogue. Great engagement with broader development perspective. These chats allow everyone to have a say, rather than only the vocal groups showing up to the open houses, and only hearing one side.

Additional Comments/Questions

Meeting:

1. Where should we focus any future growth within Springbank? Why? (10 mins)

Projecting what growth are you talking about? What type and where and when? What we need to know is what growth are you planning on? Can't talk about where we think growth should be if we don't know what the plan is.

What affects us is what happens on RR250 and Springbank Rd.

Worked at all with Councillors on this? There aren't a lot of people embracing growth. There are a couple of projects sitting on the shelf. Is there a plan to change the thinking of the Councillors to a pro-growth status?

Centralize development around servicing infrastructure? Or disburse it all over the place? There is going to be a lot of growth on the east side, that's a given.

All these things seem to be adhoc. There's always petitioning on these things. No process we can hang our hat on. Need further clarity on the process.

(*Discussed growth areas and commercial areas within the County Plan*). Not sure what the asterisks really mean in the County Plan.

Need a helicopter view as to what the big scheme is, and then build down from there.

Industrial and commercial growth should be in areas that already exist. Development needs to support the cost of infrastructure. Residents don't need to foot the bill. Need a plan you can count on, rather than plans changing two years down the road.

There hasn't been follow through on things that have happened to date. Try to get a feel for where you want growth, and if you do, where is the infrastructure going to come from. As land owners there are two issues – we don't want any more want traffic or construction, and in other areas, how can we do this cost effectively. These haven't been set out properly.

We have wastewater and stormwater lines across our property. Where else would you want to do development? Road network can be expanded there.

The Reeve's task force said "this", so that's what we're going to do, but "this" is not what's in the plan. Calgary is going to end up with a deal if the Councillors don't get their act together.

There has to be some kind of coordination between Rocky View and the City. Shopping center on the highway (Bingham) lost half of their tenants because nothing was getting done. Was 50% tenanted, and lost them all. Spend all this money to create programs and plans, then there's no decision, and it's passed around and deals fall through.

Comments out of Calgary about RVC are fairly derogatory as well. Goes both ways.

\$20M put into waste water treatment when there was already a line running through the property.

Annexation on 101st and Stoney – what's being built out there is nothing like what the plan said.

2. Where should we not focus future growth within Springbank? Why? (10 mins)

Not specifically discussed. See above.

3. The County will be considering whether to amalgamate the three existing Area Structure Plans (ASPs). Do you think we should keep the current ASPs separate or change the boundaries? Why? (10 mins)

Council is giving direction to combine them, right? You can have development nodes in a consolidated area. It's fine to go with one plan.

You'd probably get more engagement if there was one plan, rather than three.

What is the city of Calgary's influence – how far west are they going to come.

It's a good idea to have one plan. Put in some big infrastructure up front and develop from there. Isn't going to work unless someone is willing to front that money. Absolutely makes sense to have one plan, one vision, with infrastructure and serving in place. Do it as a whole. Depending on what land use you get on your land; that is going to affect your land value.

If it's kept separate, it's going to cost twice as much money, with duplicated efforts on service and infrastructure. Separate plans will not be cost effective.

Need to take care of seniors. Need rec centers. Need housing. Need draining issues and water issues solved. Create interesting parks and nodes. Then you know where to put your pipe in and there will be servicing to cover it all.

How do you get a Council to commit to something to longer term and planned properly? Their buddies don't like something, so they scrap it to get the votes.

Do RR 22 as the corridor, rather than RR 33. Calgary airport's plan was always to push their light aircraft to Springbank. In next 10 years, there will be runway expansions and everything. It will be industrial. Plan the industrial there.

4. What else should we be focusing on in reviewing the existing ASPs? (25 mins)

People who live here already came here because of what it is now. They didn't look at a plan and decide to live here because of what it's going to be in 20 years.

People that are here now are used to a rural lifestyle. You can't put in high rises without a buffer zone. How do you handle transportation?

RVC should spend money on infrastructure.

Looking down the road, the city is going to grow. Need to know where they are going to grow too.

Without a plan, the City will dictate what happens. If nothing is planned, it'll be run amok by someone else.

If you are going to put medical in, get seniors housing in, get retail nearby. RVC needs to decide on areas where these things are going to be. Put the medical center in near the seniors' area.

Right now, it seems to be chopped up. No plan. No connectivity. No forethought.

Build on infrastructure.

A lot of people like it the way it is and don't want it to change, but that's not the way to plan. Need to plan for growth, Need to be able to dictate how Rocky View wants to develop. Not how Calgary wants it developed. Need to have a plan to manage the pressures of development that are inevitable.

RR33 – there's going to be infrastructure. Costs are going to be up to whoever develops it. So if you want the infrastructure in, you have to allow the development because that's how it's going to get paid for.

There will be a lot of pressure not to develop, but that would be foolish.

Two, five or 40 years; need a plan as to how it is going to evolve over that time. Let the development happen as it can be justified. Need a plan with an indefinite time frame.

I'm sure Nenshi has planners working on this area right now.

Will the City share their plans with RVC in the intermunicipal meetings about development?

Sarcee and 101st – it was going to be Country Residential. Five units per acre. No commercial. It took a year for the city to change the plan to the public. This area is going to be controlled by the people in Calgary.

(Will Springbank accept a transition from the City to rural?) – Infill into low density area over time. Put in the infrastructure first and the let the development build out from there. Need nodes and clusters.

There will be pushback from country residential owners on putting high rises in.

The City would prefer that it be consolidated and not adjacent to their boundary. They will want unsubdivided lands.

Potentially metropolitan plan that will dictate a higher density. That will have more of an impact then the opinions of the residents.

Put on the table as to what is cost effective for Rocky View. If you don't have a plan, it will be planned for you.

If you ask people what they want now, they will say they want nothing. Need to explain why we need to do something.

City is looking at all these new suburbs further afield – there is a 50 year payout on some of this. City is talking about nodes of high rise. They won't want another airport. They will want to buy cheap.

Who should be doing the planning for Springbank? RVC or Calgary. Definitely RVC.

(Stoney trail will sterilize residential development in that area. Will need to work with the city on that.)

Don't talk about where the border is. Talk about what makes sense for that area, for that landscape.

Sure the City is going to want to annex to RR33. Area of influence is in the N of ASP and area of development is west of Harmony.

Harmony – their system can handle half of what happens out there – don't need city water.

Why are you trying to sterilize some of our lands (*editor-from development*)? Explored land on the NW border of ASP. 20 million pounds of gravel. Hauling up RR 40 or north up 250. Why is there an environmental zone on that land? They want to get excluded out of that Environmental zone. Want that portion of the land removed from the ASP area.

(If you have technical reports to dispute the zone, it can be scrutinized by our engineering

team, and application could be taken forward.)

There's a broad brush that needs to be re-evaluated. Needs to be amended now.

In and around airport and Calaway park – see that as potential for increased development. This is where you should be concentrating development efforts. Along highway seems like a logical location. If Harmony takes off, there will be additional pull toward future development. Better to plan for the development rather than react.

North of Highway 1 having comprehensive servicing plan in place will allow for development without input from the City.

Residential is a bit of a burden on the taxes. Looking for other ways to pay for infrastructure. Some other developments would remove that burden. Keeps residential tax from going up.

This is an opportunity for RVC to dictate development to the city of Calgary.

Need to find out from the City what their 20-40 year plan is.

Just as easy to put industrial by the highway as it was near Balzac. Need a hospital out this way – where is it going to be?

5. How should we engage on the next steps? (5 mins)

This forum was good.

Need to be able to go back and approach people and say "you said this, what did you mean by that". It's good to be able to talk, but something has to happen now.

Smaller group was good. Good to play off other people's suggestions, thoughts.

Larger groups have more vocal people that take over.

Talk to other landowners who have development vision. Can formulate plan from there as well.

This is all very high level right now. Once the tentative plan is in place, we will have more to sav.

City will say they don't want you to develop within a one to two mile radius. They would prefer to see no development along their borders. Easier to annex then. Potential for RVC to develop along the boundary as long as it's a combined vision.

Anticipating Country Residential along Ring Road is unrealistic. Not smart growth.

If there is a corridor in Springbank that makes sense, then get it fixed. Then you know you won't have to expropriate things in the future. Then you are not disturbing property to do maintenance.

Need to know where the corridors are going to be.

Big influence in the north of ASP area on flood control for Calgary.

Bearspaw reservoir doesn't have enough water for Calgary. Servicing on NW in Calgary for water.

If the metropolitan plan comes to be, what will be the effect on this ASP process? All our comments will be out the window. If the plan makes sense, then it's more likely to be accepted within the overall plan.

If you think of transportation and the combination of Stoney, Hwy 8 and Glenmore, there will be some development on Lower Springbank Rd. Trucks don't like to go uphill.

Suggestion to play dumb and ask questions of the City, rather than giving them all our ideas.

Heard city is planning on 8-10 units per acre by this fall in this area.

Look at Las Vegas and Orange County – built to urban densities. May allow urban densities along border of the City by tying into city services. Metropolitan plan may allow flexibility to develop country residential further out from the border.

Has a client just north of the Springbank airport. They want their land developed for industrial.

Need buffer between existing residential and commercial airport area. Closer to Highway 1 for commercial, and industrial around the airport.

Additional Comments/Questions		

Meeting:

1. Where should we focus any future growth within Springbank? Why? (10 mins)

Always wanted to see a bit of community. A sign as you come over the hill, a sign that says, "Springbank" that introduces the community. Near RR33. Springbank is really old, has a lot of history, and nobody knows that.

A lot of concerns about traffic coming from Harmony already. Before more development happens, the traffic from Harmony needs to dealt with. Pinch point is by the old church. The roads need to be planned accordingly for more development.

Focus on existing stuff. Wild west center has potential.

RR33 crossing the Highway is grossly underdeveloped. Need to upgrade those before more development is considered.

Need to finish existing developments before new developments are considered. Fill up what's already planned.

Opposed to the plan. It's against farmers. Makes acreage owners the bosses of the farmers. It's all a farce – operates against farmers. Farmers that are expropriated get very little cash. Put grave yards within 6 inches of his lands and sterilized those lands.

Area structure plan should be eliminated. If a person has a development, they can go to Council. Acreage people already control Council. This plan was supposed to be in place for five years, and it's been in place for 20 years. All this development is surrounding the farmlands. Farmers are being pushed out.

Along the highway makes sense for development. Makes it better for residential development on the other side.

Ring Road is coming in. City is developing their side of the Ring Road as industrial commercial. Farmer on west side of Ring Road has land worth way less. What is a 70 year old farmer to do with that land now?

We don't know anything about how the Ring Road will affect Springbank. How are people going to access it, what happens to the bike riders?

2. Where should we not focus future growth within Springbank? Why? (10 mins)

Farmers don't get enough options. They are a farm and that is it. They should have more choices. Allow them to put up greenhouses or more than one house.

Agreed - Farmers should have the loudest voice at any table. (editor: comment provided from non-farming resident)

(Need to consider transition from acreages and farmland, not just transition from city to acreages).

Preserve farmland. (editor: comment provided from non-farming resident)

Ring Road – if ASP beside Ring Road says its farm and ranch, and makes it non-developable, the city will annex it anyway and develop it their way. Big landowners are going to the City saying they WANT to be annexed. What's the point of sterilizing the land if it's going to be developed anyway? (How do we preserve that then?) – Need a buffer of commercial, and something better to the land west of that.

3. The County will be considering whether to amalgamate the three existing Area Structure Plans (ASPs). Do you think we should keep the current ASPs separate or change the boundaries? Why? (10 mins)

What do we gain by combining them? (Discussed joint vision and broader scale.)

It would seem there is cross over between the plans anyway. Doesn't matter one way or the other.

Don't want ASPs at all. Protects acreage owners, not farmers.

Moddle is done. That ASP has served its purpose.

4. What else should we be focusing on in reviewing the existing ASPs? (25 mins)

The existing farmers and ranchers need to be listened to. Have a meeting with just the ranchers and farmers. 90 year residents are being dictated to by newer residents. Take what would work in their best interests and base a plan on that. (*editor: comment provided from non-farming resident*) It's like the South of Canada telling people in Yukon how to develop, (*editor – due to population*). There are more people in residential than farmers.

Need to have a vision of where we want to get to in 20 years, where we want to be. We don't want to disappear. Need to give Springbank an identity. No identifying features on the highway. Keep plopping subdivisions all over Springbank until it looks like the City. Keep doing it the way we're doing it and it'll just be a mess. Need to find a way to make Springbank distinguishable as a desirable place to live. Maintain the lifestyle.

We should do such a good job of the ASP that people want to buy into it because it is getting back to nature, out of the city, a unique place to live, where ranchers are allowed to continue on.

Stop thinking of Springbank as developing in residential. Focus on road design. We only get highways. Nobody can go for a walk. Break up the roads. The only walking is done on the highway. Not a good recreational community.

Equestrian trails.

Look at ideas from Norway. Old barn that is maintained with heritage look and feel, but has industrial uses inside. Maintains look at feel of community while providing amenities and conveniences.

Emergency services – we have no mutual aid with Calgary or auto first response. The closest emergency personnel needs to respond to emergencies. Doesn't matter what it says on the side of the truck. If neighbours have a fire, nobody will be going in to get the kids out the way things are set up right now. Calgary could arrive first, Rocky View second. Right now (RVC first, Calgary second), we're waiting 20 minutes for fire services from Balzac, rather than 7 minutes from Calgary. Don't worry about which municipality they are supposed to serve. The closest service should be there first.

They all receive money from different levels of government. If they are closest service, then respond. Sort out the dollars and cents later.

Before we do more subdivision, emergency service needs to be looked at. Not just fire. Police, Ambulance, etc. Don't seem to get much benefit in this area from our tax dollars.

Neighbour's alarm was going off. She called it in and was told someone would be out within a week. Someone's barn caught fire, and they had to hose it off themselves.

4:30 am –guy was high, crashed on the farm. Police were called. Took them an hour and a half to find out the police officer's GPS directed them to the wrong location. Meanwhile, this guy was in their house. Not great response.

Dump trucks dumping on their farm. No enforcement.

Need to put up a "wall" that shows we don't want to be absorbed into Calgary. Would be nice if we stayed Springbank, not part of the City. Calgary has a veto on smaller plans.

Community in general would like to stay separate. Should be a community identity.

Meandering roads and trails – will be difficult. We're set up in a grid. A little more could be done with trails though. Farming community – a trail could go across a field. If we can find a reason for farmers to stay in the community, pay them some cash to have a trail going across their land. May compensate for the difficulties in farming now in the area.

Construction of roads – seeder was hard to get into town because of the way the roads are constructed. Try to move equipment early when there's less traffic, but the roads aren't designed for farm implement movement.

It used to be that acreage owners complained that farmers had too much of a voice, and now it's completely flipped around.

Economic issues and social issues between farming community and acreage owners.

There should be programs that encourage farmers to stay. Shelter belts. Environmental areas. Road plowing – maybe the farmers could be compensated for plowing county roads.

Historical sites in the community that are a disaster. There are areas of historical significance that the community doesn't even know about. Maybe the farming community could be compensated for maintaining those areas.

Informally do weddings on their land. Can't have a garden center, but can have a tree farm. What's the difference?

What if a farmer wanted to do tire work for the community? Why does this have to be a business use and farmer having to pay business tax. Need to allow farmers to have other options on their land other than farming. What if farmer is a good mechanic and wants to do that for people on his land?

(Need to be more flexible on what farmers can and can't do on their land).

Don't want to interfere with the acreage owners, but there are things that can be done in the barn for extra income that wouldn't interfere with neighbours.

Can do anything agricultural on his land. Can't do anything that might be construed commercial.

Setbacks for barns are bigger than setbacks for residences.

Massive amount of farm that they couldn't spread manure on because it (complaint) would go to the government, and then you'd get inspected. Smell of manure can carry a quarter of a mile. Those other lands then deteriorate because you can't spread there.

Pay the farmer the \$2000/year for leasing a ribbon of land through their coulee to put a path so people can stay and walk in the community. Would be a great investment for the tax payers. Would be the same as paying them for oil and gas wells on their land.

Municipal reserve land – roughly 100 acres of MR land beside their land. But nobody is taking care of it, filled with garbage, kids are partying on it. The whole elbow river could go up in flames with the bonfires they have. County doesn't have staff to monitor that, but could be of benefit to the community to have a local/neighbouring farmer maintain the garbage, cut the grass, get the parties out. Compensate farmer to do so.

SBPFAS is the only community facility. It tries to keep going, but there are not a lot of people out here using it. Need to focus on passive recreation, rather than centers. Would be better tax value. We don't have the people to support another rec center. There is only a certain amount we can sustain.

History of community needs to be played upon. Need to preserve the history and feel of the community. ASP needs to recognize this history. Need pathways that connect the historically significant areas. There is an inventory of historical items/places in Springbank that should be incorporated.

Most farmers don't need rec services. There are plenty of adequate rec facilities already.

Social services are inadequate. We should be piggybacking on the city for those services. Would rather see development in this type of area (Health and wellness), rather than rec centers.

We don't have anything here. When your kids are in school, you are much more involved in the community. Once you aren't involved with kid activities, there is nothing to do for people to meet other people. A little village/strip to bike to to have coffee or something would be nice

Wouldn't change a thing about the rocky view schools. They make lifelong friends – example of kids being friends 30 years later. Need to maintain that. Born and raised in the community, growing up together, and having their families interact together.

Need to link the communities.

Pathways shouldn't be in the ditch along the highway. Ditches don't work. We were supposed to connect every subdivision together, so kids wouldn't have to walk on the highway to school. Need to bring the community together that way. Tie in the MRs too.

Concerned about Harmony; losing our identity as Springbank. They will have more population, so people will say "going out to Harmony" not "going out to Springbank". Need to preserve our identity.

There should be sidewalks. Need to make it safe for schools and church. If they want to walk to Bingham from school or church, they shouldn't have to cross a highway.

Should model Calgary's pathway systems.

What is the status of Bingham Crossing (*still being held at subdivision stage*. They have a number of conditions to be met to the county's approval. Once they meet the conditions, the *subdivision can be endorsed, and it will go through then*). Seems to have taken 4 or 5 times longer than it took Harmony to get developed.

5. How should we engage on the next steps? (5 mins)

Coffee chat was great. Bigger groups, you don't hear from most people.

Liked the smaller group. Good to hear from everyone in attendance.

Need to focus on tourism. Bed and breakfast. Coffee shops. Give people a reason to come out and enjoy Springbank. Road design to make biking safe.

Country roads – need signage that identifies that you are driving into a community with bikes and tractors.

Infrastructure – effect on community is massive. Why don't we get a say? Commercial court is being closed off. Nobody even hears about that. Community shouldn't be paying for it.

Developer should be paying for these upgrades. Harmony isn't bringing any benefit to Springbank as a whole. It's just bring more traffic.
TOL - nailing the farmers again – just a cash transfer. Just depreciating the land further.
Additional Comments/Questions

Springbank ASPs Review Coffee Chat Meetings (6-9 February)
Meeting:
Where should we focus any future growth within Springbank? Why? (10 mins)
High density for seniors. It would be nice to have diversity – seniors are forced to move to the city. Young families can't afford to move out here. Need a more inclusive concept.
What's going to happen with that dam? If the dam goes in, the land to the east of the dam will become dead land, too small to be agricultural land.
(<i>Phasing, as in finishing the development in other areas first</i>) – There is a lot of land in the ASP to be developed, but how much desire is there to actually develop it? If the east area gets filled in first, will the owners on the land on the west see any benefit from the development of their lands? Could be 60 years before they could develop. There is a lot of development along the river already.
Growth should be focused along #8 highway corridor all the way to Bragg Creek. But before we get there – what is happening on #8 highway? It's supposed to be twinned. None of the ASP area is feasible without twinning the highway. (Need to talk to AT about that. Most of that is developer funded.) Are there any discussions about bringing sewer up that highway as well, all the way to Bragg Creek? (City has a certain density requirement. Probably unlikely. Elbow Valley has its own ASP).
Springbank could sure use a commercial area; gas stations, stores, restaurant. Right now, I plan my day to get things before I leave the city, but it would sure be nice to have it in Springbank. (Discussed Bingham Crossing, Commercial court. Discussed other discussions about a core on RR33). 33 all the way up to Bingham would make a lot of sense.
A rec center beyond these two arenas. A pool. More ice. Track. Gathering place like westside rec center.
Is there a demand for assisted living or villas? (Combination). Assisted living still comes in proximity to medical.
Transportation corridor – twinning is required.
Is density staying the same? (It's open. Limitations with servicing.)

I really don't mind what was done in Elbow Valley as far as density and green space. But, you need connection to city sewage and water. EV had a high demand, was a great tax base; that type of structure is a good blend for future development. Will be a hard sell in

Is the overall mandate to maintain the lifestyle and amenities? Or enhance and draw more

people? (That's what we are here to discuss).

central Springbank.

2. Where should we not focus future growth within Springbank? Why? (10 mins)

No higher densities in north Springbank. Higher density should be in central area. Larger acreage market has tanked. Maintenance on land takes too much time out of people's lives. People think they want acreages and then hate the upkeep.

People are coming off acreages because they aren't feeling a sense of community. Rural lifestyle seems appealing, but it's isolating. We are social animals. Need something to do on Saturdays and Sundays.

An all season outdoor market would be appealing to people. Like Bearspaw outdoor market. It is packed every weekend. Would be more of a sense of community. No big box stores. Tap into artisans etc.

(To summarize; four, six, and eight acre lots are archaic. Have a landscape plan.)

Need something to build the community. All we have is the two rinks. Would sure be nice to go for coffee at a local shop or something.

Would be good to play off the amenities you already have in place. Common meeting areas should be near this rec center. Everything should pinwheel off this town center.

Two acre lots don't fit community development.

Lower 40, at the end of RR34 is the most trespassed lands.

More density should be around Springbank road, Instead of trying to push development up north where there isn't a logical place to tie in.

Legacy trail – lots of cyclists, but they all ride on the highway. Walking and biking happens on development roads and highways. Need proper pathways.

Integrate the cycling community.

Make a dedicated bike lane or new track running parallel like legacy trail.

Access points to tie into future developments needs to be considered. Pathways that preplan to connect to other future pathways.

3. The County will be considering whether to amalgamate the three existing Area Structure Plans (ASPs). Do you think we should keep the current ASPs separate or change the boundaries? Why? (10 mins)

Not specifically discussed.

4. What else should we be focusing on in reviewing the existing ASPs? (25 mins)

Is there any idea how much of the existing "developable lands" have owners interested in it
being developed? (Technical studies discussed, land use scenarios therefrom. Need to
know what's even achievable.)

There's more structure in Springbank then there is in Bearspaw.
Blended communities are the way to go. Four acre lots are available if you want that lifestyle.
How should we engage on the next steps? (5 mins)
3. How should we engage on the next steps: (3 miles)
This is a far better way to go about it than public open houses. They create chaos, or a lot of people are uncomfortable speaking in large groups.
Open house – too easy to get off track.
Additional Comments/Questions

Meeting:

1. Where should we focus any future growth within Springbank? Why? (10 mins)

Pro-choice, as a landowner. Concept of choice shouldn't be lost. We have a corridor between the City and the mountains that is some of the most beautiful in the province. We need to preserve that. Bragg Creek is a jewel as well. It's at risk of the same flooding as Springbank. From a tourism point of view, there's a corridor along Highway 8 as well. Mclean creek too could be part of a flood plan.

Don't think Springbank corridor is really a tourism destination. The Highway 8 to Bragg Creek area is more of a tourism destination.

Need more signage.

There is a permanent body of water alternative at Mclean creek. Could be a great recreational and environmental jewel if it's done right.

Springbank reservoir – people will go through Springbank and wonder why there is a dry dam there. Will be a dust bowl, prevailing winds will carry that into Springbank.

We would rather you not plan for the Springbank dry dam. Would be a terrible outcome for Rocky View. Great outcome for Roxburrow though.

If the plan goes ahead and we get expropriated, you'll have 700 acres of crown land in the middle of the County.

Water and waste water is a big issue- have we don't any impact studies on ground water on having that lake on the west side if it happens? Has the government flogged the idea as to whether the lake could be a source of water?

Ground water – what kind of studies have been done? (geotechnical, storm water management plan, private treatment. Look at capacity and quality. Can land take another tank and septic field? Just finished a master drainage plan).

2. Where should we not focus future growth within Springbank? Why? (10 mins)

See above.

3. The County will be considering whether to amalgamate the three existing Area Structure Plans (ASPs). Do you think we should keep the current ASPs separate or change the boundaries? Why? (10 mins)

Hard to say. There's a county plan, and these are all puzzle pieces that fit within that. So doesn't matter, as long as they all fit. Different is OK, as long as they fit together.

4. What else should we be focusing on in reviewing the existing ASPs? (25 mins)

What we fear most is the Springbank dam going ahead. Not just for Springbank, but for all of Southern Alberta. 3 km to the west, something really nasty is going to happen.

Near Petrocan on the west – why isn't there an ASP there?

Berms need to be in the GBCASP.

How do the layers work (*Municipal development plan, Intermunicipal Development plans, ASPs, conceptual schemes – provide a vague framework for that area*). Then outside that is just private? (*Under County Plan. Also SSRP and Metropolitan plan.*)

What are the future predicted models? Within 20 years, it's predicted that Calgary will be right out to Highway 22. (Statistic is that it would take 8-10 years to fill in the development areas in Springbank. But all depends on servicing.)

What role do you have in roadways? (*Part of technical studies covers transportation*) – Township Rd 242(?) west to 22 from Harmony. Concerned with that road – intersection is deadly. Harmony residents are going to go to Cochrane. People coming over hill don't know there is an intersection there until it's too late. If Harmony grows the way they say it will, this intersection will be very important.

Impacts of Harmony aren't really considered. Traffic all around will be affected. The number of people going to Cochrane will be huge.

Will there be some kind of traffic pattern analysis? (Yes, transportation study will be completed.)

IDP – do we have one with Tsuu Tina? (*They are involved in circulation, don't always get responses. Will continue to include them.*) If they are planning on doing a Redwood too, would the County work with them?

Bragg Creek is at a risk with the Springbank Reservoir going through. Mclean Creek is a better option. (Otherwise) Calgary will be safe and Bragg Creek will be ruined.

There are a lot of considerations in how different areas work together; SR1, Harmony, Bragg Creek. Everything being discussed today could be a moot point with SR1.

County should leverage position on Bragg Creek and Mclean creek, come to the table with that and state case against the Province.

Would we be involved in the road should this area flood? Diversion of Springbank Road? (County and province would discuss who deals with what. Why should county pay for roads impacted by a provincial project).

The north area will be looking to get out, and the west area will be looking to go east if the reservoir goes in.

5. How should we engage on the next steps? (5 mins)

Nice to have a better opportunity to speak and be heard. Much better than an open house. Appreciate the fact that residents are getting a say.

Additional Comments/Questions

Meeting:

Where should we focus any future growth within Springbank? Why? (10 mins)

Depends on what type of growth. Concerned with how much growth around the airport. People need to be aware of the risks around the airport. To the west of the airport, I'd be concerned about boxing that in and filling it in. Need a place to get off the ground. Commercial development around the airport makes sense.

(Second runway?) Calgary Airport authority keeps their cards to their chest. Never really sure what they are doing. Second runway would go on the west side, which would be a concern to people on the west.

(*Harmony*) – A lot of opposition at the time during those open houses. Water issues were a big concern. Don't know if they got that resolved. Doesn't know what the expansion plan for that area is. Water will continue to be an issue because of that.

Springbank Airport trucks in the water and a pumping station. Don't believe they use underground water for Springbank airport. Trucks are there with water all the time. (Would be nice to tie areas into a central service). Suspect they are tied in to some sewage system. (Maybe into Calaway park or Bingham?) Don't see sewage trucks at the airport.

Low impact commercial development, no factories or sewage plant. Work complex/ office complex, small business; with the mall going in, there will be restaurants etc. Don't think you'll see line ups of Springbank residents lining up to get into a 7-11. It'll be school and mall traffic populating that use.

Do farms or farm type business form part of commercial development? Ag is a different industry, but it's still a business.

Makes sense to split at Hwy 1 with north as commercial and south as residential. Must be concerned with city of Calgary expansion to the NW. If you are going to ruin part of Springbank with homes, it would be best up against the northwest side.

Anything coming up from the south? (Discussed Gardner proposal, which was refused.)

Springbank is beautiful. Hate to see it ruined by development. But better to control the development and keep it under tap.

2. Where should we not focus future growth within Springbank? Why? (10 mins)

No residential around the airport.

A lot of people would be unhappy with any growth in the area. There are already condos moving into the area. There are only a few entrances into the area. How are you going to get traffic out to Highway 1 as density grows?

Bingham responsible for access to the mall? RR33? It's a limited turn off, once you get mall traffic going in there it will back up right onto Highway 1. (*AT has jurisdiction over highways and turnoffs*). Access in and out of this mall could be a mess like Cross Iron.

RR that goes up west of Harmony? RR40? (There are potential upgrades. Discussed TOL.)

Want to be sure Springbank isn't going to be left responsible for upgrades to roads due to the mall and Harmony.

Any plans on Calaway park expansion? (There's a lot happening around that core area.)

Anything they build in that area will be under the flight path.
3. The County will be considering whether to amalgamate the three existing Area Structure Plans (ASPs). Do you think we should keep the current ASPs separate or change the boundaries? Why? (10 mins)
There's already a split between north and south. Maybe two instead of three. Each set of residents has different concerns. More efficient.
4. What else should we be focusing on in reviewing the existing ASPs? (25 mins)
What happens in a drought with the water issues?
5. How should we engage on the next steps? (5 mins)
Like this forum. Maybe the Harmony development would have been different if it was held in this manner.
Additional Comments/Questions

Meeting:

1. Where should we focus any future growth within Springbank? Why? (10 mins)

We are nestled up against airport. On the NE side of Springbank Rd. Has owned and farmed that land since 1891. Opportunity for new commercial services in that pocket; maybe not a big box commercial grocery store, but something of value to the community.

Are all other stakeholders landowners? Or people looking to buy in? (*Majority has been resident landowners*.)

In the interest of the people in the same area (NE), ag zoned, what becomes of that ag zone land? How can that be of better use to the community? Lands are currently farmed by the family or contracted out for farming by third parties. Just wanted to know what the vision is for that area.

Other guest – moved from NWT. I like it the way it is in terms of large open spaces.

For someone who has farmed the area for ages; when nobody is able to take over the farming when they aren't able to farm anymore, something needs to happen to that land.

Grocery store on the highway is not a great idea.

Has been through being a small farm surrounded by commercial development. Ended up being a good thing for their family. But would be sad to see good agricultural land being used by bad development. How do we preserve agricultural reserves?

Need to be careful of waterways.

Let's just stop for a while and see what happens with Harmony going through.

Two acre pieces – this should be stopped. You can't have any animals on those parcels. Horse manure puts just as much methane into the air as fumes from mowers.

Need a tight core, centralized and moving out from there. Not just developers picking up pieces of land wherever and putting houses up willy nilly.

Preserving good ag land – agreed. Good ag land has to be economical to farm. In Alberta, farming is going the way of the large, corporate farms. That's the only way it's profitable. If you don't have that massive land base to do so, it's tricky. It's no longer feasible to profitably farm in the Springbank area due to the small land base. Such land could be put to more valuable use by the community. In the case of the land adjacent to the Springbank airport and Springbank road, the best use is commercial or industrial.

(Discussed transition area between City development and country residential.)

Agree with the better use of space; 40/60 split on residence to greenspace.

Would love to see a small grocery store in the area, so if you forget the milk on your way back from the city, you can stop quickly near home to get it.

Commercial court – expand on existing infrastructure.

Don't want to increase traffic too much around schools.

2. Where should we not focus future growth within Springbank? Why? (10 mins)

Discussed above.

3. The County will be considering whether to amalgamate the three existing Area Structure Plans (ASPs). Do you think we should keep the current ASPs separate or change the boundaries? Why? (10 mins)

There are many different needs that need to be served, which is why there is more than one. But one plan would allow an entire vision. Can a grand vision that services everyone's needs within one plan be achieved?

(Different character between separation of Hwy 1?) You don't have to go very far down the road to get a difference of opinion, just on the north side. Around the airport and church, the people want options on what they can do with their land. They want an opportunity to build upon the development that's already happening.

Depends on what happens with Bingham Crossing and Commercial Court. (Question was, should there be a central commercial court, or a few hubs and nodes).

Bingham not going to have as much residential now? If it is box stores/outlet stores, that's not compatible with residential. Maybe seniors' development? (*Developer still working on it.*) If there is residential in there, there likely would be coffee shops and a gas station.

Big development near schools is not a good idea. With the kids driving at the high school, there would be way too much traffic on Hwy 33. Would be afraid of kids crossing the street and the intersection if there was a school on one side and commercial on the other.

When Harmony builds out there is going to be a lot more traffic coming up. (*Fly over near RR34 discussed*). If they are doing 34, they should do Highway 22. It's horrible and dangerous. (*Discussed TOL*.)

Highway 8 is still not twinned, which it really should be with all that development.

RVC needs to look at making all those roads wide enough so cyclists can safely ride out here. It needs to be safer. Springbank Road in particular. Township Rd 250 was expanded for cyclist. Twinning 250 – is that still happening? Rumors are a plan to twin it. Saw an expansion of the shoulder, but that's it. (Was an idea to create a link with Crestmont. Maybe close Old Banff Coach Road and create another link somewhere.)

Roads like Springbank Road under RVC? (No, Alberta Transportation). RR33? (County road).

4. What else should we be focusing on in reviewing the existing ASPs? (25 mins)

From a recreation point of view – we need an indoor swimming pool. Maybe an outdoor. Kids have to go quite a distance for swimming lessons; it's a life skill.

5. How should we engage on the next steps? (5 mins)

The small session was nice to have our voice heard. But the big meetings are good to hear the community too.

This session was very collaborative.

Additional Comments/Questions

It would be really nice if the plan was determined by the folks that live in Springbank and the councillor of Springbank, rather than those on the east (of the County) and the east-side Councillors. If our Councillor is good at getting resident input and representing our concerns.

Have they ever considered splitting the MD of Rocky View? It's such an odd shape and the east side as nothing in common with the west side.

Springbank ASPs Review Coffee Chat Meetings (6-9 February)

Meeting:

1. Where should we focus any future growth within Springbank? Why? (10 mins)

Trails and Pathway group – application made to become a formalized society.

Pathways – focused on trail and pathway network development and are not commenting on future growth areas. Consider Ottawa area and the green belt being managed by National Region – envision Springbank being like that transitional/greenbelt area on western edge of Calgary. Greenbelt has accommodating uses for ag, limiting urban sprawl, and has greenspace and parkways to preserve the greenbelt concept. We have to be careful how we are going to grow and manage the area in the future to preserve natural and open elements, have to look at impacts on potential development together. Having an ASP and ignoring what's happening across the street wouldn't be right. We want to be able to manage the development going into the future. Springbank has a lot of parallels with the greenbelt area. We don't have the budget, but it's worthwhile looking at.

(How much growth would be acceptable in that greenbelt plan, given development pressure from Calgary) We are high on linkage. If there is a development, how can our kids get from here to there on a pathway system? And linkages to other major arteries.

We do foresee greenspace of open land that retains ag land. Looking for a rec trail and path system that integrates the natural areas and connectivity to rivers. Connectivity – Transcanada Trail system here as well. Connections to Bragg Creek and Cochrane. Designated cycle paths and infrastructure, loops in Springbank and connections to Calgary, Bragg Creek, Hwy 8, and Hwy 22. Core pathways, trails, walkable. Connectivity to neighborhoods and higher density areas. Network providing public access. Need to know where the higher density areas are going to be so they can integrate into their plans as well. Radial trails along ravines etc. to take advantage of natural areas.

Flood mitigation. Needs to be incorporated into vision as well, as in using as a natural reserve, and pathway around that. Want to work with the County that builds the green belt design around the bigger plans that are on the horizon. Opportunities for tourism as well.

Yes, development can happen with their vision if it's done right. When the land use changes come up, they want to be considered as a stakeholder so they can integrate their plan into the bigger plan. If there has to be 10% MR land, why not make it a trail. Make the trails a contribution to the community. Don't want to reinvent the wheel every time a new developer comes to the table.

(How to deal with current legacy development. How do we get around that) – Have to think of the future – have to have the corridors there, even if you don't use them for 20 years. Have to build around them. We would have to work with RVC roads to put in roadways, talk to landowners to get access to their lands. It can be done, it's been done in Bragg Creek.

Forward looking –The County has recognized a conceptual regional pathway alignment within the Highway 8 corridor when the highway is twinned. Can we not do the same with Springbank Road when it comes time widen the road? Conceptual pathways may be 20 years down the road to implement, but many can happen now. Planning is critical

Currently the pathway standards are the same as the city's, but that they needn't be this restrictive & should provide flexibility, reflecting that we're a rural area?

There are lots of challenges but a lot of opportunity. Need to develop a master plan, to have a conceptual plan, to have a framework about what needs to be done and how to do it.

We need to be recognized as a stakeholder in the process so we can be included. There

are MRs and 'cash in lieu's that don't link. We need to be engaged in advanced to help allow that connectivity.

Talking with Greg for years. He wanted us to be an association before the relationship can advance.

2. Where should we not focus future growth within Springbank? Why? (10 mins)

The river.

Protect some of that hillside in terms of natural space. It provides views and a break from the City / urban sprawl.

Ravines and urban waterways.

We want a concept of mixed open area. There are wildlife corridors that have to be respected and maintained. If we keep breaking up the corridors, we won't have those animals. Animals need connectivity too.

(Cluster development with areas of open space) – Similar to springbank links and Springbank creek? (Similar.) Not sure that's in our scope on parcel size but need to maintain greenbelt concept. Like Elbow Valley, they've maintained the greenspace / conservation. It does work.

Have the houses closer together and promote equestrian and ag on the other side. Don't increase density, just move it together. We are not naïve to think there won't be further development. Province is increasing in population. Understand the development pressures. We just want to make sure it is well managed and the want to be part of it to ensure pathways are part of it.

3. The County will be considering whether to amalgamate the three existing Area Structure Plans (ASPs). Do you think we should keep the current ASPs separate or change the boundaries? Why? (10 mins)

What would be the advantage of combining them? What are the advantage of keeping them separate. (Combined vision with policy areas.) Why wouldn't we include Elbow West and Harmony? (they are separate ASPs that will be considered in conjunction with any development, but they can't be rolled into this area.)

The concept of a green belt means that it should be integrated. As long as it's recognized that there are specific changes or requirements for certain pieces of land, then there is no reason it couldn't be combined. Pathways group is looking at a bigger area than just these ASP areas. From a planning perspective, the trails and pathways group focuses on alignment of pathways across ASP boundaries. ASP boundaries do not impact pathway planning and as a result the society is indifferent to the number of ASP boundaries. It is not within the group's mandate to comment on the number of ASPs required in Springbank.

Unclear where Springbank begins and ends. Where are the boundaries?

(Discussed phasing areas within a singular plan.)

The airport – federal lands; likely why that area was broken out?

4. What else should we be focusing on in reviewing the existing ASPs? (25 mins)

The current ASP includes many polices on how to handle pathways and open space. None of that has ever been respected or used. With the new ASP, can we include policies for pathways that will be included in future planning decisions.

Need a comprehensive plan that is integrated into the County Plan.

If we want to create a master plan – what timing would we have in order to get it included into this ASP? (*Discussed timelines. Discussed whether there should be a separate process for the parks and pathways plan. Structure of current plan doesn't give enough leverage for those.*) Would be nice to have a pathway system that developers have to comply with.

We want to do whatever it takes to be a documented plan and part of the process. Pathways aren't discussed; developers have their plan and they don't necessarily consider connectivity. How do we get better involved and earlier in the process? (*Provide vision and direction so it can be included. If you have certain policy you'd like to see, get that to us. Keep it broad so it is general direction.*)

Existing policy in the ASP hasn't resulted in what we want to see in the community. What additional information do we need to provide to you to get into the ASP to be more progressive in this area?

What are you envisioning to put into the ASP with regards to parks and pathways? (General support of parks and pathways where it is achievable based on technical studies etc. Needs to be focused on new development.)

There is County infrastructure that is available (*MR*, easements etc.). Not rezoning, but how can we use those existing opportunities to develop parks and pathways? Still planning for transportation and infrastructure, even though its existing areas, you can plan that road and road allowance; you could add room for pathways. That's the benefit to a new development is how it connects to existing developments, by way of pathways etc.

How can we facilitate and help develop the ASP to achieve our goals? Developing a master plan; ASP may restrict capabilities. But we could provide more direction, but not be overly prescriptive.

(Identify certain corridors you want to develop, then we can see if we can develop around that.)

Master plan can't be done by October, but would like to work with County to be more definite with regard to natural areas that should be preserved and protected.

Could refer to a future plan that will be incorporated. Could build some corridors that can be included for preservation in the ASP. Would be helpful to know – if we wanted to work with the corridors, we would need a timeline as to when it would need to be submitted, and what would be the criteria needed on a specific corridor to get it included. (*Discussed collaborative process.*)

If there are growth areas, we would like to have interconnectivity with them and a pathway through them. Do you have growth areas identified already? (*Discussed process.*)

Could we get an up-to-date map as to how Stoney is going to affect this map? Will be critical to identify connectivity to the city with that trail implemented. When the map is ready, is there a way we can get it?

How do we get your feedback on these corridors so we can figure out how to deal with them before they are presented to the public?

Working group would be with municipal lands? (Yes.)

How does this process work in terms of taking our comments and implementing these plans? (*Discussed process.*)

Conceptual plan by end of May? (Depends on open house. Discussed compressed timescales.)

Opportunity to revise conceptual plan after May? (Yes. Discussed phases of plan.)

Discussed back and forth process as new information comes about.

5. How should we engage on the next steps? (5 mins)

See themselves as a steering group. They have a specific agenda that needs to be incorporated. Appreciate that they could have this one on one discussion.

Having this type of meeting going forward would be helpful. Much more effective than the open house format and ongoing complaints about the airport.

More coffee chats would be helpful.

If they want to ask for things going forward (*maps etc.*), do they come to planning or Greg? (*Depends on what maps – ASP process, planning. Pathways etc., go through Greg. Use Dom first, and then he can pass on.*)

Can you let us know when more information comes available? (We will include you on the email list.)

Additional Comments/Questions

Any ideas on funding? Master plan will cost money. (Talk to Greg or Corwin

Are we supportive of accepting more information on developing trails and pathways? (Yes.)

We want to improve our community and help you improve our community.

Can we get a big copy of the maps?

Springbank ASPs Review Coffee Chat Meetings (6-9 February)
Meeting:
1. Where should we focus any future growth within Springbank? Why? (10 mins)
NE area of Central Springbank near Artist View.
Support of growth in the area and opportunity for a lot of land owners. Where there is infrastructure and serving, there should be growth.
Their lands are accessible, serviceable. Type would be largely residential. Doesn't exclude other elements. Not Megamalls or Car lots. Looking at community oriented development in that area.
2. Where should we not focus future growth within Springbank? Why? (10 mins)
Doesn't apply. Where there is opportunity to grow, then grow. If not, then don't develop there. If there is no servicing, don't develop there.
 The County will be considering whether to amalgamate the three existing Area Structure Plans (ASPs). Do you think we should keep the current ASPs separate or change the boundaries? Why? (10 mins)
Keep them together. Keep moving forward. Makes for a large area, diverse groups, and complex problems. There is an opportunity to look at policy areas within. Need ways to accommodate servicing areas. Where does the serving connect to the city of Calgary. Assuming GMB is like IDP, there should be some conformity.
So, keep the ASP together, but look at what's unique about the lands and how can they be put together. Consider catchment areas, which way the drainage goes. Would like to see policy areas within that talk about the uniqueness.
Future ASP amendments should be in line with policy areas. Policy area that affects decision making in one area may be significantly different than in another area.
Financial consideration for transportation and infrastructure. Can ASP be a way in which to deal with that? Where the CSBASP boundaries are seem to be arbitrary. What makes sense now? Need to acknowledge different areas and set boundaries based on different needs and requirements.
Castleglen area transportation study to feed into this study? (There are technical studies being done).

4. What else should we be focusing on in reviewing the existing ASPs? (25 mins)
Same as master drainage info above. The line isn't drawn correctly. The line can move (boundary on the master drainage plan).
Is it understood within an ASP that those things can happen? Our neighbours have manipulated processes because of the belief of what's going on. We know that this is an active group who doesn't feel listened to. You have to put a stake in the sand. Then we who read that can decide what to do with that. Someone who wants to preserve land will stick to the requirements, but is there a general statement to give owner flexibility to work with the boundaries? Level of detail can't be known at this high level, need flexibility moving forward. (Discussed challengeability.)
Challenge with policies – want flexibility, but want surety. Need to structure policies to allow landowners flexibility and options.
Transportation, feasibility, future tax implications, Intermunicipal growth from the city.
Conservation design – can achieve that by higher density development. How viable are two acre lots now? Will take 20 years to sell.
Two acre is there because of servicing constraints. Going to one acre doesn't help.
ASP can look at the financial model, and take advantage of the opportunity.
Transportation – larger transportation concerns re: Ring Road. Opportunity to deal with CSBASP when everyone gets dumped out on the east side, and how much pressure ends
up on the two main interchanges.
There could be a transportation strain if that second leg isn't put in to take that strain off. Or close a few roads and throw it all on Sarcee Trail. Old Banff Coach Road strain.

Interchange study looks at discontinuing Old Banff Coach Road. Would be in support of that.
Everyone is talking to the City, so everyone should work together. ASP is a good process to do this.
5. How should we engage on the next steps? (5 mins)
How do we set ourselves aside as being the expert in rural development? Can they help be part of that? These lands are positioned to help with that.
Has to be economically feasible development.
Engagement process is important to them. Want to hear the community's thoughts before further planning is done.
They would like to see terms of reference before they go out for RFP. Would like to know the assumptions used to put the RFP together. What if their assumptions aren't considered in those assumptions? Under line of engagement, is it transparent whether Terms of Reference are submitted without public acknowledgment?
When you are in an engagement process, you have an opportunity to engage stakeholders in developing the terms of reference.
Current ASP was a blood bath when it was put together. At one time, there was an informal rule that anything a mile south of Hwy 1 to Calaway park was not to be developed. Written down nowhere.
Supportive of setting certainty in the policies. Pressures are not going to disappear.
Really like the one on one and being able to focus on our lands.
If there are changes, please communicate.
Additional Comments/Questions
When are they going to upgrade the Transcanada Highway?

Interesting challenges – good planning and good development. No definition between the two. What constitutes good development?

Springbank ASPs Review Coffee Chat Meetings (6-9 February)
Meeting:
Where should we focus any future growth within Springbank? Why? (10 mins)
The corridor along the Highway and RR33. There are number of obvious reasons for that. This is primarily non-residential use opportunity. Yes to growth, at this intersection, primarily non-residential use.
Justify why development should happen, period. Growth needs to happen where the infrastructure can support it and market forces it. In the midst of highway commercial development and transportation infrastructure. What can it offer the region's benefit.
Springbank creek basin is a logical place for commercial development because of what is there now and what can be added to it.
Tremendous opportunity with the water lines itself. AE moved toward wanting planning around drainage basins and water sheds. Should be a defining factor in setting planning boundaries.
Where should we not focus future growth within Springbank? Why? (10 mins)
Where there isn't infrastructure, there shouldn't be growth.
Want to see a plan that supports a landowners option to develop if they want.
Different types of growth have places in different part of the plan.
The lesser focus on intensity of development on country residential areas. If they want to live out there for rural way of life, they should have that option.
Rural living is not for everyone, but there has to be alternatives and options. Put development near the NSBASP area.

3. The County will be considering whether to amalgamate the three existing Area Structure Plans (ASPs). Do you think we should keep the current ASPs separate or change the boundaries? Why? (10 mins)
Amalgamate them.
Look at policy areas within. Have County residential area and Commercial area. West edge – need these lands included because of the financial feasibility, and they are in the drainage basin.
Policy areas can protect specific interests within a singular plan.
4. What else should we be focusing on in reviewing the existing ASPs? (25 mins)
Rocky View is so rich in assets because of the horseshoe shape; can service Balzac, Conrich, Janet; all contribute to economic development. No ability to service out of Springbank. This corridor is the highway for everyone that goes to the mountains. Economic benefit to Springbank, RVC and region. Non-residential uses and impacts that this corridor has in the middle of the plan, by keeping it together and having a corridor in the middle, you can see how you can provide for uses that the whole community would benefit from. If ASP closes the door and says it's strictly commercial, it will limit the possibilities on what is available. Don't limit options based on resident fears. This could be something that enhances their enjoyment of the area. Couch it in a way that is real but non threatening. Not just how do we compete with Bingham – what unique uses would benefit the area? This corridor gives opportunity to tap into resources not just in the region, but all over.
Tendency is to provide more and more criteria to protect resident fears, but don't over restrict and over define "the box".

If the County wants to leverage opportunity in this area, the highway and airport sterilize the

land for residential. Who wants an acreage in a flight path or on a highway?
Change
the flyover to a diamond. Could alleviate some of the concerns.
Establish navellel comiders 245 is a major cost west semider
Establish parallel corridors. 245 is a major east west corridor.
Functional plan indicates crossing and flyover. If it were to remain, don't focus development on one side of that. Hence, additional corridor would make sense.
General needs didn't take into consideration the needs of the specific area (referencing Tayt engineering report). What they see that the study missed is the super regional potential of this corridor because it is on Hwy 1. This leverages the tourism of western Canada.
Currently can stop in Morley, or there is Esso on 22. Neither convenient. Or past COP. This corridor desperately needs more services. This isn't just for Springbank, it's for everyone passing through.
There is a two year supply of industrial land in Springbank area.
No towers; restricted on height because of the airport. Unless goal is to maintain what is here, then some kind of change is going to occur. Is it a 20 year horizon?
(Competition between two corridors discussed.)
5. How should we engage on the next steps? (5 mins)
This type of meeting is much better than other ASP processes.
Technical studies.
Want to meet again.
Would like to meet with Council.
Would like to understand what we've gained from this process.
Would like to know if any "bombs" have been dropped that will stop the process.
Would like to collaborate and have a two way engagement in addition to the formal process.
Has specific ideas about community core, would like to meet again to discuss.
Springbank collaborative will be an issue – their potential commercial core is an interesting opportunity to provide educational and recreational facilities. Talked about forming some

focus groups on their own with land owners within that area.
How big of a deal is a boundary change and how can we help accommodate that process?
Additional Comments/Questions

Springbank ASPs Review Coffee Chat Meetings (6-9 February)

Meeting:

1. Where should we focus any future growth within Springbank? Why? (10 mins)

In the area surrounding Bingham Crossing and Commercial Court. Consistent with what the city has planned in that 16th Ave area too. See it as commercial.

When west ring road gets put in, development should be along the west corridor.

There aren't many residents in the north plan, the boundaries should be expanded a bit, but it serves a purpose as it is close to the airport. The residents that are there seem to be orphaned, the way Edge school is developed. Of the four corners of that intersection – three are already commercial. Should maybe have a transitional designation. Light industrial complementing airport uses. Office space.

(residents in that area want to see a future land use option as well). The way the area has developed, it has developed commercial. To force it to be residential or something different would be tough.

(*Airport master plan – additional runway*). Contours on our map reflect the expansion of the airport, don't they?

What is the total area of the ASP area (27,000 acres). It's tough to focus development in an area that large. Moving forward, encourage development along areas of infrastructure capacity corridors. Real opportunity in a comprehensive plan is to reaffirm what the community is, a Country Residential space, but on the periphery, you have an opportunity with commercial court and Bingham Crossing being the anchors of commercial development, with centralized services; water, waste water, etc. Will help support expansion and sustainability. Provided the infrastructure can be leveraged and added to.

Regional transportation study; calls for Twp Rd 250 to be four lanes and RR 33 to be six lanes. Then tying into another study that culminated with a RR 33 interchange. Seems to gravitate to Bingham Crossing being a commercial corridor.

RR 33 is a patchwork of different uses. Recreational, educational, Bodera springs, the
northern most area is a beautiful area and can see it still being residential;
(above 215A toward the river).

	developments that are partially built. Something should be done with Set of constraints that don't fit reality. They aren't demand driven, it's
planning driven.	

(SSRP speaks to that form of development in various ways as does the County plan. Market may be saturated in terms of 1-2 acre development).

38,000 vehicles a day coming from Calgary through Highway 1. Park passes being free will have a bigger impact. 1 in 15 people in Calgary have season passes for Calaway. Huge traffic volumes.

Need to do an inventory of those developments that haven't proceeded. They are always factored into demand analyses, but they aren't even there. They were all factored in when we did TIAs etc.; if they don't happen, it is capacity that remains valid and could be used. Could it not be flexible to say some of that capacity could be used until X happens? And

when X happens, financial contribution could be made or upgrades done to accommodate?

Overarching

plan is to take the patchwork of waste water plants over and combine them. False starts – Terrasen. They were going to create a regional waste water and water system. Spent large sums of money and it just didn't work. If a developer builds a wastewater treatment plant, we want the ability to take it over and operate it at some point. It's fraught with problems because each development has its own uniquenesses and challenges. (There are a lot of these plants happening and each one is different. Each is different in how they operate. The staffing would be a challenge).

(Ability to service entire area under one system is probably unlikely).

If you look at the basins, and relate it back to the SSRP. Boundaries should align with topographical boundaries. Everything from the Transcanada south drains to the Bow. North of the Transcanada drains to the Elbow. All the existing commercial development at RR 33 and highway 1; recreational, civic, and education services – can't get a system that services all of that. The basin splits right through Bingham Crossing. Set up future policy areas based on basin boundaries and servicing potential – existing or future. Then segment out very clearly defined land use options. Not another Harmony, but something to take advantage of the schools; smaller scale, local service. If you bring services into the Bingham area, you leverage current and future interests – with everyone travelling to Banff etc, they would stop in Springbank, and promote financial growth. There is nowhere else in the province you can be minutes out of the urban core, in the country, and on the way to a major tourist destination on a major highway. There are too many constrains on the east side of the boundary. Go big. There are talks about the Olympics. Think about cultural, recreational opportunities that complement COP etc. Tayt study ignored the 1.4 million people to the east or the rest of the county that travels through.

2. Where should we not focus future growth within Springbank? Why? (10 mins)

Not specifically discussed.

3. The County will be considering whether to amalgamate the three existing Area Structure Plans (ASPs). Do you think we should keep the current ASPs separate or change the boundaries? Why? (10 mins)

The NSBASP was put in place because of the airport, it specifically related to that area. Other than tweeking it a bit, I don't see how amalgamating all the ASPs does anyone any service. These people have completely different interests. I don't see what would drive changing the boundary, other than changing the lands on the corridor a bit.

(discussion on difference between concept scheme and structure plan and why moddle happened)

Do the people in the north feel they have different needs/wants than the people in the south?

Are the people in the north fearful of what might happen if the ASP is amalgamated into one? There would need to be very distinct policy between the two. If they feel very different, then would two ASPs be needed to accommodate those feelings? More opportunity for conservation design in the south? If there is one ASP, make sure you treat the areas very differently. Larger Country Residential in the north?

Doesn't matter either way, as long as there is very specific policy. Someone in the south driving the policy for someone in the NSBASP area would be detrimental and vice versa. (policy is the piece that really needs to be right, then it guides Council to make appropriate decisions)
(discussed timelines)
Things are going to change regardless? (hard to say)
4. What else should we be focusing on in reviewing the existing ASPs? (25 mins)
Servicing. Infrastructure. Transportation. Waste water. How it aligns with the City. The metropolitan plan needs to be considered. Growth management board has to be factored in.
(comprehensive look at all those things)
(When the ringroad is developed, there may be some residual lands / orphaned lands). Joint planning area and special planning area on the eastern border of Springbank.
5. How should we engage on the next steps? (5 mins)
Really like this process of engagement. We've seen what happened with Conrich and Langdon. The only really true meaningful engagement seemed to be open houses. Landowners didn't feel their voices were heard or acknowledged. These small group meetings, taking time to have a chat and having two way dialogue, is great.
Additional Comments/Questions

Springbank ASPs Review Coffee Chat Meetings (6-9 February)
Meeting:
1. Where should we focus any future growth and within Springbank? Why? (10 mins)
Want to be involved in ASP process – how does this proposal fit into the future?
Corridor along RR 33 makes sense with existing development in Harmony, Bingham, etc. Want to work with landowners in the area to create good results.
2. Where should we not focus future growth within Springbank? Why? (10 mins)
Servicing is the key to where the focus areas should be. Commercial and business areas must be focused in the areas where servicing is available and feasible.
3. The County will be considering whether to amalgamate the three existing Area Structure Plans (ASPs). Do you think we should keep the current ASPs separate or change the boundaries? Why? (10 mins)
Proposed quarter is outside of the existing north boundary – not sure there is support in Central ASP for this type of proposal.
Existing arrangement is based on an assertive position to protect/separate the north from central.
Makes more sense to have a comprehensive plan. Servicing, land use management, etc. could be better managed through a single plan with various cells or areas identified with specific policies.
4. What else should we be focusing on in reviewing the existing ASPs? (25 mins)
Water and wastewater are the major challenges or considerations. Other matters are perhaps easier to resolve or mitigate, but this solution is necessary for development.
Major force main from Cochrane through Bingham to City. City would not allow the County to tap into this line. Cochrane doesn't want to sell capacity as they lose capacity to grow. Not much strategy for how to upgrade this system in the long term. How do you accommodate an intensified commercial/business development in this rural area without having this servicing question answered?

Timelines for ASP -	- spring 2018 for p	oublic hearing.		
Previous engageme	ent showed that a	farmer's market	was desired in	this community.
Stormwater consider Hownstream so the Plan.				s proposal is in the Master Drainaç
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Additional Comments/Questions	

Springbank ASPs Review Coffee Chat Meetings (6-9 February)	
Meeting:	
Where should we focus any future growth within Springbank? Why? (10 mins)	
Forthcoming regulation changes need to be considered; GMB, etc. Crestmont – when it was developed, a lot of joint planning of the City, especially with transition from Artist View. Lots of IDP, lot of transportation discussions.	
Intermunicipal plan identified these lands for future planning, key focus area. When annexation was going through, there was an effort to encourage ASP on the City side. Servicing issues on the City side. Natural boundary should be Old Banff Coach Road.	
Was an interchange discussed at Old Banff Coach Road. Looking at additional access points. Another access at 133st wasn't viable. Updgrade Old Banff Coach Road instead That would be an access point to the lands surrounding the interchange. Westview ASI hold as that interchange didn't happen.	ad.
(Closure of Old Banff Coach Road?) Put in a temporary access road that ties into Old Ecoach Road, and then a permanent road once once applications are approved. Old Baccoach Road would cut off south of Artist View.	
Fear is that there were trends as to how to deal with lands on the urban fringe. Might be outside the highway corridor. This won't be acceptable land use vision. (lands around t lands would be transition?) Suspect that – there is Harmony.	
Corridor is unique and high profile. With the above trends, the rules will fade away. Op up a lot of options on intensity and style. Even Crestmont style won't be acceptable.	ens
City was wanting to meet MDP densities. Relaxed the density for those lands. Modeled would have to be four-story multi residential on 80 acres. Acknowledged transition, and should meet a modified 7 units per acre.	
Make better use of the access. Opportunity for non-residential use if it stays within the County. Will be blended/mixed use area.	!
	_

leap when you cross the road. (like 12 mile coulee rd).
People on NE side of Springbank would be worried about traffic. But subdivisions look different now than they did in the 90s. (Natural extension of the City down RR 33/Hwy 1 corridor)
Province has already planned a design for that interchange for the next 60 years. Are there other opportunities on that corridor as you taper of the Transcanada. Harmony has servicing and is willing cooperate with additional development out there.
(Tayt report discussed) – suggests that non-residential uses at the next intersection? (Not much demand for anything more than what is already approved).
With improvements to Transcanada Hwy to COP and the ring road, this sets up as an alternative downtown/employment area. There is a demand for
office space on the west side of the city.
Gateway to the City. Limited opportunities to plan something like this.
What can RVC get out of advancing this?
How does MGA and growth board play into this process? (need to think carefully about how we structure growth. Need to consider those as another voice).
There is a fair amount of undeveloped land – current policy is not to aggressively go out and allow unsubdivided land to proceed for residential. If someone comes in with a conceptual scheme for a "developable area", could they do that? Or infill areas around existing development? (Expand boundary with long term planning? Undecided. Need to know where services are).
Collaboration with City of Calgary is where the focus should be. Requirements for Intermunicipal collaboration. RVC and County need to establish rules of engagement. But could there be joint planning with landowners and builders with City and County?
(Transportation) – Transcanada is provincially funded. If you build it they will come scenario. 10 year time frame from when that interchange would be required. Ring road by 2021, more traffic coming off Hwy 8 and 22. Widening of Transcanada is staged and would allow for 8 lanes. Levies paid to City would go to downstream infrastructure. It's all developer funded roads.
With Harmony, there are things that trigger interchange upgrades. Bingham will add traffic. Springbank road is half recreational in the summer. Wider shoulders would be nice. It's outgrowing its rural standard.

- 2. Where should we not focus future growth within Springbank? Why? (10 mins)
- The County will be considering whether to amalgamate the three existing Area Structure Plans (ASPs). Do you think we should keep the current ASPs separate or change the boundaries? Why? (10 mins)

Three different plans, they are part of the growth strategy. CSBASP endeavoured to look at clustering residential. NSB is an open book with land use conflict due to the airport. Harmony fills growth requirement with 10,000 people. CSB issue is always servicing. Utility strategy was never done.

Why continue to keep such a big boundary for an ASP, when a boundary of a quarter of that size was refused? Go back to smaller ASPs and go for infill; a growth area around those ASPs. The vast majority around those then remain open/ag land. Huge amount of land that is fragmented; no demand on some of that land. Societal shift to cluster development. This, rather than turning down a developer when they come in with a concept because there is no servicing on the "undesirable" lands.

Both ASPs are Country Residential. Shine is coming off of north Springbank. It needs some life in strategic places. Need a strong draw, community nodes. Becomes a product that is established, but needs a shot in the arm.

The three plans aren't in alignment.

(shrinking boundary removes development potential from some of those people that once had opportunity).

Once Harmony is built out, there will be other ag communities that can thrive.

Don't screw up the highway 1 corridor. From Calaway to the City is the win.

Focus on cost and revenue sharing.

(where would policy areas would be if ASPs were combined?) – Define specific areas for growth w/ short medium and long term. Springbank isn't defined by strong neighborhoods within it. Elbow river is more of a defining element. Its all springbank. Highway 1, elbow river and bow river are the defining elements.

4. What else should we be focusing on in reviewing the existing ASPs? (25 mins)

Not specifically addressed.

5. How should we engage on the next steps? (5 mins)

Another meeting like this would be good. After the open house and again after RVC meets with the city.

Engineering presence might be beneficial.

Getting a good sense of where development pressure is.

Awareness to the City is key. Here is where collaboration will be forced to occur between City and County.

Additional Comments/Questions

Timing – where do we go from here? (discussed) No rush to get it approved before there's a new council? (no)

Could be delayed by GMB etc? (yes)

In the short term, if you identify an area that is Intermunicipal, is there a point where you think you would need more information from the developers who have all these ideas, to obtain data to put into the plan? Utility strategy etc? (discussed RFP for potable and waste water servicing strategy). If you raise public expectation and come in just behind, you can't get out of that.

Subject: Re: Coffee chat venue
Dominic thank you for the meeting on Wednesday. I hope it was informative for you and the County. would like to meet again with you and who ever is involved to discuss the removal of the west half of 16 and section 21 from the Central Springbank area structure plan and the inclusion of this land in the environmental sensitivity category in your report. We would also like to have the north half of sections 19 and 20 south of the Bow River included in your aggregate study. We have reports showing over 20 million tons of gravel in this area . We also have environmental studies , historic studies and geotechnical studies over the whole ranch area as well.
Subject: Coffee chat venue
Sorry I missed your call yesterday. We are actually holding the coffee chats in a boardroom at the Springbank Park for All Seasons (32224A Springbank Rd.).
The open house on the 16 th Feb is at the Heritage Club.
I hope this helps.
Thanks, Dominic

DOMINIC KAZMIERCZAK

Municipal Planner | Planning Services

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Rocky View County 911 32 Ave NE Calgary, T2E 6X6 Planning and Development Department

Date: March 1, 2017

Attention Rhonda Puznik Administrative AssistantPlanning Planning Services

Reference: Springbank Area Structure Plans, Springbank Stakeholder Meeting Feb 7, 2017

First of all thank you for the opportunity to present suggestions regarding potential updates to the current Area Structure Plans.

This letter is a follow up to the meeting, where as advised, the North Springbank Water Co-op ("Co-op") has concerns regarding any potential future up gradient development in proximity to their existing water supply wells

Background:

The North Springbank Water Co-op is a member owned and operated water supplier that was formed in 1986. Water is currently supplied to over 240 homes in the north Springbank area. Water supply is from two water source wells along the Bow River Valley, in proximity to the south side of the Bearspaw reservoir, downslope from the Emerald Bay subdivision..

Concerns Related to Future Development:

The North Springbank Water Co-op is concerned about future potential development, and related construction of homes near lands that slope toward the Bow River Valley, south of the Bow River, specifically upslope from the existing North Springbank Water Co-op water source wells that supply water to the Co-op along the south shoreline of the Bearspaw reservoir. The water source for the Emerald Bay Development, Villosa Ridge, and Calling Horse Estates is also provided by water wells in the same general area.

The main concern is related to any potential future development upslope of the water supply wells, including areas laterally upstream or downstream, that may have future septic tanks or waste water/sewage distribution to a treatment center or facility in the area, upslope as well from the water supply wells.

In expressing this concern, we refer to a document "Standards and Guidelines for Municipal Waterworks, Wastewater and Storm Drainage Systems" written by Alberta Environmental Protection, dated December 1997. Under Groundwater Supply 6.2.4, Siting of Wells 6.2.4.1, the text

of which reads as follows:

"Wells should be located to avoid proximity to sources of pollution and or flooding. Wells shall be at least 100m up gradient from pollution sources such as septic tanks, drainage fields, cesspools, or wastewater stabilization ponds....".

Regarding this statement is there any provision in existing Alberta Environment policy or regulations, to consider the converse situation, where there are existing, approved water supply wells? The point being: Should restrictions be in effect that control or refuse future upslope development, or development in proximity to such slopes, with related installation of septic tanks, or wastewater/sewage distribution piping to a treatment facility, and any related storage facility for untreated sewage or wastewater, in proximity to such slopes where preexisting water supply wells are located down gradient? If not, we would suggest consideration of this issue in any revisions or updates to the existing Springbank Area Structure Plans. This would involve any potential approvals of development with related waste water/sewage storage tanks or facilities that would be required for development, in particular with respect to higher density (land parcels less than 2 acres) in proximity to slopes draining into the Bow River Valley where existing water supply wells and the water supply aquifer could be affected and potentially polluted.

In addition there is ample evidence of fractures in surface exposed sandstone on the south slopes to the Bow River Valley. Fractures are also evident from borehole images taken in observation wells drilled in the area of the water supply wells. The existence of these fractures would promote introduction of any pollutants from up gradient surface or subsurface sources into the existing aquifer that supplies the water for homes in the area.

Conclusion:

Any future potential contamination of the existing water supply aquifer from up gradient development also raises the issue of who will pay for any remedial action that would be required to correct the problem, and if another water source must be sought (such as the Bow River) how will related costs be covered for any equipment upgrades that will be required for water treatment (such as water filtration)?

We would suggest that the issues, as outlined above, be considered in any updates and revisions that may be proposed to the Springbank Area Structure Plans.

Jim McGillivray

General Manager North Springbank Water Co-op

1. M. Gelluray

Thanks for your email and for attending the coffee chat meeting last week.

We will store the information you have provided alongside the notes of the meetings and this will be considered as we prepare some land use scenarios for the plan area in the coming months.

We will let you know if we have any questions on the information provided and similarly, if you or Glenn have any questions about the process going forward, please let me know.

Thanks,

JAMIE KIRYCHUK

Municipal Planner | Planning Services

ROCKY VIEW COUNTY

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Attention: Jamie Kirychuk, Planner, Rocky View

Hi Jamie,

It was a pleasure to meet you and your Rocky View County colleagues at the Springbank ASP "coffee chat" last Thursday at 10am.

Currently zoned <u>agricultural</u>, property is one of last remaining Springbank farms currently in operation. In recent years, the farm's small land base and large distance from key agricultural infrastructure and services, have made it difficult to farm the land profitably. In addition, there is a shortage of services in the entire Springbank area, which requires residents to travel great distances to buy groceries or fill up with gas, thus increasing Springbank's overall carbon footprint.

As such, believes that the property could be better served if it were zoned commercial or industrial. Such zoning would align with the industrial activities of the neighboring Springbank Airport to the west and the new commercial development of Bingham Crossing to the south, thus creating a "hub" or "center" (as your team referred to in the meeting) of essential services to meet the community's growing needs.

Thank you for giving Springbank's stakeholders a voice in the ASP and for considering our feedback as part of your overall process.

Priorities	Constraints	Opportunities
Flow of run-off exiting Morgens Rise gets clogged up and quite a bit of water builds up. High risk of flooding in south part of neighborhood	water (potable) Wastewater solutions - what are they? Overland drainage and high water table should determine what and how much is built at all.	Have RVC take over all utility co-ops to provide for more efficiently run co-ops.
No more development until sewage and wastewater is removed from area - no more spray irrigation of treated water	Leave the co-ops alone. They are money pits	
connect the wastewater line from Cochrane to the city for the schools and our recreation facility	New development needs to FULLY FUND their own servicing and infrastructure costs. Particularly the high-density development. Existing property owners should not subsidize new development	
Our existing water co-op (Westridge Water) is MUCH more economical than City rates for water. Wouldn't want to see rates escalate due to development	Re: Water and wastewater servicing: It will be extremely expensive to tie in acreages to existing lines (in Harmony, Bingham and schools). Bragg Creek was a great example of this kind of expense. BUILD LESS so that our lands do NOT continue to be saturated from the septic fields (only solution)	
The Burnco lands offer opportunity for density and mixed use or business park. Could be a shared economic development zone for City AND RVC		
More water coops, vs private water services. I am part of the "Ranch", north springbank and there are currently 4 communities struggling with a private owner of water services. More info - contact jim @ 403-608-4208		

Servicing Page 1 of 1

Priorities	Constraints	Opportunities
Lower Springbank Rd - dedicated cyclist lane. It gets quite dangerous in spring/summer/fall when lots of cyclists are on the road. They need their own land to use.	support us.	
Agree with the above - Lower springbank rd dedicated cyclist lane	Re' Transportation - make developers pay MORE in levies to upgrade County roads here.	
TWP 250 upgrades due to Harmony and Bingham	Residents should NOT be footing the transportation bill (via taxes) for new development or infill	
TWP Rd 250 - full shoulder needed to accommodate traffic and recreational users	Transportation levies are preventing small development. Right now, only large developers can afford to pay the levies - are they negotiating a "bulk" price? These should be based on density not on acreage.	
TOL - needs to be reduced and big developments need to pay their share.		
Any transportation requirements required by Bingham and Harmony should be paid for by Bingham and Harmony.		
Agree with above - (transportation requirements required by Bingham and Harmony should be paid for by Bingham and Harmony) - Developers should be required to ensure they continue. Roads need to be in place before areas developed		
The infrastructure money paid into the TOL should be re- assessed. If you are going to be putting a lot more traffic on the roads per acre, you should pay more. The current system favours big developers and penalizes anyone selling off a small piece of their land.		
Fast Track Bingham Crossing!! Need Road improvements ASAP due to growing traffic and safety issues		
safety at Springbank Rd and RR 33. Stop sign difficult to see.		
Property connecting to Calgary's ring road will be very important to increase proper connectivity Transportation upgrades MUST be paid for by developers,		
NOT by local residents - eg. Road and interchanges and bridge expansions required by traffic to Harmony and Bingham Crossing		
Transportation upgrades done BEFORE full buildout of these developments		
No traffic lights on Range Rd 33 Why other than being a revenue source is Range Road 31 speed limit 70 km/h? It has paved shoulders, good site lines, etc.		

Transportation Page 1 of 1

Over the next 10-15 years, how much should Springbank's business		
areas grow?		
Much less than today	7	
Less than today	15	
About the same as today	2	
More than today	11	
Much more than today	7	

Why did you answer this way?

There is more than enough business opportunities ALREADY with commercial court, Harmony and Bingham Crossing. WAIT TIL THEY BUILD!

Agree with above (There is more than enough business opportunities ALREADY with commercial court, Harmony and Bingham Crossing. WAIT TIL THEY BUILD!

Commercial Court (still lots available), Bingham Crossing -Approved, Harmony - Approved. ENOUGH COMMERCIAL

Agree with above (Commercial Court (still lots available), Bingham Crossing -Approved, Harmony - Approved. ENOUGH COMMERCIAL)

Agree with above (Commercial Court (still lots available), Bingham Crossing -Approved, Harmony - Approved. ENOUGH COMMERCIAL)

No longer term development when you look at the bits and pieces of communities it does not reflect a vision

All communities should be sold and developed and built before more land be subdivided - it looks like the County is just after the old mighty dollar!!!

We moved, lived in Springbank to enjoy the rural lifestyle; quietness knowing that the shopping and services are readily available in the City. The development of commercial areas within Springbank take away from the character of the community and increase traffic. MUCH LESS THAN TODAY

AGREE!! (We moved, lived in Springbank to enjoy the rural lifestyle; quietness knowing that the shopping and services are readily available in the City.
The development of commercial areas within Springbank take away from the character of the community and increase traffic. MUCH LESS THAN
TODAY)

Rocky View does not have the infrastructure for the level of growth they are proposing (both residential and commercial). I would rather be annexed by Calgary at least we would see park space, walking paths, full service utilities (water, sewage, garbage) than Rocky View can provide. (28 year resident)

Install dark fiber (fiber optics) when you do major road projects. The city of Calgary has done this very successfully and now they are able to lease fiber to business and others for use at economical rates and for profit to the city. A large % of the cost can be avoided if done with other construction projects

Business Development should be confined to commercial court and airport areas. Stop local "one off" developments such as at end of cul-de-sac on RR 31 A. Do not allow business development along TCH west of Crestmont / RVC Boundary. There is no need to have gas stations, fast food places along this stretch of highway. It will cause an increase in traffic congestion, crime, light pollution, traffic congestion due to employees travelling back and forth to work, would increase need for police support in areas due to businesses being located at "quick getaway" places along the highway.

Keep the drive west uncommercial!

Springbank shouldn't continue to grown in Country residential urban sprawl. Springbank should focus on pop. Growth, not developed area for expansion

FARMERS MARKET

AGRICULTURE BUSINESS

Higher density should be facilitated in specific areas

Growth much smaller than today - we have about 100 years of approved housing in Springbank already!

These approved areas should be built out BEFORE any new proposed growth areas are considered

Residential growth in future needs to recognize that there is already a lot of approved BUT not yet built residential development. These areas should be built out as planned before additional growth is approved

Springbank already has several developments (residential and commercial) that are not fully built out. If any development is allowed in Springbank it should begin on the east next to the city - Infill development, water, sewer, and wastewater.

There are enough large developments already approved. These should be allowed to be built out prior to approving additional residential developments. This will allow a concentration of population and funds for infrastructure costs associated with these developments can be spent where they will have maximum impact. If developments are approved on a smaller scale, all over the place, fragmentation of open spaces, farmland and infrastructure needs will occur.

Much less than today - Springbank is a unique, desirable area because of large open spaces, large parcels of 2 acres +, and the rural style of life. If we wished to live in higher density, we could live within the city of Calgary and have all the amenities at our front step. We chose Springbank at the cost of convenience for a more rural lifestyle. We are concerned about higher density and industrialization around the ring road: how this will impact a way of living and wildlife in the area (moose, deer, owls)

No more country residential - higher density w/ parkland. 20 acres = 10x2 acre lots country residential = 10 houses. OR 20 acres = 5 acre developed with 10 houses and 15 acres of park/path

ENOUGH GROWTH ALREADY. Surely 2,500 homes in Harmony should meet the demand for a decade of so!! Only the developers want more growth, not the residents.

Actually, there are residents who support growth and development. I support higher residential density with lots of greenspace.

Enough growth already. Springbank is already becoming overcrowded. No more developments please!

New growth should be located on lands already designated with development permits. At full build-out, other areas could be considered if the population has not overloaded the servicing capabilities of the County. New schools would be needed (on additional lands, etc). Keep development south of Hwy #1 and east towards city limits.

How can we make Springbank better?		
Roads	0	
Natural Environment	1	
Trails and Pathways	4	
Water Management	0	
Housing	0	
Shops and Services	0	
Rural Setting	2	
Parks	1	

Why did you answer this way?
Trails for Horses

Springbank Vision Page 1 of 1

Over the next 10-15 years, what are our recreation priorities?	
Vacant Land (Informal	
Use)	0
Vacant to mid range	0
Mid range	1
Mid Range to Planned Facilities	2
Structure provision	
(Planned Facilities)	8

Where should new recreation go?

New recreation should be within range of SPFAS for operational purposes and centrality to the schools i.e. central springbank

Why did you answer this way?

Consider a shared RVC/City YMCA Facility on east Springbank on Burnco Lands. Share the cost and opportunity for major facility

Any new Rec facilities should complement the SPFAS, please. Work with RVS, Heritage club, Springbank comm. Ass'n to assess the 75 acres adjacent to the SPFAS. Do not yet focus on Harmony's rec lands. It is a COULEE

Open space - Springbank is a unique area. Very close to the city but still have moose, deer, coyote and all sorts of bird population. Leave the trees and open spaces to maintain this.

Multi-seasonal trails for cross country skiing and mountain biking

Calgary Olympic Park has eliminated the cross country ski trails and biathlon air rifle range. For an Olympic legacy city there is now no training location for to develop our your athletes.

Would be great to have a local opportunity in or near Springbank for a large contingent of Nordic/cross country skiing/biathlon athlete's nearest training facility is now can more.

Rec center / pool. The closest is 20+ km away, with 3 schools, big developments (Harmony) it is needed NOW

would like to see more community based centres (shopping, rec centre) but perhaps a slightly smaller would be great for the community and young folk!

do not see need for community based shopping centres; future recreational amenities should be situated at or close proximity to SPFAS / schools. There is a pool at Shouldice with is less than 20 km away and another at Westhills (for easy/quick access to a rec centre). I do not feel that we need a large recreational centre with pool, etc., in our rural setting

Recreation Page 1 of 1

Over the next 10-15 year	s, what are our priorities
Bicycle Routes	15
Equestrian Trails	2
Open Space	9
Pathways	16

Where should new pathways and open space go?

Good start for pathways (walking and bikes) would be to widen shoulders along roads)

Why did you answer this way?

Would like to have pathways that are not on roadways to walk and cycle - near/connected to Springbank Links?

Pathways - would be great to go for a walk/run with children on a pathway vs. on a road or in a ditch

**Pathways and Shoulder - cycling and walking and running - SAFETY is an issue!!!

Enhanced shoulders on the roadways for cyclists and motor safety.

Pathways through Rocky view controlled land for runners and walkers

Regarding pathways - security is a concern - there are more break-ins but not a higher police presence. Adequate parking and staging areas must be considered plus the addition of garbage receptacles and toilets!! Land area less than 80 acres should not be required to provide pathways upon subdivision. Existing road allowances currently not in use should be maintained for pathway use and not be amalgamated with neighbouring property. All pathways have to be cost/benefitted, including the maintenance plan and by whom.

Pathways that line the major roadways rather than running on roadway shoulder would be great!

Connect open spaces and neighbourhoods with pathways. Set aside some open spaces on the bluffs so that people can enjoy the views - ALL PEOPLE!!

Pathways from schools to Calaway Park, commercial court and down to SBPFAS.

MULTI USE PATHWAYS

Pathways for cyclists and pedestrians (divided) -particularly along Springbank Rd - currently many cyclists and small shoulder. Unsafe, would not currently use it myself. But WOULD use it if there was a safer path constructed.

Bicycle paths for cyclist safety - so dangerous to ride on roads with no shoulders. Bicycles should not be allowed on certain roads if pathway system can be Can we have (?) policy enforce the rule of the road on bicyclists who don't ride in single file, who don't stop at stop signs and so on....

Suggesting PAID bikebath on the cyclist drive to be built with the levy they occur

Pathways and Open Space Page 1 of 1

	The three ASPs in Springbank should be combined into one	The ASP review should have distinct policy areas to reflect local needs	There should be a distinct "community heart" or core in Springbank
Strongly Do Not Support	1	0	1
Do Not Support	1	0	0
Neutral	0	1	0
Support	0	2	0
Strongly Support	3	1	3

Why did you answer this way?

The approved plans (Harmony and Bingham Crossing) will provide MORE THAN ENOUGH business commercial. This is our Community core/heart. Do not build commercial along RR33 between the schools

Priorities	
	More commercial (along 33?)
Managing Transitions	well planned mixed use, work live etc
	complete communities
	plan for growth not to maintain the status quo
Parks and Open Spaces	More please
	connected pathway system
	pathways that parallel major roadways
	more bike pathways
	really like planned development with large open spaces, walking paths and smaller lots for homes
	better connectivity via wider shoulders along roads - for biking and walking
Environmental Sustainability	More conservation design (room for wild life movement) to keep them off the roads
Environmental Sustamasmity	would be great!
	Yes! (more commercial along 33?)
	Already a community core area at SPFAS and schools - keep this central area as the community hub and do any dev
Community Core	To include seniors' type development
Community Core	Transportation levy is shutting down small developments. Only large developers can afford to subdivide. Are they
	getting a special deal?
Preserving rural character	Then stop subdividing and building houses where farms used to be!
	Yes! (more commercial along 33?)
	Very important - current plan is too restrictive
	Yes! Allow for more density but keep the feel of country residential (higher tax base!)
	Seniors' housing
	Housing (i.e. condo: apartment and townhouse styles) for 50+ (empty nesters) in quiet areas mixed with single
	family residences
Mix of Housing Choices	Seniors' housing agree but no condo or apartment buildings
	Farmer's Market
What did we miss?	Agriculture land
	Agriculture land
	Farming (our history)
What should be preserved?	Agriculture!

Land Use Page 1 of 1

Springbank Open House Feedback February 16, 2017

	Make 1 ASP for entire area - more consistent and cohesive. Base the new ASP on the TECHNICAL STUDIES done for drainage
	Keep Springbank unique. Try to retain as much rural reel to area. If people want condos/apartments/shopping/etc - these are located close by and they can choose to live within the city limits on
General	the westside.
comments on	Light Industrial / Commercial Development should be encouraged for future work force. Particularly along major roadway corridors
ASP Review	Future growth management board will direct growth for the region. Consider it to control your own destiny
ASF Keview	Come up with one overall encompassing plan that relates to the variety of plans you currently have in place. With so many plans it is confusing!!!
	One ASP for all of Springbank makes most sense - outer boundaries should stay as they are - no expansion of total area
	Combine into one ASP for less fragmentation of policy and identify real opportunities why more clarity
	It is important to match development potential to existing entitlements. Some lands shown as undevelopable already have land use for development.
	Further development should not be CONSIDERED by RVC without proper infrastructure including RECREATION, and pedestrian/cycling paths, roads and safety, needs are met. Keep Springbank
	special.
	All future development in RVC (not just Springbank) needs to be financially viable. No new development should be approved until existing approvals are built out and new approvals must be
	viable
	Develop to East First. Gravel pit lands will be ready for development. Saves Ag land.

Other Comments Page 1 of 1



APPENDIX D: COLLATED DATA

Comment / Question	Topic	Sub
 - Make 1 ASP for entire area - more consistent and cohesive. Base the new ASP on the TECHNICAL STUDIES done for drainage - Come up with one overall encompassing plan that relates to the variety of plans you currently have in place. With so many plans it is confusing!!! - One ASP for all of Springbank makes most sense - outer boundaries should stay as they are - no expansion of total area - Combine into one ASP for less fragmentation of policy and identify real opportunities why more clarity 	# of ASPs	1 ASP
One community – one plan.	# of ASPs	1 ASP
Distinction is fine, but the border should be lower. (Don't include land in the plan that you don't want developed. If you are in an ASP, you will get to develop, that's the purpose of an ASP). Plan that this area is Agriculture and that it remains that way. Uncontrolled group making decisions. If we took out certain areas on the map, they could be under the County Plan, not the ASP, and a developer can come in and do what they want. They want to trust that the ASP is a guideline for Council to follow, and that if the ASP gives information on community wishes, that Council will follow it. Harmony was thrust upon them. Harmony wasn't part of the ASP and here it is.	# of ASPs	(General)
Administrative efficiency is always beneficial. Look at it from a higher level, rather than ground level. Look at the Ring Road, schools, growth, etc. Always good to see the bigger picture.	# of ASPs	1 ASP
If you are going to do another ASP, put better thought into it. Why bother, when the developer gets whatever they want, regardless of what the ASP reads?	# of ASPs	(General)
We don't want to support a single structure plan. Boundaries can be changed.	# of ASPs	Multiple ASPs
2. Aventerra shouldn't be part of the same plan. Sees her land being a transition zone/buffer zone between Country residential and commercial development.	# of ASPs	Multiple ASPs
There are 25 residences in the NSBASP.	# of ASPs	(General)
Last ASP divided the community between tolerables and intolerables. If I was a tolerable, I wouldn't want my land protected against development if I want the option to develop. What has the County done to deal with the tolerables and the intolerables in terms of designation and land development desire?	# of ASPs	(General)
Biggest issue is water and waste water – is amalgamating these going to solve the issues?	# of ASPs	Undecided
Moddle – why is it there? That's an easy one, roll it in somewhere.	# of ASPs	(General)

Comment / Question	Topic # of ASPs	Sub Undecided
- Do the people in the north feel they have different needs/wants than the people in the south? Are the people in the north fearful of what might happen if the ASP is amalgamated into one? There would need to be very distinct policy between the two. If they feel very different, then would two ASPs be needed to accommodate those feelings? More opportunity for conservation design in the south? If there is one ASP, make sure you treat the areas very differently. Larger Country Residential in the north? - Future ASP amendments should be in line with policy areas. Policy area that affects decision making in one area may be significantly different than in another area All contiguous lands under one policy framework in the North? Or, split it, but keep NSBASP separate from the rest. Would be better to have them dealt with a unit, rather than fragmented. But if County says no development near the airport, is it better to keep it separate?		Undecided
- Should be able to fit the whole area into one plan, it's not that big of an area If they fall under one plan, but have different areas of character. No need to keep them separate You'd probably get more engagement if there was one plan, rather than three Three zones — Residential, Transition Zone, and commercial If you put in boundaries within one plan, it's the same as having three separate plans, as you still have to consult those other plans. So, makes sense to have one plan If it's kept separate, it's going to cost twice as much money, with duplicated efforts on service and infrastructure. Separate plans will not be cost effective Having one plan is the wise way to go. With existing plans, there are probably rights and privileges established, people may be threatened that they will lose those rights and privileges if their policies are rolled into one plan. This needs to be evaluated It's a good idea to have one plan. Put in some big infrastructure up front and develop from there. Isn't going to work unless someone is willing to front that money. Absolutely makes sense to have one plan, one vision, with infrastructure and serving in place. Do it as a whole. Depending on what land use you get on your land; that is going to affect your land value Council is giving direction to combine them, right? You can have development nodes in a consolidated area. It's fine to go with one plan Why you wouldn't do them together? Responsible development. Need to make a legacy plan. Look at it all. Otherwise you'll have one thing impacting another. Draw a line around it all and say "this is the overall vision" All the way north and all the way south — having it all as one vision. What is the vision of ALL of Springbank? Very clear divide on Highway 1. Anything that can allow them to permeate each other? What can be done to create a better connection between north and south? Arteries are going to expand and will be that much more difficult to cross.		1 ASP
ASPs should be split to allow more flexibility.	# of ASPs	Multiple ASPs
Noise committee – they get feedback from the whole north area. There was only one instance where the issue came from central. Issues in the north area are very distinct.	# of ASPs	Multiple ASPs
Is there an opportunity to have two plans that play off each other. Don't see having Country Residential on their lands – residential yes, more intensive, but not large acreages.	# of ASPs	Multiple ASPs

Comment / Question	Topic	Sub
 Efficiencies could be gained by amalgamating plans. They can still be different, but there needs to be an overall vision, and a vision for the next 40 years. The concept of a green belt means that it should be integrated. As long as it's recognized that there are specific changes or requirements for certain pieces of land, then there is no reason it couldn't be combined. Keep the ASP together, but look at what's unique about the lands and how can they be put together. Consider catchment areas, which way the drainage goes. Would like to see policy areas within that talk about the uniqueness. Look at policy areas within. Have County residential area and Commercial area. West edge – need these lands included because of the financial feasibility, and they are in the drainage basin. 	# of ASPs	1 ASP
In the existing plans, there is a map showing conceptual scheme areas that don't make a lot of sense today. All the little boundaries, like the little triangle in the north area – there is a big hill right in the middle. Policy says conceptual scheme on whole area. All issues on that portion are different from top to bottom. These lines were done a long time ago, don't know the rationale.	# of ASPs	(General)
Need a helicopter view as to what the big scheme is, and then build down from there.	# of ASPs	1 ASP
 What do we gain by combining them? Better to have one larger one? Or advantages to having multiple ones. Maybe change the boundaries. What are the benefits either way? There are many different needs that need to be served, which is why there is more than one. But one plan would allow an entire vision. Can a grand vision that services everyone's needs within one plan be achieved? 	# of ASPs	Undecided
Don't want ASPs at all. Protects acreage owners, not farmers.	# of ASPs	(General)
Moddle is done. That ASP has served its purpose.	# of ASPs	Multiple ASPs
Near Petrocan on the west – why isn't there an ASP there?	# of ASPs	Multiple ASPs
You don't have to go very far down the road to get a difference of opinion, just on the north side. Around the airport and church, the people want options on what they can do with their land. They want an opportunity to build upon the development that's already happening.	# of ASPs	Multiple ASPs
 Policy areas can protect specific interests within a singular plan. Amalgamate them. Consider other additions based on feasibility. Keep them together. Keep moving forward. Makes for a large area, diverse groups, and complex problems. There is an opportunity to look at policy areas within. Need a comprehensive plan that is integrated into the County Plan. Makes more sense to have a comprehensive plan. Servicing, land use management, etc. could be better managed through a single plan with various cells or areas identified with specific policies. Define specific areas for growth w/ short medium and long term. Springbank isn't defined by strong neighborhoods within it. Elbow river is more of a defining element. Its all springbank. Highway 1, elbow river and bow river are the defining elements. 	# of ASPs	1 ASP

Comment / Question	Tonio	C. Ja
Comment / Question	Topic	Sub
 The NSBASP was put in place because of the airport, it specifically related to that area. Other than tweeking it a bit, I don't see how amalgamating all the ASPs does anyone any service. These people have completely different interests. I don't see what would drive changing the boundary, other than changing the lands on the corridor a bit. Perception that one plan will allow residents in the south to control what happens to lands in the north. Do ONE plan for the whole ASP area and someone will get more vocal. If more people are involved in the ASP area, they'll be more involved in stopping things that happen on other people's lands. People will be more vocal on what's happening on someone's land farther away from their own land. Don't amalgamate plans – they don't want to lose their voice. They don't want landowners with \$3M properties having a bigger say then they do on their smaller properties. Need to recognize that the areas are completely different. The needs to upgrade roads are unique per area. There's already a split between north and south. Maybe two instead of three. Each set of residents has different concerns. More efficient. They are all so different. Existing arrangement is based on an assertive position to protect/separate the north from central. 	# of ASPs	Multiple ASPs
 Doesn't matter either way, as long as there is very specific policy. Someone in the south driving the policy for someone in the NSBASP area would be detrimental and vice versa. It would seem there is cross over between the plans anyway. Doesn't matter one way or the other. There's a county plan, and these are all puzzle pieces that fit within that. So doesn't matter, as long as they all fit. Different is OK, as long as they fit together. There are pros and cons both ways. 	# of ASPs	Undecided
Three different plans, they are part of the growth strategy. CSBASP endeavoured to look at clustering residential. NSB is an open book with land use conflict due to the airport. Harmony fills growth requirement with 10,000 people. CSB issue is always servicing. Utility strategy was never done.	# of ASPs	(General)
Why continue to keep such a big boundary for an ASP, when a boundary of a quarter of that size was refused? Go back to smaller ASPs and go for infill; a growth area around those ASPs. The vast majority around those then remain open/ag land. Huge amount of land that is fragmented; no demand on some of that land. Societal shift to cluster development. This, rather than turning down a developer when they come in with a concept because there is no servicing on the "undesirable" lands.	# of ASPs	Multiple ASPs
Both ASPs are Country Residential. Shine is coming off of north Springbank. It needs some life in strategic places. Need a strong draw, community nodes. Becomes a product that is established, but needs a shot in the arm.	# of ASPs	(General)
The three plans aren't in alignment.	# of ASPs	Multiple ASPs
2 ASP's. 1) residential focus, 2) commercial focus	# of ASPs	Multiple ASPs
Then stop subdividing and building houses where farms used to be!	Agriculture	(General)

Comment / Question	Topic	Sub
Affordable housing – food and agriculture. What about affordable land for people who want horses and acreages, and who want to grow food and live rurally? Why do we always focus on affordable housing? Need to keep agricultural lands available and affordable for those who want that lifestyle.	Agriculture	(General)
Springbank still does have agricultural pockets. That is the beauty of living out of the city. There has to be good balance. Need to have some amenities too.	Agriculture	(General)
Some agriculture should be maintained.	Agriculture	(General)
Opposed to the plan. It's against farmers. Makes acreage owners the bosses of the farmers. It's all a farce – operates against farmers. Farmers that are expropriated get very little cash. Put grave yards within 6 inches of his lands and sterilized those lands.	Agriculture	(General)
Area structure plan should be eliminated. If a person has a development, they can go to Council. Acreage people already control Council. This plan was supposed to be in place for five years, and it's been in place for 20 years. All this development is surrounding the farmlands. Farmers are being pushed out.	Agriculture	(General)
Ring Road is coming in. City is developing their side of the Ring Road as industrial commercial. Farmer on west side of Ring Road has land worth way less. What is a 70 year old farmer to do with that land now?	Agriculture	(General)
Agreed - Farmers should have the loudest voice at any table. (editor: comment provided from non-farming resident)	Agriculture	(General)
Preserve farmland. (editor: comment provided from non-farming resident)	Agriculture	(General)
The existing farmers and ranchers need to be listened to. Have a meeting with just the ranchers and farmers. 90 year residents are being dictated to by newer residents. Take what would work in their best interests and base a plan on that. (editor: comment provided from non-farming resident) It's like the South of Canada telling people in Yukon how to develop,	Agriculture	(General)
Construction of roads – seeder was hard to get into town because of the way the roads are constructed. Try to move equipment early when there's less traffic, but the roads aren't designed for farm implement movement.	Agriculture	Transportation
It used to be that acreage owners complained that farmers had too much of a voice, and now it's completely flipped around.	Agriculture	(General)
There should be programs that encourage farmers to stay. Shelter belts. Environmental areas. Road plowing – maybe the farmers could be compensated for plowing county roads.	Agriculture	(General)

Comment / Question	Topic	Sub
 Informally do weddings on their land. Can't have a garden center, but can have a tree farm. What's the difference? What if a farmer wanted to do tire work for the community? Why does this have to be a business use and farmer having to pay business tax. Need to allow farmers to have other options on their land other than farming. What if farmer is a good mechanic and wants to do that for people on his land? Don't want to interfere with the acreage owners, but there are things that can be done in the barn for extra income that wouldn't interfere with neighbours. Can do anything agricultural on his land. Can't do anything that might be construed commercial. Farmers don't get enough options. They are a farm and that is it. They should have more choices. Allow them to put up greenhouses or more than one house. 	Agriculture	(General)
Setbacks for barns are bigger than setbacks for residences.	Agriculture	(General)
Massive amount of farm that they couldn't spread manure on because it (complaint) would go to the government, and then you'd get inspected. Smell of manure can carry a quarter of a mile. Those other lands then deteriorate because you can't spread there.	Agriculture	(General)
Municipal reserve land – roughly 100 acres of MR land beside their land. But nobody is taking care of it, filled with garbage, kids are partying on it. The whole elbow river could go up in flames with the bonfires they have. County doesn't have staff to monitor that, but could be of benefit to the community to have a local/neighbouring farmer maintain the garbage, cut the grass, get the parties out. Compensate farmer to do so.	Agriculture	(General)
Do farms or farm type business form part of commercial development? Ag is a different industry, but it's still a business.	Agriculture	(General)
In the interest of the people in the same area (NE), ag zoned, what becomes of that ag zone land? How can that be of better use to the community? Lands are currently farmed by the family or contracted out for farming by third parties.	Agriculture	(General)
For someone who has farmed the area for ages; when nobody is able to take over the farming when they aren't able to farm anymore, something needs to happen to that land.	Agriculture	(General)
Has been through being a small farm surrounded by commercial development. Ended up being a good thing for their family. But would be sad to see good agricultural land being used by bad development. How do we preserve agricultural reserves?	Agriculture	(General)
Preserving good ag land – agreed. Good ag land has to be economical to farm. In Alberta, farming is going the way of the large, corporate farms. That's the only way it's profitable. If you don't have that massive land base to do so, it's tricky.	Agriculture	(General)
It's no longer feasible to profitably farm in the Springbank area due to the small land base. Such land could be put to more valuable use by the community. In the case of the land adjacent to the Springbank airport and Springbank road, the best use is commercial or industrial.	Agriculture	Airport
Once Harmony is built out, there will be other ag communities that can thrive.	Agriculture	(General)

Comment / Question	Topic	Sub
-Open houses with a different name, e.: "Community conversations". Open houses have a negative	Engagement Strategies	(General)
connotation.		
- Developers gave them a negative opinion of open houses, due to the "divide and conquer".		
- Springbank hates panels. Feel they are to "divide and conquer"		
- Open house – too easy to get off track.		
- This is a far better way to go about it than public open houses. They create chaos, or a lot of people are		
uncomfortable speaking in large groups.		
- This type of meeting is much better than other ASP processes.		
Take a drive through the community to actually see it and feel it before planning it. Would be good for the	Engagement Strategies	(General)
residents to KNOW that the planners have been in the community to get a feel of it. Not just planning it		
from a desktop study.	5	(0 1)
- A second microphone on the floor – if you have a question, stand up, get in the queue, state your name,	Engagement Strategies	(General)
state your question, voice concerns. That way it's not at the expense of other people who want to speak.		
- Actively moderate.		
-Do we get to see the raw data? Combined data is good for RVC planning, but community groups need to	Engagement Strategies	(Conoral)
	Engagement Strategies	(General)
hear the community's voices. We want to see the verbatims. -We want to see all the feedback, what were everyone's thoughts and comments?		
-Number one thing – raw data. Raw comments with no filtering. Then processed data. But we need to see		
raw data. Things are said at open houses that are totally wrong. We don't want to see this again. Been		
led astray with information before. If we don't get the comments sooner than later, it won't be worth much		
for us. Need to get neighbours' opinions as well.		
- Engagement process is important to them. Want to hear the community's thoughts before further		
planning is done.		
- A lot of people have no idea what's happening in their area, tucked into the airport, finite boundaries,	Engagement Strategies	(General)
their situation has been downgraded. Was great to be able to voice their specific issues at this coffee chat.		,
- Encourage people to come in and tell them about the issues they are having now. Can't have a future if		
we don't understand the past issues.		
- Appreciate the fact that residents are getting a say.		
Feels other land owners are being pushed around. And other land owners are wanting to be protected.	Engagement Strategies	(General)
You need to go to them, rather than try to get them to come to you. But more evaluation is needed.		
-Like this format (coffee chat)	Engagement Strategies	(General)
-This forum was good.		
-Really like this one on one format, to remove distractions.		
-The four phases works. They like the coffee chat – like the one-on-one concept.		
- Coffee chat is a GREAT platform for discussion.		
- More coffee chats would be helpful.	En ma manual Chrote-vis-	(Conoral)
Need to be able to go back and approach people and say "you said this, what did you mean by that". It's	Engagement Strategies	(General)
good to be able to talk, but something has to happen now.		

Comment / Question	Topic	Sub
-Smaller group was good. Good to play off other people's suggestions, thoughts.	Engagement Strategies	(General)
- This session was very collaborative.		
-Liked the smaller group. Good to hear from everyone in attendance.	Engagement Strategies	(Canaral)
Talk to other landowners who have development vision. Can formulate plan from there as well.	Engagement Strategies	(General)
-Nice to have a better opportunity to speak and be heard. Much better than an open houseCoffee chat was great. Bigger groups, you don't hear from most people.	Engagement Strategies	(General)
-Larger groups have more vocal people that take over.		
-These forums are great. Allow a much better dialogue. Great engagement with broader development		
perspective. These chats allow everyone to have a say, rather than only the vocal groups showing up to		
the open houses, and only hearing one side.	Engagement Strategies	(Canaral)
Like this forum. Maybe the Harmony development would have been different if it was held in this manner.	Engagement Strategies	(General)
- When the land use changes come up, they want to be considered as a stakeholder so they can integrate their plan into the bigger plan. (Trails and Pathway group)	Engagement Strategies	Stakeholders
- We need to be recognized as a stakeholder in the process so we can be included. There are MRs and		
'cash in lieu's that don't link. We need to be engaged in advanced to help allow that connectivity. (Trails		
and Pathways Group)		
- We want to do whatever it takes to be a documented plan and part of the process. Pathways aren't	Engagement Strategies	Stakeholders
discussed; developers have their plan and they don't necessarily consider connectivity. How do we get		
better involved and earlier in the process? (Trails and Pathways Group)		
- Existing policy in the ASP hasn't resulted in what we want to see in the community. What additional		
information do we need to provide to you to get into the ASP to be more progressive in this area? (Trails		
and Pathways Group)		
- See themselves as a steering group. They have a specific agenda that needs to be incorporated.		
Appreciate that they could have this one on one discussion. How do we set ourselves aside as being the expert in rural development? Can they help be part of that?	Engagement Strategies	Stakeholders
These lands are positioned to help with that.	Engagement Strategies	Stakeriolders
- They would like to see terms of reference before they go out for RFP. Would like to know the	Engagement Strategies	(General)
assumptions used to put the RFP together. What if their assumptions aren't considered in those	Lingagement chategies	(Contonui)
assumptions? Under line of engagement, is it transparent whether Terms of Reference are submitted		
without public acknowledgment?		
- When you are in an engagement process, you have an opportunity to engage stakeholders in developing		
the terms of reference.		
- Really like the one on one and being able to focus on our lands.	Engagement Strategies	(General)
- Appreciated coffee chats. Thought they were very helpful. Rather this to open house format where they		
are concerned with a particular piece of land and not the whole area generally.		
- Having this type of meeting going forward would be helpful. Much more effective than the open house		
format and ongoing complaints about the airport.	En ma manual Chrote-vis-	(Conoral)
If there are changes, please communicate.	Engagement Strategies	(General)
The small session was nice to have our voice heard. But the big meetings are good to hear the community too.	Engagement Strategies	(General)
Technical studies.	Engagement Strategies	(General)
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Comment / Question	Topic	Sub
Would like to know if any "bombs" have been dropped that will stop the process.	Engagement Strategies	(General)
Really like this process of engagement. We've seen what happened with Conrich and Langdon. The only really true meaningful engagement seemed to be open houses. Landowners didn't feel their voices were heard or acknowledged. These small group meetings, taking time to have a chat and having two way dialogue, is great.	Engagement Strategies	(General)
<u> </u>	Engagement Strategies	(General)
No longer term development when you look at the bits and pieces of communities it does not reflect a vision	Managing Growth, Business & Jobs	(General)
 All communities should be sold and developed and built before more land be subdivided - it looks like the County is just after the old mighty dollar!!! These approved areas should be built out BEFORE any new proposed growth areas are considered Residential growth in future needs to recognize that there is already a lot of approved BUT not yet built residential development. These areas should be built out as planned before additional growth is approved 	Managing Growth, Business & Jobs	buildout / infill
- We moved, lived in Springbank to enjoy the rural lifestyle; quietness knowing that the shopping and services are readily available in the City. The development of commercial areas within Springbank take away from the character of the community and increase traffic. MUCH LESS THAN TODAY - AGREE!!	Managing Growth, Business & Jobs	buildout / infill
Rocky View does not have the infrastructure for the level of growth they are proposing (both residential and commercial). I would rather be annexed by Calgary at least we would see park space, walking paths, full service utilities (water, sewage, garbage) than Rocky View can provide. (28 year resident)	Managing Growth, Business & Jobs	Calgary
Install dark fiber (fiber optics) when you do major road projects. The city of Calgary has done this very successfully and now they are able to lease fiber to business and others for use at economical rates and for profit to the city. A large % of the cost can be avoided if done with other construction projects	Managing Growth, Business & Jobs	(General)
pop. growth, not developed area for expansion	Managing Growth, Business & Jobs	Density
- Farmer's Market	Managing Growth, Business & Jobs	Agriculture
- AGRICULTURE BUSINESS '- Agricultural Land - Farming (our history) - Agriculture! - Agricultural Land	Managing Growth, Business & Jobs	Agriculture
_ ·	Managing Growth, Business & Jobs	Density
Growth much smaller than today - we have about 100 years of approved housing in Springbank already!	Managing Growth, Business & Jobs	Density

Comment / Question	Topic	Sub
Residential growth in future needs to recognize that there is already a lot of approved BUT not yet built residential development. These areas should be built out as planned before additional growth is approved	Managing Growth, Business & Jobs	buildout / infill
Springbank already has several developments (residential and commercial) that are not fully built out. If any development is allowed in Springbank it should begin on the east next to the city - Infill development, water, sewer, and wastewater.	Managing Growth, Business & Jobs	buildout / infill
There are enough large developments already approved. These should be allowed to be built out prior to approving additional residential developments. This will allow a concentration of population and funds for infrastructure costs associated with these developments can be spent where they will have maximum impact. If developments are approved on a smaller scale, all over the place, fragmentation of open spaces, farmland and infrastructure needs will occur.	Managing Growth, Business & Jobs	buildout / infill
Much less than today - Springbank is a unique, desirable area because of large open spaces, large parcels of 2 acres +, and the rural style of life. If we wished to live in higher density, we could live within the city of Calgary and have all the amenities at our front step. We chose Springbank at the cost of convenience for a more rural lifestyle. We are concerned about higher density and industrialization around the ring road: how this will impact a way of living and wildlife in the area (moose, deer, owls)	Managing Growth, Business & Jobs	Density
No more country residential - higher density w/ parkland. 20 acres = 10x2 acre lots country residential = 10 houses. OR 20 acres = 5 acre developed with 10 houses and 15 acres of park/path	Managing Growth, Business & Jobs	Density
-ENOUGH GROWTH ALREADY. Surely 2,500 homes in Harmony should meet the demand for a decade of so!! Only the developers want more growth, not the residents. -Actually, there are residents who support growth and development. I support higher residential density with lots of greenspace. -Enough growth already. Springbank is already becoming overcrowded. No more developments please!	Managing Growth, Business & Jobs	Density
New growth should be located on lands already designated with development permits. At full build-out, other areas could be considered if the population has not overloaded the servicing capabilities of the County. New schools would be needed (on additional lands, etc). Keep development south of Hwy #1 and east towards city limits.	Managing Growth, Business & Jobs	buildout / infill
Well planned mixed use, work live etc	Managing Growth, Business & Jobs	(General)
Plan for growth not to maintain the status quo	Managing Growth, Business & Jobs	(General)
All future development in RVC (not just Springbank) needs to be financially viable. No new development should be approved until existing approvals are built out and new approvals must be viable	Managing Growth, Business & Jobs	buildout / infill
They need a new daycare. Need to consider how RR 245 is going to be developed.	Managing Growth, Business & Jobs	(General)

Comment / Question	Topic	Sub
Empty lots that haven't sold, development plans all over the place. Harmony won't get developed for 15 years. Aventerra only has 8 homes out of 60. We don't need growth for another 10 years. If they want to live here, there are lots of places to choose from. No stopping people from selling their land to a developer, but developer has to realize it doesn't need to be developed right away. There is 100 years' worth of approved lots right now. Why do more? Schools are full. School board hasn't come to the table with funding for more schools. Where are all the kids going to go to school?	Managing Growth, Business & Jobs	buildout / infill
Bingham ripped out the ground 5 years ago and left it to sit. They got stripping and grading done before they registered a single lot. Now it's a big lot of blowing dust. Should be no stripping and grading until the lots are registered. If it's possible, it should be written in that if there is no development in 3 years, the plan gets removed. Why do we have to put up with 5 years of dust and empty land? Church hires extra people to clean the dust blowing from Harmony. (when a DC is proposed, they allow for stripping and grading before subdivision). Council doesn't have to let it happen. They want this to not happen anymore. Too much dust blowing around on undeveloped land. This shouldn't be allowed anymore.	Managing Growth, Business & Jobs	buildout / infill
Infill. There are 4 acre parcels and 20 acre parcels where there could be infill. Take 20 acres to 2 acres and 10 acres to 4 acres.	Managing Growth, Business & Jobs	buildout / infill
Where do we get local food from if we ruin all the agricultural land?	Managing Growth, Business & Jobs	Agriculture
Stoney Trail – Burnco pit. IDP – identified "key focus area"- what could it be – Burnco has promised them, as neighbors, that they will start on the west side adjacent to Artists View with as low as possible residential density. They are fine with that.	Managing Growth, Business & Jobs	Density
(Commercial development) – they can't fill up commercial court. We don't need more commercial development. The people don't mind driving a few minutes to buy things.	Managing Growth, Business & Jobs	buildout / infill
Development to them means "Where do we want to put in more houses". Why do we want to do this?	Managing Growth, Business & Jobs	Density
We are interested in local food. There are green houses on these properties. We don't need grocery stores. We want local food production.	Managing Growth, Business & Jobs	Agriculture
Focus on the west side. Mixed use.	Managing Growth, Business & Jobs	(General)
East side growth near Calaway. Its already growing, not a ton of traction. Water and sanitary is always going to be an issue. Everything that wanted to be in the Calaway area is lost; they are moving into the west side (Trinity and Shape). This has taken the focus off the Calaway park commercial area.	Managing Growth, Business & Jobs	
From retail destination standpoint, focus on the COP area.	Managing Growth, Business & Jobs	(General)
Car dealer customers are all on the Westside and Springbank. Lots of dealerships like to group together / synergy.	Managing Growth, Business & Jobs	(General)
Why are we doing this right now? There is already too much uncompleted growth. Bankrupt development. Stripping and leaving it open.	Managing Growth, Business & Jobs	buildout / infill
No growth is needed at all right now. Not in undeveloped areas. Not in new areas. Some of the new undeveloped areas have a few houses and they all have water table issues.	Managing Growth, Business & Jobs	Water

Comment / Question	Topic	Sub
Schools – learn the lessons that Calgary has gone through. There aren't enough schools. They need to be planned before the kids come in. Schools won't be built until all the houses are full. Example of kids going to class in classes of 48 kids, going to class in rooms without windows. 1000 kids in a school designed for 400.	Managing Growth, Business & Jobs	Schools
How many schools are planned for Harmony? There are going to be 1000 homes.	Managing Growth, Business & Jobs	Schools
Is the real issue with the capital? The houses have to be built and taxes paid before the schools have funding. (Land for school is acquired through subdivision. Schools built through provincial funding). Put a caveat in that a school is built before the stress on volumes occurs. You already know how much development is planned, put a requirement that a school is set up before the need becomes urgent.	Managing Growth, Business & Jobs	Schools
- Two big developments – Harmony and Bingham – until we see how they come about, we shouldn't build anymore. Let's see how these play out before more development happens. Don't approve another development. Take into consideration the economy – people are losing money. Construction for oilfields has seized. All developments should follow suit. - Commercial court – lots of sites available still. Bingham court has lots of commercial space, that isn't developed. City has commercial development all along highway 1. Why come to Springbank for more commercial development?	Managing Growth, Business & Jobs	buildout / infill
Schools !!! Have a plan!!	Managing Growth, Business & Jobs	Schools
There is plenty of development sitting now. There is already a good supply of two acre development. There isn't a demand for those lots. Maybe that will change when the economy changes. Don't need to worry about someone's 20 acre property if we haven't sold out the developments already in the works.	Managing Growth, Business & Jobs	buildout / infill
If developers want to take the chance on buying property, let them, and let them sit on it for 20 years if there is no demand for properties.	Managing Growth, Business & Jobs	Density
Two schools in Harmony. 1 middle school for sure. Should start building 2019/2010. There is a highschool site. Should build a bigger highschool and collaborate with RVC and combine the two schools. Losing students to the city, need more room.	Managing Growth, Business & Jobs	Schools
	Managing Growth, Business & Jobs	Density
Need a community center to obtain services, so there isn't so much traffic in one area.	Managing Growth, Business & Jobs	Conveniences
(Highway node – if they meet lighting and style of development, can you see a range of options?) Yes, no large hotels, but maybe a small hotel. Maybe a small restaurant, as there is no place to stop and eat. Something more upscale.	Managing Growth, Business & Jobs	Conveniences

Comment / Question	Topic	Sub
 Is Bingham crossing still going through? Depends on what happens with Bingham Crossing and Commercial Court. Bingham Xsing (sp?) - will provide needed local services for the area get Bingham going. Quit Stalling. [Comment from another: or stop it altogether?] I hope the new plan will consider that Harmony and Bingham will provide ALL the comm/business we 	Managing Growth, Business & Jobs	buildout / infill
need. I hope the overland drainage plan/master plan is adhered to! - We DO NOT need more commercial - Bingham Commercial court and Harmony all with plenty of room for future. -Commercial Court (still lots available), Bingham Crossing -Approved, Harmony - Approved. ENOUGH COMMERCIAL		
-Agree with above -Agree with above -There is more than enough business opportunities ALREADY with commercial court, Harmony and Bingham Crossing. WAIT TIL THEY BUILD! - Agree with above		
- Let's just stop for a while and see what happens with Harmony going through. Don't need monster acreages; doesn't need to be high buildings, low lying so as not to obstruct view.	Managing Growth, Business & Jobs	Density
Is the plan to go to higher density	Managing Growth, Business & Jobs	Density
If I'm cooking and run out of tomatoes, I have to run 15 minutes into the city to go buy them. Should be something in town to get groceries and amenities. Would be nice to go out and get a coffee at a coffee shop.	Managing Growth, Business & Jobs	Conveniences
A four or five unit condo unit takes up the same space and impact as a 10,000 sq. ft. house on the same size parcel of land. Impact on traffic, water etc. is equivalent.	Managing Growth, Business & Jobs	Density
A few convenience stores would be nice.	Managing Growth, Business & Jobs	Conveniences
How many lots are already approved in this ASP area?	Managing Growth, Business & Jobs	buildout / infill
Rural growth.	Managing Growth, Business & Jobs	Density
Bingham and Windsong – party houses in vacant houses. Kids using the empty houses to party in. Is there a bond posted by the developer that we can pull to enforce noise, dust, unfinished houses etc.? Some places have been sitting empty for three years – isn't there anything we can do? Can't we put a provision in that the County buys the property, finishes the dwelling? Can't the County knock it down if it doesn't get finished – take some security to do so?	Managing Growth, Business & Jobs	buildout / infill
The growth has to be looked at from a high level. Without looking at the cumulative effect on what's already been approved? If we keep approving developments, what will be left?	Managing Growth, Business & Jobs	buildout / infill
For the two main ASPs, I don't see a lot of dense hamlet-like development; ignore Moddle, shouldn't have its own plan.	Managing Growth, Business & Jobs	Density

Comment / Question	Topic	Sub
Central Springbank shouldn't see big pockets of development, infill maybe. The two acre parcel has been done. Opportunities lie for tax base, commercial development etc. If it's not done, he feels the city will annex it and have it done.	Managing Growth, Business & Jobs	buildout / infill
It would be beneficial to the community to fill in some of the 20 acre parcels down to two or four acres to connect.	Managing Growth, Business & Jobs	buildout / infill
Limits to growth in this plan already exist. Servicing, environmental issues, can't say what can and can't go ahead without considering that. Boundary has already been created.	Managing Growth, Business & Jobs	(General)
	Managing Growth, Business & Jobs	buildout / infill
Need employment opportunities, commercial opportunities, taxation; adds to the whole area. People wouldn't have to drive into the city to work if there was a development here.	Managing Growth, Business & Jobs	Conveniences
Would it make sense, since we have to do all the studies, on this infill land use program where lots that create fewer than 10 parcels would not be required to create a conceptual scheme? Makes sense, on a limited basis, under 10, that a conceptual scheme is not required for infill areas, based on existing land use patterns. All the planning has already been done.	Managing Growth, Business & Jobs	buildout / infill
Should encourage the infilling, rather than being so hodge podge.	Managing Growth, Business & Jobs	buildout / infill
There are some parcels that are 15 acres that are trying to infill, doesn't make sense to do a conceptual scheme.	Managing Growth, Business & Jobs	buildout / infill
Have done "best in class villas" in other jurisdictions that sold out. Pocketed higher density integrated into development. Do clusters rather than taking a quarter section and wacking it off into four acre parcels.	Managing Growth, Business & Jobs	Density
We love the big sky, vistas, open space. But west side of 101, pockets of higher density would work. There's nothing else that should be higher density – need to maintain two acre and up parcels throughout the rest.	Managing Growth, Business & Jobs	Density
More hubs of density.	Managing Growth, Business & Jobs	Density
Infill development to two or one acre parcels. You can't change the patchwork quilt. There are already natural corridors	Managing Growth, Business & Jobs	buildout / infill
If you put higher density in the middle of the two to four acre parcels, it will be a mess. Put the higher density on the corridors. You will have backlash if you stick a high density pocket in the north section.	Managing Growth, Business & Jobs	Density
Infill into low density area over time. Put in the infrastructure first and the let the development build out from there. Need nodes and clusters.	Managing Growth, Business & Jobs	buildout / infill
Residential is a bit of a burden on the taxes. Looking for other ways to pay for infrastructure. Some other developments would remove that burden. Keeps residential tax from going up.	Managing Growth, Business & Jobs	(General)
Look at Las Vegas and Orange County – built to urban densities. May allow urban densities along border of the City by tying into city services. Metropolitan plan may allow flexibility to develop country residential further out from the border.	Managing Growth, Business & Jobs	Density
Focus on existing stuff. Wild west center has potential.	Managing Growth, Business & Jobs	buildout / infill
Need to finish existing developments before new developments are considered. Fill up what's already planned.	Managing Growth, Business & Jobs	buildout / infill

Comment / Question	Topic	Sub
There is a lot of land in the ASP to be developed, but how much desire is there to actually develop it? If the east area gets filled in first, will the owners on the land on the west see any benefit from the development of their lands? Could be 60 years before they could develop. There is a lot of development along the river already.	Managing Growth, Business & Jobs	buildout / infill
An all season outdoor market would be appealing to people. Like Bearspaw outdoor market. It is packed every weekend. Would be more of a sense of community. No big box stores. Tap into artisans etc.	Managing Growth, Business & Jobs	Conveniences
More density should be around Springbank road, Instead of trying to push development up north where there isn't a logical place to tie in.	Managing Growth, Business & Jobs	Density
Low impact commercial development, no factories or sewage plant. Work complex/ office complex, small business; with the mall going in, there will be restaurants etc. Don't think you'll see line ups of Springbank residents lining up to get into a 7-11. It'll be school and mall traffic populating that use.	Managing Growth, Business & Jobs	(General)
Grocery store on the highway is not a great idea.	Managing Growth, Business & Jobs	Conveniences
Would love to see a small grocery store in the area, so if you forget the milk on your way back from the city, you can stop quickly near home to get it.	Managing Growth, Business & Jobs	Conveniences
Commercial court – expand on existing infrastructure.	Managing Growth, Business & Jobs	buildout / infill
(Focus development on) NE area of Central Springbank near Artist View. Support of growth in the area and opportunity for a lot of land owners. Where there is infrastructure and serving, there should be growth. These lands are accessible, serviceable. Type would be largely residential. Doesn't exclude other elements. Not Megamalls or Car lots. Looking at community oriented development in that area.	Managing Growth, Business & Jobs	Density
Justify why development should happen, period. Growth needs to happen where the infrastructure can support it and market forces it. In the midst of highway commercial development and transportation infrastructure. What can it offer the region's benefit.	Managing Growth, Business & Jobs	(General)
	Managing Growth, Business & Jobs	(General)
General needs didn't take into consideration the needs of the specific area (referencing Tayt engineering report). What they see that the study missed is the super regional potential of this corridor because it is on Hwy 1. This leverages the tourism of western Canada. Currently can stop in Morley, or there is Esso on 22. Neither convenient. Or past COP. This corridor desperately needs more services. This isn't just for Springbank, it's for everyone passing through.	Managing Growth, Business & Jobs	Tourism
There is a two year supply of industrial land in Springbank area.	Managing Growth, Business & Jobs	buildout / infill

Comment / Question	Topic	Sub
Springbank collaborative will be an issue – their potential commercial core is an interesting opportunity to provide educational and recreational facilities. Talked about forming some focus groups on their own with land owners within that area.	Managing Growth, Business & Jobs	(General)
There are a number of developments that are partially built. Something should be done with those, or rezone them. Set of constraints that don't fit reality. They aren't demand driven, it's planning driven.	Managing Growth, Business & Jobs	buildout / infill
Previous engagement showed that a farmer's market was desired in this community.	Managing Growth, Business & Jobs	Agriculture
Fear is that there were trends as to how to deal with lands on the urban fringe. Might be valid outside the highway corridor. This won't be acceptable land use vision. (lands around their lands would be transition?) Suspect that – there is Harmony. Corridor is unique and high profile. With the above trends, the rules will fade away. Opens up a lot of options on intensity and style. Even Crestmont style won't be acceptable.	Managing Growth, Business & Jobs	Density
With improvements to Transcanada Hwy to COP and the ring road, this sets up as an alternative downtown/employment area. There is a demand for office space on the west side of the city. Gateway to the City. Limited opportunities to plan something like this.	Managing Growth, Business & Jobs	(General)
Attract shops/services for residents, at the old Banff Ch. Road - City of Calgary boundary	Managing Growth, Business & Jobs	Conveniences
No more recreational trailer storage	Managing Growth, Business & Jobs	(General)
overlay aggregate zones in the mapping. Where are the deposits?	Mapping	Aggregate / Reclaimed sites
Hire a geo student to map the place, (gravel, springs, glacial til). No development should be on perched water table. Shouldn't be subdivisions on that type of land. Flooding in houses, pathways closed off. Nothing but trouble. Water issues can't be fixed, the water always comes back.	Mapping	Water
Industrial minerals – consider cost of transport. Map it out to save costs.	Mapping	Aggregate / Reclaimed sites
Million dollar homes on high water table? How did that ever get approved? They have structural problems now. Shouldn't have it. Should definitely get a geo student to determine whether lands are actually developable.	Mapping	Water Table
Like the idea of checking the water tables. No permits should be approved without that being verified.	Mapping	Water Table
Areas where there has been development has stopped (Windhorse) – what happens to that? Does it get completed? Does it get redeveloped? Should it never have been tried? Was the planning not correct? It's an eyesore. If there is a review of the geo factors, maybe this wouldn't happen.	Mapping	Water Table
Lots of partially completed homes because water table was so high, basement work and other type of work on those houses became too difficult and too expensive. Had a geo evaluation been done before development, the developer probably would have known it was not a feasible area for development.	Mapping	Water Table

Comment / Question	Topic	Sub
Airport was future looking – movements were around 120k, now they are at 150k. Runways are to be lengthened. "won't restrict residential development outside of 30 NEF contour". Our map contours are three times as big as the contours on his letter's attachment. Our map takes out the majority of his parents' section. Airport's map has much smaller contours. Our map frightens the daylights out of them. (Ours is 25 theirs is 30). It affects a number of their lands, making them undevelopable.	Mapping	Airport
Riparian areas – are they all defined named creeks? RVC mapping used, but developed from provincial document.	Mapping	Environment / Conservation Design
Do the maps include constraints for city annexation?	Mapping	Calgary
- Good start for pathways (walking and bikes) would be to widen shoulders along roads) - Pathways - would be great to go for a walk/run with children on a pathway vs. on a road or in a ditch - **Pathways and Shoulder - cycling and walking and running - SAFETY is an issue!!! - Pathways through Rocky view controlled land for runners and walkers - Enhanced shoulders on the roadways for cyclists and motor safety Pathways that line the major roadways rather than running on roadway shoulder would be great! - MULTI USE PATHWAYS - Pathways for cyclists and pedestrians (divided) -particularly along Springbank Rd - currently many cyclists and small shoulder. Unsafe, would not currently use it myself. But WOULD use it if there was a safer path constructed Bicycle paths for cyclist safety - so dangerous to ride on roads with no shoulders. Bicycles should not be allowed on certain roads if pathway system can be implemented pathways that parallel major roadways - better connectivity via wider shoulders along roads - for biking and walking - develop proper pathway system for pedestrians - More please	Pathways and Open Space	General
Regarding pathways - security is a concern - there are more break-ins but not a higher police presence. Adequate parking and staging areas must be considered plus the addition of garbage receptacles and toilets!! Land area less than 80 acres should not be required to provide pathways upon subdivision. Existing road allowances currently not in use should be maintained for pathway use and not be amalgamated with neighbouring property. All pathways have to be cost/benefitted, including the maintenance plan and by whom.	Pathways and Open Space	Servicing
 Would like to have pathways that are not on roadways to walk and cycle - near/connected to Springbank Links? Pathways from schools to Calaway Park, commercial court and down to SBPFAS. Connect open spaces and neighbourhoods with pathways. Set aside some open spaces on the bluffs so that people can enjoy the views - ALL PEOPLE!! connected pathway system 	Pathways and Open Space	Connectivity
Can we have (?) policy enforce the rule of the road on bicyclists who don't ride in single file, who don't stop at stop signs and so on	Pathways and Open Space	Enforcement
Suggesting PAID bikebath on the cyclist drive to be built with the levy they occur	Pathways and Open Space	Levies for cyclists

Comment / Question	Topic	Sub
really like planned development with large open spaces, walking paths and smaller lots for homes	Pathways and Open Space	(General)
Pathway – natural pathway to commercial court. Need a pathway system tying everything in together. Where would the paths go? There is a natural path that could be developed.	Pathways and Open Space	Connectivity
Bingham – no crossing, no paths, and a planned mall near the school. Not great.	Pathways and Open Space	Connectivity
Trails and pathways – BUT – we need parking, trail heads, garbage cans etc. Don't impose pathways on 20 acre parcels that have already been subdivided. Pathway along Lariat Loop, other side is four acre parcels. Two acres of parcel have to be given up for paths. Not fair – unpaid expropriation.	Pathways and Open Space	Servicing
If pathways are going to be the back of everyone's property, there needs to be security for the residents. Clearer demarcation or security / fences. "Ride the path and get out of my yard".	Pathways and Open Space	Enforcement
 Once you figure out where the undevelopable land is located, where nothing could possibly occur, you should make those parklands or greenspaces. Plan that in the plan Agree with the better use of space; 40/60 split on residence to greenspace. 	Pathways and Open Space	(General)
Bearspaw – north side of bow river is being developed as a park area. South side of Bow or Elbow in Springbank should be the same – should be parkland.	Pathways and Open Space	(General)
People in Springbank should have access to the north side of the river.	Pathways and Open Space	(General)
 - Bike paths – we have a LOT of bike riders through here. They come down Springbank road to Hwy 8 etc. Bike riders have been clipped by cars and killed. We need a better pathway on the side of roads to keep them safe and separated from cars. - more bike pathways - Make a dedicated bike lane or new track running parallel like legacy trail. - Lower Springbank road is used as a bike path, which is so dangerous. Bikes driving side by side on that road, crazy. Can't look out the window without seeing a couple of bikes. Who knew it would be so heavily used for that, but it maybe should have been planned for that. 	Pathways and Open Space	(General)
Connectivity. Along Springbank road – lots of people cycling. Repaving Old Banff Coach Road. Putting a shoulder in for the cyclists? Walking on the road makes pedestrians road kill. There needs to be shoulders on the major roads to keep pedestrians and cyclists safe.	Pathways and Open Space	Connectivity
Greenspace along frontage of road – doesn't do anything. Nice berm and bike path, but it starts nowhere and ends nowhere.	Pathways and Open Space	Connectivity
 Never connected developments so residents could go from one community to another. Amazing that communities still are developed without connectivity. Need more of a regional look at the area. Need to link the communities. 	Pathways and Open Space	Connectivity
and come up with a trail development. It's tragic that we've lost that legacy on the west side. People ride a lot of horses out here and it's getting impractical Equestrian trails Can't incorporate trail riders with dog walkers. Need to respect that there ARE horseback riders in the	Pathways and Open Space	Rural living
area – they don't always want to be ditch riders. Need to respect that lifestyle. If the County forces developers to put the connectivity in, and as long as they can make the economic model work, then it should work for development.		

Comment / Question	Topic	Sub
 Densification – enact some great MR opportunities. Make it really well curated MR spaces. If there has to be 10% MR land, why not make it a trail. Make the trails a contribution to the community. Don't want to reinvent the wheel every time a new developer comes to the table. 	Pathways and Open Space	Municipal Reserve
Green space. Character of Springbank needs to be kept. Which guy is going to give up his land for greenspace, and which guy is going to get a big bump by selling for development?	Pathways and Open Space	(General)
There is pretty tight development already. The open areas are where you can have an impact today. MR – certain amount per quarter section. Need to balance density with open space.	Pathways and Open Space	Municipal Reserve
Parks and linkages – linkages are important, but open natural spaces are important. Pocket parks are walkable are better than big soccer fields. Places of discovery. Walkability. Bikeability. Meld the density and the greenspace together.	Pathways and Open Space	Connectivity
Stop thinking of Springbank as developing in residential. Focus on road design. We only get highways. Nobody can go for a walk. Break up the roads. The only walking is done on the highway. Not a good recreational community.	Pathways and Open Space	(General)
Meandering roads and trails — will be difficult. We're set up in a grid. A little more could be done with trails though. Farming community — a trail could go across a field. If we can find a reason for farmers to stay in the community, pay them some cash to have a trail going across their land. May compensate for the difficulties in farming now in the area.	Pathways and Open Space	Agriculture
Pay the farmer the \$2000/year for leasing a ribbon of land through their coulee to put a path so people can stay and walk in the community. Would be a great investment for the tax payers. Would be the same as paying them for oil and gas wells on their land.	Pathways and Open Space	Agriculture
Pathways shouldn't be in the ditch along the highway. Ditches don't work. We were supposed to connect every subdivision together, so kids wouldn't have to walk on the highway to school. Need to bring the community together that way. Tie in the MRs too.	Pathways and Open Space	Municipal Reserve
 There should be sidewalks. Need to make it safe for schools and church. If they want to walk to Bingham from school or church, they shouldn't have to cross a highway. Need sidewalks for runners!! I don't run in the area because I am afraid for my life. Even a wider shoulder would be nice. 	Pathways and Open Space	(General)
Should model Calgary's pathway systems.	Pathways and Open Space	(General)
 Legacy trail – lots of cyclists, but they all ride on the highway. Walking and biking happens on development roads and highways. Need proper pathways. Integrate the cycling community. 	Pathways and Open Space	(General)
Access points to tie into future developments needs to be considered. Pathways that pre-plan to connect to other future pathways.	Pathways and Open Space	Connectivity
I like it (Springbank) the way it is in terms of large open spaces	Pathways and Open Space	(General)
RVC needs to look at making all those roads wide enough so cyclists can safely ride out here. It needs to be safer. Springbank Road in particular. Township Rd 250 was expanded for cyclist. Twinning 250 – is that still happening? Rumors are a plan to twin it. Saw an expansion of the shoulder, but that's it.	Pathways and Open Space	(General)
Consider Ottawa area and the green belt being managed by National Region – envision Springbank being like that transitional/greenbelt area on western edge of Calgary. Greenbelt has accommodating uses for ag, limiting urban sprawl, and has greenspace and parkways to preserve the greenbelt concept.	Pathways and Open Space	(General)

Comment / Question	Topic	Sub
We have to be careful how we are going to grow and manage the area in the future to preserve natural and open elements, have to look at impacts on potential development together.	Pathways and Open Space	(General)
Having an ASP and ignoring what's happening across the street wouldn't be right. We want to be able to manage the development going into the future. Springbank has a lot of parallels with the greenbelt area.	Pathways and Open Space	(General)
We are high on linkage. If there is a development, how can our kids get from here to there on a pathway system? And linkages to other major arteries.	Pathways and Open Space	Connectivity
We do foresee greenspace of open land that retains ag land. Looking for a rec trail and path system that integrates the natural areas and connectivity to rivers.	Pathways and Open Space	Agriculture
Connectivity – Transcanada Trail system here as well. Connections to Bragg Creek and Cochrane.	Pathways and Open Space	Connectivity
Designated cycle paths and infrastructure, loops in Springbank and connections to Calgary, Bragg Creek, Hwy 8, and Hwy 22. Core pathways, trails, walkable. Connectivity to neighborhoods and higher density areas. Network providing public access. Need to know where the higher density areas are going to be so they can integrate into their plans as well. Radial trails along ravines etc. to take advantage of natural areas.	Pathways and Open Space	Connectivity
Flood mitigation. Needs to be incorporated into vision as well, as in using as a natural reserve, and pathway around that. Want to work with the County that builds the green belt design around the bigger plans that are on the horizon. Opportunities for tourism as well.	Pathways and Open Space	Tourism
Have to think of the future – have to have the corridors there, even if you don't use them for 20 years. Have to build around them. We would have to work with RVC roads to put in roadways, talk to landowners to get access to their lands. It can be done, it's been done in Bragg Creek.	Pathways and Open Space	(General)
The County has recognized a conceptual regional pathway alignment within the Highway 8 corridor when the highway is twinned. Can we not do the same with Springbank Road when it comes time widen the road? Conceptual pathways may be 20 years down the road to implement, but many can happen now. Planning is critical	Pathways and Open Space	(General)
Currently the pathway standards are the same as the city's, but that they needn't be this restrictive & should provide flexibility, reflecting that we're a rural area?	Pathways and Open Space	(General)
There are lots of challenges but a lot of opportunity. Need to develop a master plan, to have a conceptual plan, to have a framework about what needs to be done and how to do it.	Pathways and Open Space	(General)
We want a concept of mixed open area. There are wildlife corridors that have to be respected and maintained. If we keep breaking up the corridors, we won't have those animals. Animals need connectivity too.	Pathways and Open Space	(General)
Have the houses closer together and promote equestrian and ag on the other side. Don't increase density, just move it together. We are not naïve to think there won't be further development. Province is increasing in population. Understand the development pressures. We just want to make sure it is well managed and the want to be part of it to ensure pathways are part of it.	Pathways and Open Space	Rural living
The current ASP includes many polices on how to handle pathways and open space. None of that has ever been respected or used. With the new ASP, can we include policies for pathways that will be included in future planning decisions.	Pathways and Open Space	(General)

Comment / Question	Торіс	Sub
There is County infrastructure that is available (MR, easements etc.). Not rezoning, but how can we use those existing opportunities to develop parks and pathways? Still planning for transportation and infrastructure, even though its existing areas, you can plan that road and road allowance; you could add room for pathways. That's the benefit to a new development is how it connects to existing developments, by way of pathways etc.	Pathways and Open Space	Municipal Reserve
If there are growth areas, we would like to have interconnectivity with them and a pathway through them. Do you have growth areas identified already?	Pathways and Open Space	Connectivity
Could we get an up-to-date map as to how Stoney is going to affect this map? Will be critical to identify connectivity to the city with that trail implemented. When the map is ready, is there a way we can get it?	Pathways and Open Space	(General)
Multi-season pathways or trails. Specifically - cross country skiing and mtn biking	Pathways and Open Space	(General)
Plan for walking and biking? Paths on the hillsides where all the trees are - connections to neighbourhoods that are not roads	Pathways and Open Space	(General)
 Looking for pathways/walkways for cycling/etc Require pathways/trails/cycling - connectivity and safety Paths and Parks Improve pedestrian and cycling pathways: safety, connectivity. Develop park space near SPFAS and schools. Maintain/develop rural setting (optional) We need nice areas that should be accessible by bike or walking paths; park areas to walk to and from. Need pathways for jogging and biking. 	Pathways and Open Space	(General)
Flow of run-off exiting Morgens Rise gets clogged up and quite a bit of water builds up. High risk of flooding in south part of neighborhood	Planning	Water Table
The gravel pit lands offer opportunity for density and mixed use or business park. Could be a shared economic development zone for City AND RVC	Planning	Aggregate / Reclaimed sites
Business Development should be confined to commercial court and airport areas. Stop local "one off" developments such as at end of cul-de-sac on RR 31 A. Do not allow business development along TCH west of Crestmont / RVC Boundary. There is no need to have gas stations, fast food places along this stretch of highway. It will cause an increase in traffic congestion, crime, light pollution, traffic congestion due to employees travelling back and forth to work, would increase need for police support in areas due to businesses being located at "quick getaway" places along the highway.	Planning	Commercial Development
Keep the drive west uncommercial!	Planning	Commercial Development
More commercial along 33	Planning	RR33
complete communities	Planning	Community
More conservation design (room for wild life movement) to keep them off the roads	Planning	Environment / Conservation Design
(Community Core) would be great!	Planning	Community
(Community Core) Yes! (more commercial along 33?)	Planning	RR33
(Community Core) To include seniors' type development	Planning	Lifecycle Planning

Comment / Question	Topic	Sub
(mix of housing choices) Yes! (more commercial along 33?)	Planning	RR33
(mix of housing choices) Very important - current plan is too restrictive	Planning	Lifecycle Planning
(mix of housing choices) Yes! Allow for more density but keep the feel of country residential (higher tax base!)	Planning	Rural Living
(mix of housing choices) Seniors Housing	Planning	Lifecycle Planning
(mix of housing choices) Housing (ie.e condo, apartment and townhouse styles) for 50+ (empty nesters) in quiet areas mixed with single family residences	Planning	Lifecycle Planning
Keep Springbank unique. Try to retain as much rural feel to area. If people want condos/apartments/shopping/etc - these are located close by and they can choose to live within the city limits on the westside.	Planning	Community
Light Industrial / Commercial Development should be encouraged for future work force. Particularly along major roadway corridors	Planning	Commercial Development
Future growth management board will direct growth for the region. Consider it to control your own destiny	Planning	GMB / IDP / Calgary
It is important to match development potential to existing entitlements. Some lands shown as undevelopable already have land use for development.	Planning	(General)
Develop to East First. Gravel pit lands will be ready for development. Saves Ag land.	Planning	Aggregate / Reclaimed sites
Corridor for development is from high school south to Harmony(RR 33) – vein of commercial development. Identified this in 1998. Especially if Bingham goes through. Pathways etc are required.	Planning	RR33
Highschool might be trying to be built on 75 acres to the north.	Planning	Schools
Lands along Transcanada Hwy were part of the MD's development plan. Calaway owns the line across the highway and supplies water to the Edge School community.	Planning	(General)
Cala way is 140 acres. A new daycare, fitness facility, coffee shop etc are all wanted and needed in the community. The current daycare in community will be lost in 2 years. Looking to develop a community multi purpose facility on their land to accomodate. Depending on what the 320 group does (Simmons group) with their land to the east. Designers have been in, they've designed a new main st. etc.	Planning	(General)
Calaway is the boundary of the north. Harmony is on its own. Kind of confusing. North should cover the extension of commercial development. North plan should be the commercial plan.	Planning	Boundaries
Sensitivity – if it's one plan, then it is not a commercial / residential balance. Voice in community will amp up. The overpass HAS to be addressed at some point. 28,000 cars going each way during the summer time. Too much density for the North not to be the commercial area.	Planning	Boundaries
RR33 should be central to the plan.	Planning	RR33
Moddle plan and North – could be amalgamated with very distinct cells. Long term and core development areas? Yes, would be endorsed or open to it as long as the commercial vein is identified, and that there is a distinction of the commercial area. Depending on what that commercial development would be - they've been here 35 years, new development needs to accommodate what is already there, not impede what they've already put in place.		Commercial Development

Comment / Question	Topic	Sub
(existing boundary on the west) – should be west of Harmony.	Planning	Boundaries
Need to know growth plans of Springbank airport before boundary can be determined. Commercial should be along Edge. West of Calaway isn't defined commercial but could be?	Planning	Boundaries
Commercial court needs to shape itself; it's such a mosh of stuff. Needs to be shaped to be a bit more appealing.	Planning	Commercial Development
Calaway is concerned about stormwater if development happens at the north end.	Planning	Stormwater
2 acre minimum.	Planning	Lot Size
The provision to go to one acre had certain requirements to be met, stormwater, waste water etc. South end is moose pasture. Water table is 6 inches under the surface. 24/7 pumper in the basements on the south end due to water table.	Planning	Water Table
South area – don't develop it any further. Unless developer is going to pipe everything and treat it. Blue potholes of water on map are moose pasture. Would have to pipe fresh water in. Handle storm and waste water into a system. Those residents there already are already in trouble.	Planning	Water Table
Nothing less than 4 acres in North Springbank. Lots of Pony clubs. They want to ride.	Planning	Lot Size
Should be plans to keep 4 acre parcels, so kids now have that opportunity to buy 4 acres in the future. Why keep thinking about low income housing? They don't want a grocery store on the corner of their 4 acre parcel.	Planning	Lot Size
Along the city border – (Heritage Hills). Two acres came about because of the Calgary Regional planning commission. Shouldn't have happened without the infrastructure. (along 101st St).	Planning	Lot Size
There is ER, and a cutoff corner that is billy goat country. Steep hill in that area, not much you can do there. Leave that whole area as ER. (SW corner of Old Banff coach Rd and 101ST)	Planning	Environment / Conservation Design
Flatter area – can't do anything with it until the City determines what they are doing.	Planning	Topography
Feel that if the boundary expands with plans to keep land as is, not slate it for development, it's OK. Use the ASP to protect the land. (Need appropriate policy with appropriate direction). We need to remain rural.	Planning	Boundaries
We don't need a grocery store on every corner. We work in the city – we pick things up on the way home. People come out here for the lifestyle.	Planning	Rural Living
The vistas need to be preserved. People come from all over the world to see these vistas; not to see shopping centers and high density living. Keep that feeling of getting out of the city, the "deep breath" and "escape" feeling. Not just for the residents – for the tourists that come here for that reason.	Planning	Environment / Conservation Design
This is what we need - more rules to enforce things the community wants.	Planning	Strict Policies
Notification areas need to change; South side doesn't get notification on what happens on North side. Traffic affects the whole community, not just the one side.	Planning	Strict Policies
The plan should list of the reasons WHY the lands have to remain as agriculture, to ensure it can't be overturned by Council so residents don't have to fight to keep them as planned.	Planning	Strict Policies
Need policies to be set with planning reasons as to why they are set that way. Strengthen the policy wording to be "shall" rather than "should"	Planning	Strict Policies

Comment / Question	Topic	Sub
Sale of MR – MRs have been here in odd places for 30 years. Need full notification of all of Springbank, not just portions, and cash from proceeds stays in Springbank – doesn't go to any other community. They are in weird locations, some can't even be used. But their sale proceeds should stay here.	Planning	(General)
Focus growth just on the Burnco area. Nowhere else. There is potential for residential, just not Country Residential.	Planning	Location
Looking at where the interchanges are along Springbank road, you could intensify development there.	Planning	Location
Could clean out the west village and move them into the north area, south of the ring road. Bring in townhouses, four-storey apartments; only issue is Artist View. The pit has always been their buffer from the city.	Planning	Location
70+ persons per hectare, rocket it down from there.	Planning	Transitional Design
Calgary won't want Country Residential on their boundary. Rocky View doesn't have the servicing for high-density residential.	Planning	Location
There are opportunities there you can't plan for; transportation, highschool, retail etc. West side of ring road is woefully insufficient for retail/servicing.	Planning	Location
West side – LRT drops at 69th, future extension goes to Weber Academy. Right of way is secured to there. If LRT continues, there is an opportunity to have a station drop in the "Burns" area. Dealership bought land at the south portion of that (golf course).	Planning	Location
The ring road is the game changer. Tsuu Tina has Canderelle business park. That will suck a lot of demand out of other areas. Business will group around the Ring Road.	Planning	Ring Road
 Lower Springbank road – (infill residential area. Two acre Country Residential). It's a dying market; nobody can afford that. (Residential land inventory – build out would take 87 years). Two big waves coming through. Boomers bought that land. Generation X'ers don't want that land. The next generation can't afford that land. You won't see the demand for that type of product in the future. 	Planning	Lot Size
Sanitary, water, transportation is all by the Ring Road. Intensify there.	Planning	Ring Road
You don't want the orphan parcels / residual lands that are happening on the east side of the Ring Road. Orphaned parcels along the Ring Road are ripe for servicing and density. Land on either side of the Ring Road is lucrative.	Planning	Ring Road
Could be joint economic development on the servicing and taxation from a Calgary/County perspective. The land will be gold, or someone will be getting 100% of nothing.	Planning	Aggregate / Reclaimed sites
Processing Plant will be moved/rebuilt soon. Wherever the plant will be, gravel/cement etc. will be brought in for processing. Materials to be used for all kinds of things. Delivery right on the Ring Road. The "mountain" on the land is all stockpiled material from under the Ring Road that they had to get out of the right of way. Processing facility is contemplated to fit with other business, retail, mixed use.	Planning	Aggregate / Reclaimed sites

Comment / Question	Topic	Sub
The pit itself is coming to the end of its life. The plant is being contemplated to be rebuilt. There are additional lands owned by in the City, due to annexation lines. If you go out to 50,000 level, it is infill land. Their land is closer to anything in the whole region to downtown. It's brownfield, good for office, retail, recreation, could plan 1,200 acres on the west side of Calgary. We want to spend extra time on this location, as it's in the IDP. With the interchanges etc., it shouldn't be Country residential and should be more intensive. There are sensitivity issues that require buffers etc., but is a huge potential. There is history through the last annexation as the pit was still operating. On Rocky View land, the pit is done. Reclamation has progressively happened overtime, reclaimed back to farm land. Pit is still active on City land sectionStill mining there, but 2-5 years left. Plant will be relocated. Haven't planned where plant will be relocated yet. Shouldn't be farm land; it's too close to the city.	Planning	Aggregate / Reclaimed sites
This land will be on the radar vision for Olympic bid. Great location for Olympic village, ski jump etc.	Planning	Aggregate / Reclaimed sites
NSBASP - 17 people on the committee because they didn't want their land annexed for the airport without being paid out. But now there's Edge school and Bingham crossing – why have an ASP? None of that is in the ASP.		Strict Policies
	Planning	Strict Policies
The County has no pre-thought or pre-plan of their own. Waiting for City to decide on developments. So now, County needs to develop land before someone else develops their land.	Planning	GMB / IDP / Calgary
Issue brought up about a home being built on the water table that they had to build up the land, but then couldn't get their DP approved because they were too high.	Planning	Water Table
Will County ever sell land that is reserved?	Planning	(General)
Eiderside – lands run from RR33 west to the new golf course in Harmony. What are the plans for that land?	Planning	RR33
It's a rural area – why is there a commercial development being planned?	Planning	Rural Living
Annexation? Long term plan? Forecast? Existing ASP – but no mention of annexation.	Planning	GMB / IDP / Calgary
If you are going to develop a community, who's going to buy into it? Who can get approved for a mortgage? People can't afford it.	Planning	(General)
Application process should be very transparent.	Planning	Strict Policies
Development permit – height restrictions changed?	Planning	Strict Policies
We are in the middle of the NSBASP. Put it together as protection from the airport. As neighbours, we understand and appreciate each other's focus. We definitely don't want to see the watering down of current services. NSBASP should almost be "core".	Planning	Airport
Land around airport is not developable.	Planning	Airport
Have you seen proposal in 2010? Community group brought to the County re: Situation nestled into the airport. It is not agricultural to support anything other than hay. Realtors tell them residential development is done. Would be supportive of some commercial development in those areas.	Planning	Commercial Development

Comment / Question	Topic	Sub
Everything west of 33 is ruined for residential. Would like to see commercial there.	Planning	RR33
An area that is truly identified as commercial growth / business core. Not sure what those boundaries need to be – Springbank road to the school – but anything west of 33 should be commercial. None of us moved out there to be around commercial development, but the way things have gone, it makes the most sense. There should be a commercial core structure plan and residential plan.	Planning	RR33
- 10 acres for low density office / professional offices. Developer won't buy on speculation. ASP should have secondary land use. If it's recognized by the County that we would sanction a commercial development on our land. Our land is worth less now because of how it's zoned. But if it was zoned with a secondary land use with commercial capability (pump out sewage, no traffic, water supply from Bingham crossing) they'd be compensated better by being bought out by a developer. Nobody is going to buy their lands for \$2M homes due to the view of the airport, school, etc. Only a commercial developer will want to buy their properties, but they will try to low ball them due to their land zoning. - Remainder of their quarter by the airport is unique. 100 cars per day going by. Can't get out of their lots half the time. Makes sense for commercial development, not residential subdivision. Nobody is going to buy their land for residential subdivision due to the area, airport, highway. It only makes sense to zone them as a commercial potential area so they are compensated properly.	Planning	Commercial Development
If you go to foothills, they point you to Alderside for business development. We have the Springbank airport area. It's all leased land though. Whereas, if they can buy a parcel near the airport, own the property, they can better plan their commercial development, which they are suggesting their lands are well suited for.	Planning	Commercial Development
If there is 40 acres of transitional land, built up with nice looking condos, it's a better "view" than the back of a shopping center.	Planning	Transitional Design
Economic development can look at the policies set in place to determine where residential and commercial development should occur.	Planning	Commercial Development
RR33 corridor has evolved over the years and there is very little residential impact. Identify in a planning document "here is where our service corridor is". That way people know when they move out here "here's what's available".	Planning	RR33
They want to save the old Springbank School to preserve it as heritage lands. But how can we do that?	Planning	Environment / Conservation Design
Highway interface, and highway frontage. Should be 1 quarter over and above what it is.	Planning	(General)
RR33 should be renamed school Rd. Changes the feel.	Planning	RR33
Residential growth – not as much comment – maintaining large lots is key to what has drawn people to this area.	Planning	Lot Size
Commercial growth – if it's kept along the Hwy 1 corridor, constrained by recognizing we don't want urban sprawl. Prevent dealerships that have prison yard lighting. Prevent trailer sales lots. Focus on the idea of something more community-oriented like Bragg Creek. Constrain how it appears, its lighting footprint, constrain type.	Planning	Commercial Development

Comment / Question	Topic	Sub
County Plan 7.29 – maintain dark skies. Maximum 2700 Kelvin temperature should be mandatory max in Springbank. Prevents light scatter, promotes better sleep. Enforce the "Full Cut-Off Downcast Lighting' rules to prevent local glare, reduce regional light pollution and to promote both a safer and healthier night environment."	Planning	Light
There is a rift between the two groups: used to be called 'subdividers' and 'landowners'. Why should 'landowners' be told what to do with their land by subdividers who can't develop? Last ASP, 56% of landowners wanted their land developed. Why should I offer suggestion on where I think development should happen before I know who wants to develop their land and who doesn't? You need to talk to each landowner to find out what they want to do with their land.	Planning	Landowner Rights
ASPs were adopted in 2001. Why are we doing this again?	Planning	(General)
Is Rocky View going to join the Calgary regional partnership? Why talk about this if none of this is solved yet?	Planning	GMB / IDP / Calgary
North of Elbow should be protected and preserved.	Planning	Environment / Conservation Design
Springbank creek runs right through my property. You are welcome to buy it.	Planning	(General)
Needs facts and data without speculation and dreaming. What is MD doing to help with getting that information to better plan the area?	Planning	(General)
Not familiar with geo of the hill, but in California, slumping was an issue on similar lands. Is there dip structure? Is it downslope dip? If you build on upsloap, there will be slumping and you will lose the value of the area altogether. Cost a billion dollars of damage in similar area in Southern California. (lots of water saturation and septic tanks). "Portuguese bend slumping". By the golf course, this is already happening; their doors aren't closing, their foundations are twisted. Too much land mass movement due to irrigation and ground water surface saturation. This needs to be looked at.	Planning	Water Table
From water wells that have been drilled historically, you will be able to tell what the material make up is.	Planning	Water Table
Development on corridor where runways are – there are going to be air traffic noise. People need to know that.	Planning	Airport
General aviation? Or smaller aircraft?	Planning	Airport
Study done on length of runway?	Planning	Airport
No development; if you look at directly south of the runway in Calgary, there is no residential or commercial development in path of runways. We need to consider that too.	Planning	Airport
Spring bank is about a third of the size of north Calgary with LOTS of open land. Big problem is a lot of developers go broke. Morgan's rise went really well. A lot of other ones were inexperienced developers that don't take into consideration the extra costs.	Planning	(General)
Geographic sense- growth should be closer to the city – rings of a tree so to speak, lessening the further you move out.	Planning	Transitional Design
We need to see what the Ring Road does to the area too.	Planning	Ring Road
Need two acres for septic fields. Can't go lower than that. But we need to consider seniors' housing in the future. Doesn't seem to be promoted in current ASP. Should be considered. Population is getting older, but they want to stay in the area. Why move them into busier/city areas. Need a place here where they can stay.	Planning	Lifecycle Planning

Comment / Question	Topic	Sub
Senior housing seconded. Bingham Crossing maybe?	Planning	Lifecycle Planning
We should be like Bragg Creek. Fit the character of the area, have little shops and restaurants that are western and country.	Planning	Community
Landscaping and maintaining two acres when you get older is not feasible. Smaller lots might be required for the older generation.	Planning	Lot Size
Density is a dirty word for some. Density is defined as units per acre or units per quarter. What is a unit? Monster home vs 1 or 2 bedroom condo? Two very different types of choices and land impacts. Some distinguishing factor is needed as to what is a unit. Need to define unit better in the new ASP.	Planning	Strict Policies
Half acre lots with a lot more green space in between. More park areas with smaller living areas. Ten acre parcel with five monster homes? Or a few smaller homes with lots of green space.	Planning	Lot Size
Cost of developing the lots is more than the cost of buying them. If you are paying \$350,000 for a lot, you should be paying triple that on the building, which makes buying a house in Springbank out of most people's price range.	Planning	Lot Size
Should be developed from the border of the city of Calgary and working westward. Start at that western boundary. Connect and branch out from what we already have.	Planning	Transitional Design
Too much potential for discrimination in determining where NOT to development.	Planning	Landowner Rights
Demographics in the area are changing. Empty nesters are moving out and newer families are moving in. Attitudes are changing. The lots are too big for the older generation to maintain. Smaller lots would be more affordable for younger families to come in, brings new life to the community. It's a great place for young families.	Planning	Lot Size
Retirement living – where to put this. Put it beside shopping area? That's a pet peeve in Calgary. It's always on busy roads and busy locations. Something like this needs to be in a residential area where you can open your window at night and hear the quiet, not traffic. Should be incorporated with regular residential. Not talking nursing beds, just older generation that doesn't want land maintenance. Apartment style? Smaller bungalow? Townhouses that look like a large mansion, but are individual units? Keep it a quieter country lifestyle retirement setting. Living in the country, we don't want to retire in the city.	Planning	Lifecycle Planning
The low light rule. (dark sky lighting). Newer homes have the post-top lights, which are really bright. They are shining straight up. They put their lights on at night, and it illuminates the whole neighbourhood. Lumens should be limited. (It's in the policy that it should be dark sky, maybe tighten up the policies.) All lights should be shielded downwards.	Planning	Light
Wants the development to be near the airport. Family history is in that immediate area and they want the opportunity to develop those lands when the time is right.	Planning	Airport
(Airport to the west and south – business and commercial) – yes. It should absolutely be used for commercial or light industrial. Harmony has residential, which is good. Had many meetings with Calgary Airport Authority – there is a potential for residential development in the flight contours. The airport will want to propose that there shouldn't be development around the airport.	Planning	Airport
At Heritage Club, it was mentioned that they wanted to protect the airport. But why aren't the residents and surrounding lands protected from the airport?	Planning	Airport

Comment / Question	Торіс	Sub
North Springbank ASP – commitments were made on behalf of the airport in the letter from the CAA dated September 5, 1997. These commitments and the provisions in the NSASP are future looking and contemplate increased aircraft movements while also preserving the potential for future development. We don't want to throw out the old policies, because it was based on three years of community consultation and negotiation – came up with something everyone wanted to and was able to live with. Concerned that now the airport is coming to RVC with changes they haven't discussed with the community		Airport
Where lands were at the end of runways and under NEF contours; should be for commercial and industrial development. If NEF contours don't limit development, then shouldn't NOT consider developing their land. Don't want their lands frozen out for development.	Planning	Airport
Airport putting burden on residents around their land if the airport wants to freeze them. What does that do to the residents? This balance was achieved in the NSBASP and they want to keep that	Planning	Airport
RVC has an opportunity to be flexible to allowing landowners to develop their land how they want.	Planning	Landowner Rights
Need to have good research to develop remaining lands. If we're not going to burden the tax base, developers have to put together significant plans to put those costs in place.	Planning	(General)
RVC needs to focus on good policy decisions that developers can follow. When a developer comes in and wants to acquire those lands, it will be used for commercial / industrial. But a good portion will be residential as well.	Planning	Strict Policies
Sterilization due to runway – as long as RVC is flexible in policy, it is just shifting density around.	Planning	Airport
More rigour on the policy side, rather than the land use planning. Planning strategies change and evolve. ASPs date themselves very quickly.	Planning	Strict Policies
	Planning	(General)
Encourage not dividing parcels of ownership. Don't force a quarter sections being split in ownership.	Planning	(General)
Maybe we should be considering not having certain quarters of "their" land in the plan.	Planning	Boundaries
How does a county define a node of development?	Planning	(General)
Preservation of agricultural land being the driving factor in development. Is there no ability to say "this is unique land. Can we not develop it how we want?" NSBASP works well. Would hate to see "their" land rolled in with the rest of the area. Their land is unique and needs to stay that way.	Planning	Boundaries
If County says land is not in the ASP, it can't be developed. But you need to meet with the County to discuss the uniqueness of their land, stuck between Harmony and the airport. All development is going to be demand driven, regardless of what the policy reads.	Planning	Boundaries
	Planning	Boundaries

Comment / Question	Topic	Sub
(NSBASP policies are still appropriate and make sense?) Yes. Doesn't allow a lot of restrictions.	Planning	(General)
(Airport trying to restrict developability on their land?) Yes, look at the contours they've given. Sterilizes part of their land. Airport has moved stuff to match the NW runways, and may be pushing their contours out. They just do what they want. When they moved stuff, did it change their contours? Appears to be the case; broader contours and more infrastructure.	Planning	Airport
People moved out here in the beginning because they wanted to have horses and sheep. Now people want a mix of options. Not really a place for people to come for that anymore, since all the lands are fragmented. The more we allow dense development to occur, and the more it doesn't incorporate the country lifestyle, the more we will push those people out. Need to find a balance between density and maintaining a country lifestyle.	Planning	Community
Unique area with airport to the north and Harmony to the west. Edge school as well. Lots of changes happening. Agricultural lands aren't the same as where they are. Their land has its own challenges and benefits. Their land won't work for ag land anymore. They have cattle, and use both sides of 250, but there have been a lot of changes.	Planning	Commercial Development
Does Harmony have ideas on boundary changes etc? (They) should be involved in any meeting about boundary changes on their lands/Harmony lands. If there are proper principles in place, everyone will have options to explore.	Planning	Boundaries
Boundary changes further west?	Planning	Boundaries
City expanding development around major highway route. How are things going to be controlled? Auto sales out in the boonies? Thin edge of the wedge. Concerned about infill between fragmented "developed land". Where is the limit?	Planning	(General)
Dark skies. Most new houses put in pot lights, put them on at night and it lights the whole neighbourhood. Goes against the ASP policies. More notification – he's renovating another house, he put pot lights on the outside of the house. Wasn't aware of this dark sky policy.	Planning	Light
Road noise – he's quite far away from the highway and can still hear cars driving by. Used to be able to hear a pin drop, and is was dark. Now it's loud and bright.	Planning	Noise
Pinebrook golf course – four to five flood lights pointing outward instead of down. Where is the enforceability?	Planning	Light
Ask the questions now as to what hasn't been done right or wrong in the past. Developments flooding their neighbours downstream. Needs to be resources in place to fight this type of thing. Once things go ahead, there is no clout to get things fixed or completed right.	Planning	Water Table
15 years ago there would have been some hope, isn't sure there is anything left to preserve.	Planning	Environment / Conservation Design
Going from four acres to two acres – four acres is a chore. Enjoy the space, but it's a lot of work. Spend half your weekend cutting grass. He's on septic and his own water well. Likes the sound of cluster development – are there chunks of land in which that could be considered?	Planning	Lot Size
If this plan is in place before GMB, does this overrule the GMB policy?	Planning	GMB / IDP / Calgary
If you put in advertisements with land locations, it's totally foreign to anyone where that is. Can't you include a map?	Planning	(General)

Comment / Question	Topic	Sub
Bingham went to court because of lack of notification. Something as big as Bingham should have been notified to the whole area due to increase in traffic etc. The notification around Bingham were to unoccupied properties; occupied properties adjacent to those weren't notified. Everyone thought Bingham was going to be a little local shop, not a big mall.	Planning	Strict Policies
Springbank shouldn't develop like the city. It should have its own look and character. Lots of pressure to develop the way the City wants. Shouldn't be that way.	Planning	Community
hamlet type development (more than two acre parcels) along Stoney Trail and along Transcanada Highway. Whether it's commercial or residential, not sure, but that's where it makes sense.	Planning	Lot Size
Ultimately, there is going to be band along Transcanada and Stoney Trail that will be developable/developed. City has said "do it or else". Everyone along the Stoney Trail corridor is going to ask to be designated as developable. Good idea to put designations where there is infrastructure to support it.	Planning	Ring Road
There are no 'starter home scenarios'. There is no retirement plan. Need a more complete lifecycle plan for living.	Planning	Lifecycle Planning
Might be time to think outside of the box in terms of two acre lot sizes. Need to compress that a bit. Cluster development is talked about. Need to address seniors' type facilities, start up type developments, for new families. Fits into the Highway 1 corridor.	Planning	Lifecycle Planning
I don't see where you would go below a half acre in Springbank – except in the corridors.	Planning	Lot Size
Keep flexibility in the two to four cluster developments. Support the seniors' housing idea.	Planning	Lifecycle Planning
There are 5 miles of two acre parcels, and then they are stuck with their large plot of land stuck under Burnco. They will NEVER put in an application for two acre parcels.	Planning	Lot Size
There is opportunity along Highway 1 and Stoney Trail. There's no opportunity in central, so just let it happen as it comes.	Planning	Commercial Development
Can't have seniors' housing in country residential framework.	Planning	Lifecycle Planning
Significant area in Springbank is undeveloped.	Planning	(General)
How are you treating the lands around Harmony? Will there be a transition space? Residential focus seems to make sense in that area. There are going to be 10,000 people in Harmony – focus more residential development in and around that area – leverage of their services.	Planning	Transitional Design
Isn't the idea to develop (Harmony) as a Hamlet? If they still have infrastructure and water servicing, wouldn't that make sense?	Planning	(General)
There are already major roadways that will define borders for density development. By opening Harmony, you've forced commercial to happen over there. It's just a natural course to have the commercial development around the highway.	Planning	Commercial Development
are developing. Rather than taking smaller areas and determining how much commercial development is required in that specific area, look at the whole area and plan for everyone. Fractured plans make things less clear.	Planning	Commercial Development
You now have commercial development struggling a mile away from each other. Should be focused together.	Planning	Commercial Development
When does the public get to see the GMB information?	Planning	GMB / IDP / Calgary

Comment / Question	Topic	Sub
I wouldn't be surprised that you spent 90% of your time on Transcanada and Stoney, and 10% on the rest. There's transportation links, infrastructureis transit coming with it? Workplace? Is there going to be density? Seniors' place? First time home buyer? Whatever it is, it will not be two acre parcels. Nobody should see two acre parcels on the corner of Stoney trail or Old Banff Coach Road.	Planning	Lifecycle Planning
Once the Ring Road is through, it will require different treatment then there is now.	Planning	Ring Road
Looking at what's going on, and how the city is coming in, the corridor, along 101, Stoney Trail etc. – along 101 and Hwy 1 – this where it should be more developed, commercial, massive demand for downsizing.	Planning	Ring Road
Springbank is aging, they all have big homes, want to downsize.	Planning	Lifecycle Planning
Stoney corridor is a bird in hand opportunity – a unique opportunity to develop the way RVC wants to develop, rather than going the way the City wants it. Deliver a range of residential and commercial options in that corridor. There is a limitation to the growth of the west side.	Planning	Ring Road
Need a combination. People don't want to give up the luxury of their estate homes and acreages	Planning	Lifecycle Planning
I could see treating north of the highway differently than the south side. North side should be more acreage-type properties.	Planning	Lot Size
Silverado town center works perfect in that environment, need something like that here. Access it by trails etc.	Planning	(General)
No reason we can't create little mixed use development pockets. Various bands of affordability with pockets of serviceability. We will be limited who we can keep in the community if there isn't a mix of options. When retiring, you don't want to move to the city from this area. Want to stay here. Plan for retirees to stay, with amenities that people can get to fairly easily.	Planning	Lifecycle Planning
Limitations how much further south of the highway you can go.	Planning	(General)
RVC has an opportunity to do better than anything the city could do, maintain the history and legacy of Springbank, where the city will do what they want if they annex.	Planning	Rural living
Keep the community country-feeling. Allow kids to play on grass, not 10X10 decks looking at their neighbour's house. Don't want a "Calgary" feel.	Planning	Rural living
The community is mixed but aging. Need to help them understand urban development. Explain why you are looking for open space and why you are looking for cluster. Will be receptive if there is education and intelligent thought process behind the explanation.	Planning	(General)
Need a build up from ½ acre, to one acre, to two acre. Don't just wedge the higher density next to acreages. Need a transition space. Disperse it gradually. Don't have to manufacture a large scale environment that way. Create smaller nodes.	Planning	Transitional Design
Think of building the community like a flower. Dense and clustered in the middle, and spread out less and less from there. If you have nothing but petals, then the community will die. Need services.	Planning	Transitional Design
9-11; Springbank airport brought in bigger planes.	Planning	Airport

Comment / Question	Topic	Sub
Architectural controls – will the MD ever take an interest in putting in minimum standards. There is so much crap and it affects the value. Set what types of materials should be used etc.? Groups of homes together, we want it to look spectacular. Nobody wants to move into a house with purple garage doors etc. Need to set limitations so that communities look inviting and buyable.	Planning	Design Guidelines
Need pockets and corridors with minimum guidelines on architecture and style. Would be a positive influence.	Planning	Design Guidelines
Set really careful questions to set the standards just a bit higher. Developers should show a perspective drawing of how the community is going to/supposed to look.	Planning	Design Guidelines
Landscaping side – notoriously, people buy two acre sections, put three trees on because they ran out of cash. Can't landscape. That shouldn't be allowed. Scale issues. If you want to create THAT amount of mass, you need THIS amount of greenspace to cover it.	Planning	Design Guidelines
In 40 years, we want this community to still look beautiful. Need more control on many of those issues. Lots of time to improve and make changes.	Planning	Design Guidelines
what growth are you planning on? Can't talk about where we think growth should be if we don't know what the plan is.	Planning	(General)
What affects us is what happens on RR250 and Springbank Rd.	Planning	(General)
There aren't a lot of people embracing growth. There are a couple of projects sitting on the shelf. Is there a plan to change the thinking of the Councillors to a pro-growth status?	Planning	(General)
All these things seem to be adhoc. There's always petitioning on these things. No process we can hang our hat on. Need further clarity on the process.	Planning	Strict Policies
Not sure what the asterisks really mean in the County Plan.	Planning	Strict Policies
Industrial and commercial growth should be in areas that already exist. Development needs to support the cost of infrastructure. Residents don't need to foot the bill. Need a plan you can count on, rather than plans changing two years down the road.	Planning	Commercial Development
There has to be some kind of coordination between Rocky View and the City. Shopping center on the highway (Bingham) lost half of their tenants because nothing was getting done. Was 50% tenanted, and lost them all. Spend all this money to create programs and plans, then there's no decision, and it's passed around and deals fall through.	Planning	GMB / IDP / Calgary
Annexation on 101st and Stoney – what's being built out there is nothing like what the plan said.	Planning	GMB / IDP / Calgary
What is the city of Calgary's influence – how far west are they going to come.	Planning	Boundaries
Do RR 22 as the corridor, rather than RR 33. Calgary airport's plan was always to push their light aircraft to Springbank. In next 10 years, there will be runway expansions and everything. It will be industrial. Plan the industrial there.	Planning	RR33
People who live here already came here because of what it is now. They didn't look at a plan and decide to live here because of what it's going to be in 20 years.	Planning	Rural living
People that are here now are used to a rural lifestyle. You can't put in high rises without a buffer zone. How do you handle transportation?	Planning	Rural living
Looking down the road, the city is going to grow. Need to know where they are going to grow too.	Planning	GMB / IDP / Calgary

Comment / Question	Topic	Sub
Without a plan, the City will dictate what happens. If nothing is planned, it'll be run amok by someone else.	Planning	GMB / IDP / Calgary
If you are going to put medical in, get seniors housing in, get retail nearby. RVC needs to decide on areas where these things are going to be. Put the medical center in near the seniors' area.	Planning	Lifecycle Planning
Right now, it seems to be chopped up. No plan. No connectivity. No forethought.	Planning	(General)
A lot of people like it the way it is and don't want it to change, but that's not the way to plan. Need to plan for growth, Need to be able to dictate how Rocky View wants to develop. Not how Calgary wants it developed. Need to have a plan to manage the pressures of development that are inevitable.	Planning	GMB / IDP / Calgary
 There will be a lot of pressure not to develop, but that would be foolish. If you ask people what they want now, they will say they want nothing. Need to explain why we need to do something. 	Planning	(General)
Two, five or 40 years; need a plan as to how it is going to evolve over that time. Let the development happen as it can be justified. Need a plan with an indefinite time frame.	Planning	(General)
-l'm sure Nenshi has planners working on this area right now Who should be doing the planning for Springbank? RVC or Calgary. Definitely RVC.	Planning	GMB / IDP / Calgary
Will the City share their plans with RVC in the intermunicipal meetings about development?	Planning	GMB / IDP / Calgary
Sarcee and 101st – it was going to be Country Residential. Five units per acre. No commercial. It took a year for the city to change the plan to the public. This area is going to be controlled by the people in Calgary.	Planning	GMB / IDP / Calgary
There will be pushback from country residential owners on putting high rises in.	Planning	(General)
The City would prefer that it be consolidated and not adjacent to their boundary. They will want unsubdivided lands.	Planning	GMB / IDP / Calgary
Potentially metropolitan plan that will dictate a higher density. That will have more of an impact then the opinions of the residents.	Planning	GMB / IDP / Calgary
Put on the table as to what is cost effective for Rocky View. If you don't have a plan, it will be planned for you.	Planning	GMB / IDP / Calgary
City is looking at all these new suburbs further afield – there is a 50 year payout on some of this. City is talking about nodes of high rise. They won't want another airport. They will want to buy cheap.	Planning	GMB / IDP / Calgary
Don't talk about where the border is. Talk about what makes sense for that area, for that landscape.	Planning	Boundaries
Sure the City is going to want to annex to RR33. Area of influence is in the N of ASP and area of development is west of Harmony.	Planning	GMB / IDP / Calgary
Why are you trying to sterilize some of our lands (editor- from development)? Explored land on the NW border of ASP. 20 million pounds of gravel. Hauling up RR 40 or north up 250. Why is there an environmental zone on that land? They want to get excluded out of that Environmental zone. Want that portion of the land removed from the ASP area.	Planning	Aggregate / Reclaimed sites
There's a broad brush that needs to be re-evaluated. Needs to be amended now.	Planning	Strict Policies

Comment / Question	Topic	Sub
In and around airport and Calaway park – see that as potential for increased development. This is where you should be concentrating development efforts. Along highway seems like a logical location. If Harmony takes off, there will be additional pull toward future development. Better to plan for the development rather than react.	Planning	Airport
This is an opportunity for RVC to dictate development to the city of Calgary.	Planning	GMB / IDP / Calgary
Need to find out from the City what their 20-40 year plan is.	Planning	GMB / IDP / Calgary
Just as easy to put industrial by the highway as it was near Balzac. Need a hospital out this way – where is it going to be?	Planning	Commercial Development
City will say they don't want you to develop within a one to two mile radius. They would prefer to see no development along their borders. Easier to annex then. Potential for RVC to develop along the boundary as long as it's a combined vision.	Planning	GMB / IDP / Calgary
Anticipating Country Residential along Ring Road is unrealistic. Not smart growth.	Planning	Commercial Development
Big influence in the north of ASP area on flood control for Calgary.	Planning	GMB / IDP / Calgary
If the metropolitan plan comes to be, what will be the effect on this ASP process? All our comments will be out the window. If the plan makes sense, then it's more likely to be accepted within the overall plan.	Planning	GMB / IDP / Calgary
Heard city is planning on 8-10 units per acre by this fall in this area.	Planning	GMB / IDP / Calgary
client just north of the Springbank airport. They want their land developed for industrial.	Planning	Airport
Need buffer between existing residential and commercial airport area. Closer to Highway 1 for commercial, and industrial around the airport.	Planning	Airport
Always wanted to see a bit of community. A sign as you come over the hill, a sign that says, "Springbank" that introduces the community. Near RR33. Springbank is really old, has a lot of history, and nobody knows that.	Planning	Community
Along the highway makes sense for development. Makes it better for residential development on the other side.	Planning	(General)
Ring Road – if ASP beside Ring Road says its farm and ranch, and makes it non-developable, the city will annex it anyway and develop it their way. Big landowners are going to the City saying they WANT to be annexed. What's the point of sterilizing the land if it's going to be developed anyway? Need a buffer of commercial, and something better to the land west of that.	Planning	GMB / IDP / Calgary
Need to have a vision of where we want to get to in 20 years, where we want to be. We don't want to disappear. Need to give Springbank an identity. No identifying features on the highway. Keep plopping subdivisions all over Springbank until it looks like the City. Keep doing it the way we're doing it and it'll just be a mess. Need to find a way to make Springbank distinguishable as a desirable place to live. Maintain the lifestyle.	Planning	Rural living
We should do such a good job of the ASP that people want to buy into it because it is getting back to nature, out of the city, a unique place to live, where ranchers are allowed to continue on.	Planning	Rural living
Look at ideas from Norway. Old barn that is maintained with heritage look and feel, but has industrial uses inside. Maintains look at feel of community while providing amenities and conveniences.	Planning	Design Guidelines
Need to put up a "wall" that shows we don't want to be absorbed into Calgary. Would be nice if we stayed Springbank, not part of the City. Calgary has a veto on smaller plans.	Planning	GMB / IDP / Calgary

Comment / Question	Topic	Sub
Community in general would like to stay separate. Should be a community identity.	Planning	Community
Economic issues and social issues between farming community and acreage owners.	Planning	Community
Historical sites in the community that are a disaster. There are areas of historical significance that the community doesn't even know about. Maybe the farming community could be compensated for maintaining those areas.	Planning	Community
History of community needs to be played upon. Need to preserve the history and feel of the community. ASP needs to recognize this history. Need pathways that connect the historically significant areas. There is an inventory of historical items/places in Springbank that should be incorporated.	Planning	Community
We don't have anything here. When your kids are in school, you are much more involved in the community. Once you aren't involved with kid activities, there is nothing to do for people to meet other people. A little village/strip to bike to have coffee or something would be nice.	Planning	Community
Wouldn't change a thing about the rocky view schools. They make lifelong friends – example of kids being friends 30 years later. Need to maintain that. Born and raised in the community, growing up together, and having their families interact together.	Planning	Community
Concerned about Harmony; losing our identity as Springbank. They will have more population, so people will say "going out to Harmony" not "going out to Springbank". Need to preserve our identity.	Planning	Community
What is the status of Bingham Crossing. Seems to have taken 4 or 5 times longer than it took Harmony to get developed.	Planning	(General)
Need to focus on tourism. Bed and breakfast. Coffee shops. Give people a reason to come out and enjoy Springbank. Road design to make biking safe.	Planning	Community
High density for seniors. It would be nice to have diversity – seniors are forced to move to the city. Young families can't afford to move out here. Need a more inclusive concept.	Planning	Lifecycle Planning
What's going to happen with that dam? If the dam goes in, the land to the east of the dam will become dead land, too small to be agricultural land.	Planning	Flood Plan
Springbank could sure use a commercial area; gas stations, stores, restaurant. Right now, I plan my day to get things before I leave the city, but it would sure be nice to have it in Springbank. 33 all the way up to Bingham would make a lot of sense.	Planning	RR33
Is there a demand for assisted living or villas? Assisted living still comes in proximity to medical.	Planning	Lifecycle Planning
No higher densities in north Springbank. Higher density should be in central area. Larger acreage market has tanked. Maintenance on land takes too much time out of people's lives. People think they want acreages and then hate the upkeep.	Planning	Lot Size
People are coming off acreages because they aren't feeling a sense of community. Rural lifestyle seems appealing, but it's isolating. We are social animals. Need something to do on Saturdays and Sundays.	Planning	Community
Would be good to play off the amenities you already have in place. Common meeting areas should be near this rec center. Everything should pinwheel off this town center.	Planning	Community
Two acre lots don't fit community development.	Planning	Community
Lower 40, at the end of RR34 is the most trespassed lands.	Planning	(General)
There's more structure in Springbank then there is in Bearspaw.	Planning	(General)

Comment / Question	Topic	Sub
Blended communities are the way to go. Four acre lots are available if you want that lifestyle.	Planning	Lot Size
Pro-choice, as a landowner. Concept of choice shouldn't be lost. We have a corridor between the City and the mountains that is some of the most beautiful in the province. We need to preserve that. Bragg Creek is a jewel as well. It's at risk of the same flooding as Springbank. From a tourism point of view, there's a corridor along Highway 8 as well. Mclean creek too could be part of a flood plan.	Planning	Flood Plan
Don't think Springbank corridor is really a tourism destination. The Highway 8 to Bragg Creek area is	Planning	Tourism
more of a tourism destination.	DI :	9 11
Need more signage.	Planning	Community
There is a permanent body of water alternative at Mclean creek. Could be a great recreational and environmental jewel if it's done right.	Planning	Flood Plan
Springbank reservoir – people will go through Springbank and wonder why there is a dry dam there. Will be a dust bowl, prevailing winds will carry that into Springbank.	Planning	Flood Plan
We would rather you not plan for the Springbank dry dam. Would be a terrible outcome for Rocky View. Great outcome for Roxboro though.	Planning	Flood Plan
If the plan goes ahead and we get expropriated, you'll have 700 acres of crown land in the middle of the County.	Planning	Flood Plan
Ground water – what kind of studies have been done? (geotechnical, storm water management plan, private treatment. Look at capacity and quality. Can land take another tank and septic field? Just finished a master drainage plan).	Planning	Water Table
What we fear most is the Springbank dam going ahead. Not just for Springbank, but for all of Southern Alberta. 3 km to the west, something really nasty is going to happen.	Planning	Flood Plan
Berms need to be in the GBCASP.	Planning	(General)
Within 20 years, it's predicted that Calgary will be right out to Highway 22.	Planning	GMB / IDP / Calgary
Bragg Creek is at a risk with the Springbank Reservoir going through. Mclean Creek is a better option. (Otherwise) Calgary will be safe and Bragg Creek will be ruined.	Planning	Flood Plan
There are a lot of considerations in how different areas work together; SR1, Harmony, Bragg Creek. Everything being discussed today could be a moot point with SR1.	Planning	Flood Plan
County should leverage position on Bragg Creek and Mclean creek, come to the table with that and state case against the Province.	Planning	Flood Plan
The north area will be looking to get out, and the west area will be looking to go east if the reservoir goes in.	Planning	Flood Plan
would like to meet again with you and who ever is involved to discuss the removal of the west half of 16 and section 21 from the Central Springbank area structure plan and the inclusion of this land in the environmental sensitivity category in your report.	Planning	Environment / Conservation Design
We would also like to have the north half of sections 19 and 20 south of the Bow River included in your aggregate study. We have reports showing over 20 million tons of gravel in this area.	Planning	Aggregate / Reclaimed sites
We also have environmental studies , historic studies and geotechnical studies over the whole ranch area as well. (north half of S 19 and 20 south of Bow River)	Planning	Environment / Conservation Design

Comment / Question	Topic	Sub
Concerned with how much growth around the airport. People need to be aware of the risks around the airport. To the west of the airport, I'd be concerned about boxing that in and filling it in. Need a place to get off the ground. Commercial development around the airport makes sense.	Planning	Airport
Calgary Airport authority keeps their cards to their chest. Never really sure what they are doing. Second runway would go on the west side, which would be a concern to people on the west.	Planning	Airport
Makes sense to split at Hwy 1 with north as commercial and south as residential. Must be concerned with city of Calgary expansion to the NW. If you are going to ruin part of Springbank with homes, it would be best up against the northwest side.	Planning	GMB / IDP / Calgary
Springbank is beautiful. Hate to see it ruined by development. But better to control the development and keep it under tap.	Planning	Strict Policies
No residential around the airport.	Planning	Airport
Any plans on Calaway park expansion? (There's a lot happening around that core area.) Anything they build in that area will be under the flight path.	Planning	Airport
We are nestled up against airport. On the NE side of Springbank Rd. Has owned and farmed that land since 1891. Opportunity for new commercial services in that pocket; maybe not a big box commercial grocery store, but something of value to the community.	Planning	Airport
Need to be careful of waterways.	Planning	Environment / Conservation Design
Two acre pieces – this should be stopped. You can't have any animals on those parcels. Horse manure puts just as much methane into the air as fumes from mowers.	Planning	Lot Size
Need a tight core, centralized and moving out from there. Not just developers picking up pieces of land wherever and putting houses up willy nilly.	Planning	Transitional Design
Bingham not going to have as much residential now? If it is box stores/outlet stores, that's not compatible with residential. Maybe seniors' development? If there is residential in there, there likely would be coffee shops and a gas station.	Planning	Lifecycle Planning
It would be really nice if the plan was determined by the folks that live in Springbank and the councillor of Springbank, rather than those on the east (of the County) and the east-side Councillors.	Planning	Landowner Rights
Have they ever considered splitting the MD of Rocky View? It's such an odd shape and the east side as nothing in common with the west side.	Planning	(General)
(No development around): the river, Ravines and urban waterways.	Planning	Environment / Conservation Design
Protect some of that hillside in terms of natural space. It provides views and a break from the City / urban sprawl.	Planning	Environment / Conservation Design
From a planning perspective, the trails and pathways group focuses on alignment of pathways across ASP boundaries. ASP boundaries do not impact pathway planning and as a result the society is indifferent to the number of ASP boundaries.	Planning	Pathways and Open Space
Unclear where Springbank begins and ends. Where are the boundaries?	Planning	Boundaries
master drainage info. The line isn't drawn correctly. The line can move (boundary on the master drainage plan).	Planning	Boundaries

Comment / Question	Topic	Sub
Our neighbours have manipulated processes because of the belief of what's going on. We know that this is an active group who doesn't feel listened to. You have to put a stake in the sand. Then we who read that can decide what to do with that. Someone who wants to preserve land will stick to the requirements, but is there a general statement to give owner flexibility to work with the boundaries? Level of detail can't be known at this high level, need flexibility moving forward.	Planning	(General)
Challenge with policies – want flexibility, but want surety. Need to structure policies to allow landowners flexibility and options.	Planning	Strict Policies
Transportation, feasibility, future tax implications, Intermunicipal growth from the city.	Planning	GMB / IDP / Calgary
Conservation design – can achieve that by higher density development. How viable are two acre lots now? Will take 20 years to sell.	Planning	Environment / Conservation Design
Two acre is there because of servicing constraints. Going to one acre doesn't help.	Planning	Lot Size
Everyone is talking to the City, so everyone should work together. ASP is a good process to do this.	Planning	GMB / IDP / Calgary
Current ASP was a blood bath when it was put together. At one time, there was an informal rule that anything a mile south of Hwy 1 to Calaway park was not to be developed. Written down nowhere.	Planning	Strict Policies
Supportive of setting certainty in the policies. Pressures are not going to disappear.	Planning	Strict Policies
(Focus development on) The corridor along the Highway and RR33. There are number of obvious reasons for that. This is primarily non-residential use opportunity. Yes to growth, at this intersection, primarily non-residential use.	Planning	RR33
Springbank creek basin is a logical place for commercial development because of what is there now and what can be added to it.	Planning	Commercial Development
Want to see a plan that supports a landowners option to develop if they want.	Planning	Landowner Rights
Different types of growth have places in different part of the plan.	Planning	(General)
The lesser focus on intensity of development on country residential areas. If they want to live out there for rural way of life, they should have that option.	Planning	Rural living
Rural living is not for everyone, but there has to be alternatives and options. Put development near the NSBASP area.	Planning	Rural living
Rocky View is so rich in assets because of the horseshoe shape; can service Balzac, Conrich, Janet; all contribute to economic development. No ability to service out of Springbank. This corridor is the highway for everyone that goes to the mountains. Give them a reason to stop. Economic Benefit to Springbank, RVC and regions	Planning	Tourism
Tendency is to provide more and more criteria to protect resident fears, but don't over restrict and over define "the box".	Planning	Strict Policies
If the County wants to leverage opportunity in this area, the highway and airport sterilize the land for residential. Who wants an acreage in a flight path or on a highway?	Planning	Airport
No towers; restricted on height because of the airport.	Planning	Airport
(focus development on) the area surrounding Bingham Crossing and Commercial Court Consistent with what the city has planned in that 16th Ave area too. See it as commercial.	Planning	Commercial Development
When west ring road gets put in, development should be along the west corridor.	Planning	Ring Road

Comment / Question	Topic	Sub
There aren't many residents in the north plan, the boundaries should be expanded a bit, but it serves a purpose as it is close to the airport. The residents that are there seem to be orphaned, the way Edge school is developed. Of the four corners of that intersection – three are already commercial. Should maybe have a transitional designation. Light industrial complementing airport uses. Office space. The way the area has developed, it has developed commercial. To force it to be residential or something different would be tough.	Planning	Commercial Development
RR 33 is a patchwork of different uses. Recreational, educational, Bodera springs, the northern most area is a beautiful area and can see it still being residential; If you look at the basins, and relate it back to the SSRP. Boundaries should align with topographical	Planning Planning	RR33
boundaries. Everything from the Transcanada south drains to the Bow. North of the Transcanada drains to the Elbow. All the existing commercial development at RR 33 and highway 1; recreational, civic, and education services – can't get a system that services all of that. The basin splits right through Bingham Crossing. Set up future policy areas based on basin boundaries and servicing potential – existing or future. Then segment out very clearly defined land use options. Not another Harmony, but something to take advantage of the schools; smaller scale, local service.		
If you bring services into the Bingham area, you leverage current and future interests – with everyone travelling to Banff etc, they would stop in Springbank, and promote financial growth. There is nowhere else in the province you can be minutes out of the urban core, in the country, and on the way to a major tourist destination on a major highway. There are too many constrains on the east side of the boundary. Go big. There are talks about the Olympics. Think about cultural, recreational opportunities that complement COP etc. Tayt study ignored the 1.4 million people to the east or the rest of the county that travels through.	Planning	Tourism
(focus on)Servicing. Infrastructure. Transportation. Waste water. How it aligns with the City. The metropolitan plan needs to be considered. Growth management board has to be factored in.	Planning	GMB / IDP / Calgary
Joint planning area and special planning area on the eastern border of Springbank.	Planning	GMB / IDP / Calgary
Corridor along RR 33 makes sense with existing development in Harmony, Bingham, etc.	Planning	RR33
Stormwater considerations: many issues in commercial court, but this proposal is downstream so there may be some benefits to a SWMP that fits within the Master Drainage Plan.	Planning	Stormwater
As a developer they want to understand the direction and have a clear process going forward not only for site selection, but also in terms of application process. Indicated they are getting very different messages from Council, planning, policy and economic development. All have a different take on where/how this should be proposed.	Planning	Strict Policies
Forthcoming regulation changes need to be considered; GMB, etc.	Planning	GMB / IDP / Calgary
Crestmont – when it was developed, a lot of joint planning of the City, especially with transition from Artist View. Lots of IDP, lot of transportation discussions.	Planning	GMB / IDP / Calgary
Intermunicipal plan identified these lands for future planning, key focus area. When annexation was going through, there was an effort to encourage ASP on the City side. Servicing issues on the City side. Natural boundary should be Old Banff Coach Road.	Planning	GMB / IDP / Calgary

Comment / Question	Topic	Sub
City was wanting to meet MDP densities. Relaxed the density for those lands. Modeled it, would have to	Planning	GMB / IDP / Calgary
be four-story multi residential on 80 acres. Acknowledged transition, and should meet a modified 7 units		
per acre. Make better use of the access. Opportunity for non-residential use if it stays within the County. Will be		
blended/mixed use area.		
Natural planning boundary - Old Banff Coach Road and new interchange. Bearspaw reservoir. Another	Planning	Boundaries
hard break to the north. Lines up well. Could probably handle a harder leap when you cross the road. (like 12 mile coulee rd)		
Tayt report suggests that non-residential uses at the next intersection? (Not much demand for anything more than what is already approved).	Planning	Commercial Development
How does MGA and growth board play into this process?	Planning	GMB / IDP / Calgary
Collaboration with City of Calgary is where the focus should be. Requirements for Intermunicipal collaboration. RVC and County need to establish rules of engagement. But could there be joint planning with landowners and builders with City and County?	Planning	GMB / IDP / Calgary
Don't screw up the highway 1 corridor. From Calaway to the City is the win. Focus on cost and revenue sharing.	Planning	GMB / IDP / Calgary
Awareness to the City is key. Here is where collaboration will be forced to occur between City and County.	Planning	GMB / IDP / Calgary
In the short term, if you identify an area that is Intermunicipal, is there a point where you think you would	Planning	(General)
need more information from the developers who have all these ideas, to obtain data to put into the plan?		
Utility strategy etc? If you raise public expectation and come in just behind, you can't get out of that.		
Would like to see senior's housing blended with residential area	Planning	Lifecycle Planning
Has there been a connectivity analysis done for Springbank? (Wild life movement) Need to make sure we	Planning	Environment /
leave room for nature between developments (Conservation Design?)		Conservation Design
but not to the total detriment of land owners - restrict development/subdivision over a staged approach	Planning	Landowner Rights
Leave corridor along Hwy #1 scenic - do not add additional businesses/access points. No fast food	Planning	Environment /
places, gas stations, liquor stores, etc.		Conservation Design
Conservation design	Planning	Environment /
		Conservation Design
I believe folks move to Springbank for the open space, rural nature, quality schools. Not for shopping,	Planning	Rural living
dense housing development (except for seniors housing by the Heritage Club). The ASP should reflect these value. People move here to escape the city. Please do not move it here.		
,		
Burnco and Amden Lands are strategic regional business/rec centre/density moves. Opportunity for	Planning	GMB / IDP / Calgary
revenue sharing [sp?] on taxes with Calgary for service close at hand.		222
Focus commercial development on RR33 North to 250 - then west to YBW	Planning	RR33
I fear that the new plan will increase density to the point that Springbank will lose its uniqueness	Planning	Community
I fear the new plan will mainly (be) ignored, like the many ARPs (sic) that have preceded it	Planning	Strict Policies

Comment / Question	Topic	Sub
I fear the new plan will: 1) allow more planning for residential and business dev.	Planning	Environment / Conservation Design
I fear the new plan will: 2) Try to compete with Calgary and Cochrane for more business and commercial and industrial	Planning	Commercial Development
I fear that the new plan will Increase the costs and ability to successfully subdivide land	Planning	Landowner Rights
their (sp) have been a number of recent studies establishing that the high temperature 'bright white' LED lights cost more to operate while also reducing natural melatonin production while we sleep. Further that they produce glare that increases substantially with brighter point source lighting along with creating nighttime contrast between bright and dark areas which prevent our ability to see into darker areas because our eyes adjust to the brighter lighting. Lower temperature lighting, such as 2700 Kelvin lighting, greatly reduces these issues to increase nighttime visibility and safety (the goal of lighting after all) and while also providing a lower cost to operate.	Planning	Light
Bright nighttime lighting also resembles an unsightly 'Prison Yard Lighting' environment which is counter to the values of Springbank residents. The nighttime lighting issue is seriously overlooked in most development plans and it is a vital aspect to consider how not to overdo it.	Planning	Light
How will the proposed zoning and development of land directly adjacent to our property impact our business and future expansion plans? Eden Brook cemetery currently has the ability and plans to fully develop our land holding for the intended use of a cemetery. It is essential that Eden Brook's rights to fully develop our land not be curtailed by any proposed development or by any future residents thereof, who may subsequently decide to object to activities that occur at Eden Brook	Planning	Landowner Rights
We have a couple of storm retention ponds on our property that may initially appear as natural areas. I would like to bring to your attention that these pond areas have been in use as a Nature Walk burial/memorial garden for several years. For your information I have attached some photos. It is very much our intention to continue this popular approach for the remainder of the pond areas. Therefore we would like to ask that you identify the entire footprint of our cemetery property as institutional (cemetery) on area structure plan maps	Planning	Environment / Conservation Design
	Recreation	(General)
Consider a shared RVC/City YMCA Facility on east Springbank on Burnco Lands. Share the cost and opportunity for major facility	Recreation	(General)
Open space - Springbank is a unique area. Very close to the city but still have moose, deer, coyote and all sorts of bird population. Leave the trees and open spaces to maintain this.	Recreation	(General)
Multi-seasonal trails for cross country skiing and mountain biking	Recreation	(General)
Calgary Olympic Park has eliminated the cross country ski trails and biathlon air rifle range. For an Olympic legacy city there is now no training location for to develop our young athletes.	Recreation	(General)
Would be great to have a local opportunity in or near Springbank for a large contingent of Nordic/cross country skiing/biathlon athlete's nearest training facility is now can more.	Recreation	(General)

Comment / Question	Topic	Sub
 Rec center / pool. The closest is 20+ km away, with 3 schools, big developments (Harmony) it is needed NOW A rec center beyond these two arenas. A pool. More ice. Track. Gathering place like westside rec center. 	Recreation	Pool
- From a recreation point of view – we need an indoor swimming pool. Maybe an outdoor. Kids have to go quite a distance for swimming lessons; it's a life skill.		
do not see need for community based shopping centres; future recreational amenities should be situated at or close proximity to SPFAS / schools. There is a pool at Shouldice with is less than 20 km away and another at Westhills (for easy/quick access to a rec centre). I do not feel that we need a large recreational centre with pool, etc., in our rural setting	Recreation	Pool
(Community Core) Already a core area at SPFAS and schools - keep this central area as the community hub and do any development/rec facilities etc in that general area	Recreation	Community
Community collaborative: Highschools with gyms – they don't want to travel for games etc.	Recreation	(General)
Looking at new rec facility on east side of Calgary – locating these facilities near major route connectors works. Proximity relative to regional facilities. Again, points to major corridor routes.	Recreation	(General)
Rec centers should be more centralized for the whole community. If they are on the edge, they won't pull in as many people. Don't dive too deep into existing pockets due to traffic. People don't want the traffic. They come to Springbank to avoid that.	Recreation	(General)
Rec hubs – think beyond rec facilities. Access, tournaments etc. – need many path facilities; what are the other range of amenities? Need places to eat etc. Need a commercial hub with it. Don't orphan a facility on its own as additional uses need to be paired with it.	Recreation	(General)
SBPFAS is the only community facility. It tries to keep going, but there are not a lot of people out here using it. Need to focus on passive recreation, rather than centers. Would be better tax value. We don't have the people to support another rec center. There is only a certain amount we can sustain.	Recreation	(General)
Most farmers don't need rec services. There are plenty of adequate rec facilities already.	Recreation	(General)
Need something to build the community. All we have is the two rinks. Would sure be nice to go for coffee at a local shop or something.	Recreation	Community
No more development until sewage and wastewater is removed from area - no more spray irrigation of treated water	Servicing	Wastewater
connect the wastewater line from Cochrane to the city for the schools and our recreation facility	Servicing	Wastewater
Our existing water co-op (Westridge Water) is MUCH more economical than City rates for water. Wouldn't want to see rates escalate due to development	Servicing	Water
More water coops, vs private water services. I am part of the "Ranch", north springbank and there are currently 4 communities struggling with a private owner of water services. More info - contact jim @ 403-608-4208	Servicing	Water
water (potable) Wastewater solutions - what are they? Overland drainage and high water table should determine what and how much is built at all.	Servicing	(General)
Leave the co-ops alone. They are money pitsHave RVC take over all utility co-ops to provide for more efficiently run co-ops.	Servicing	Water

Comment / Question	Topic	Sub
New development needs to FULLY FUND their own servicing and infrastructure costs. Particularly the high-density development. Existing property owners should not subsidize new development	Servicing	(General)
Re: Water and wastewater servicing: It will be extremely expensive to tie in acreages to existing lines (in Harmony, Bingham and schools). Bragg Creek was a great example of this kind of expense. BUILD LESS so that our lands do NOT continue to be saturated from the septic fields (only solution)	Servicing	(General)
Further development should not be CONSIDERED by RVC without proper infrastructure including RECREATION, and pedestrian/cycling paths, roads and safety, needs are met. Keep Springbank special.	Servicing	(General)
Calaway put in a 10 inch water line, it is supplying water for everyone along that line. Calaway owns the pipe and the corridor. Needs us to come see the new water plant. Will be part of the solution if the city of Calgary doesn't allow tie in to their system.	Servicing	Water
Avoid along the river basin. Our water line can assist in developments in the mid-section of the map. Talk of trucking in/out water/waste water – no point if they can supply water.	Servicing	(General)
Don't believe in the aqueduct. They've put in the water lines and spent cash on the infrastructure. Calaway offering to be part of the solution.	Servicing	Water
(focus on)Water. Waste water. Stormwater. Transportation.	Servicing	(General)
Calaway will be the water utility. They want to help drive the seasonal destination of Springbank	Servicing	Water
developed and how it will be serviced.	Servicing	Water
If MD came to Calaway with water licenses, they'd have no trouble tying them on. Large room for growth potential.	Servicing	Water
Questions about wastewater (Wastewater – unlikely to get services from Calgary. Calgary wants RVC to build to capacity before they will consider tying us in). All water flows NE to SW. Calaway is open to talking about public/private servicing. Would like to be part of the solution for the development. They have capacity to assist.		Wastewater
 Bingham is looking at creating their own wastewater treatment. Need to discuss who is developing what and where before Calaway puts in anymore servicing. What is waste water solution for Bingham and Harmony? Water mgmt @ Bingham - especially at the waste water disposal stage. ? Spraying grey water year round downslope ->sounds like a recipe for disaster, especially for wells/residents located down dip! 	Servicing	Wastewater

Comment / Question	Topic	Sub
There's no reason Calaway can't extend their pipe, before municipal infrastructure is put in in addition	Servicing	Water
thereto. There are no services in the community; if they develop this open space, they want to put in tenants that	Servicing	(General)
assist in providing services for the community. Their campground might have to move. They want to	Servicing	(General)
ensure they know how their land will be set up before the ASP is set up.		
2013 context study? (forms part of the background). Looks at existing servicing for water – not enough on	Servicing	(General)
stormwater.		·
If you can figure out where the water and sanitary solutions are coming from, that's going to be key. Cluster development happens when there is servicing. Move down/villa/smaller bungalows would be a fit.	Servicing	(General)
Where are all the kids in the area going to live? They can't afford to live here if they want to buy here when		
they are older. They'll be moving out of the region to where they can afford property.		
Question about number of water coops. Westeridge seems to have a monopoly.	Servicing	Water
North Springbank water coop as well. Would cost too much money to install the line under the highway at	Servicing	Water
resident expense to get water. On a well instead.	Jernemig	Trato.
- Harmony has their own water license and water coop, and approval to get and dump waste water into the	Servicing	Water
(editor: waterbody – missed which one).		
- Harmony – their system can handle half of what happens out there – don't need city water.		
- Harmony - water mgmt plan will solve airport issues		
Water lines – any potential for Springbank being tied in to the sewage line? MD should make a deal with	Servicing	Water
the City. Increase system in Calgary, let RVC use it.		
- Two acres are great; HOWEVER, unless we get a central strategy for servicing it won't work.	Servicing	(General)
- There is rationale for two acre parcels, but there has to be adequate servicing. Higher density in		
transition lands. Still keep it Country Residential.		10/
It's hard to revenue neutral with smaller fragments. Developers should pay for, but we don't want 20 water treatment centers.	Servicing	Water
North of Hwy 1 has the benefit of a huge regional sized facility being built. Harmony put that together.	Servicing	Wastewater
Edge school has to truck out their sewer – why not connecting to the Harmony sewer?		
Water servicing in the area is dated.	Servicing	Water
Primarily because of Harmony – the municipal services we don't have – RCMP, fire hall, ambulance etc,	Servicing	(General)
working with Bingham to get those services. Need to plan where future fire station is going to be etc, so	Continuity	(33.13141)
there are no future surprises. Get it in the plan now.		
Has been looking at building a micro-brewery in Springbank, but there seems to be push back on that type	Servicing	Water
of development, and there are water issues.	Ŭ	
Residential – the issue for further development isn't road access or electricity or water. Its disposal of	Servicing	Wastewater
waste water. Restrictions: you are only allowed a certain number of septic tanks and fields in a geographic		
area. We are maxed out with existing development. Further development can only occur if a centralized		
waste water system is developed BY THE COUNTY. It can't be downloaded onto the developers any		
more.		

Comment / Question	Topic	Sub
This whole thing is going to be predicated by water and wastewater development. Gov't put a freeze on the number of water licenses. Calgary has allocation for three million people out of the Bow. RVC can't even get a license for this water. Why is it that electricity and natural gas are easy to get, but new water licenses are impossible to get?	Servicing	Water
There is a waste water line running north of the Springbank airport from Cochrane. Cochrane was planning to put in a sewage plant because Calgary wouldn't take their wastewater. The wastewater line was built and Calgary is taking the wastewater. But Calgary won't allow anyone to tie in to the line. Provincially, it should be mandated to coordinate between municipalities.	Servicing	Wastewater
If you can't get more water, there can't be any more development.	Servicing	water
There are development pockets all over the place – very hard to tie everything in. If a developer puts in a water line, they aren't necessarily going to put in a line large enough to have others potentially tie in.	Servicing	water
Currently, everyone is on their own septic tanks. Developers may be looking at higher density development. Restrictions exist in river valleys for development. In North Springbank there are water wells down in the river valley. People upslope put in septic systems; potentially the downstream/downslope water wells could be contaminated. Doesn't seem to be any restrictions on building upslope near river valleys.	Servicing	Wastewater
Valley Ridge waste water piping is sized to handle a lot bigger volume than they have. Why is that? They were planning in advance for higher volume.	Servicing	Wastewater
Watermark put in their own plant. Maybe that is what is needed.	Servicing	Wastewater
County doesn't want small utilities all over the place. Harmony has utilities to share with neighboring landowners. Worth a conversation to explore what the utility can do. lands are in a catchment area that has potential.	Servicing	(General)
Concentrate utilities / services. Unless area has grandfathered in sources, how are you going to get water in? Patchwork of different systems.	Servicing	water
Lots of controversy around Stone Pine - took ag land and turned it into higher density with lots of green space. The issue here is SERVICING.	Servicing	(General)
concerns regarding any potential future up gradient development in proximity to existing water supply wells	Servicing	water
Water is currently supplied to over 240 homes in the north Springbank area. Water supply is from two water source wells along the Bow River Valley, in proximity to the south side of the Bearspaw reservoir, downslope from the Emerald Bay subdivision.	Servicing	water
concerned about future potential development, and related construction of homes near lands that slope toward the Bow River Valley, south of the Bow River, specifically upslope from the existing North Springbank Water Co-op water source wells that supply water to the Co-op along the south shorline of the Bearspaw reservoir. The water source for the Emerald Bay Development, Villosa Ridge, and Calling Horse Estates is also provided by water wells in the same general area. The main concern is related to any potential future development upslope of the water supply wells, including areas laterally upstream or downstream that may have future septic tanks or waste water/sewage distribution to a treatment center or facility in the area, upslope as well from the water supply wells.	Servicing	Water

Comment / Question	Topic	Sub
Wells should be located to avoid proximity to sources of pollution and or flooding. Wells shall be at least 100 m up gradient from pollution sources such as septic tanks, drainage fields, cesspools, or wastewater stabilization ponds.	Servicing	water
Is there any provision in existing Alberta Environment policy or regulations to consider the converse situation, where there are existing, approved water supply wells? Should restrictions be in effect that control or refuse future upslope development, or development in proximity to such slopes, with related installation of septic tanks, or wastewater/sewage distribution piping to a treatment facility, and an related storage facility for untreated sewage or wastewater, improximity to such slopes where preexisting water supply wells are located down gradient? Suggest this is included in any updates to existing area structure plans	Servicing	water
There is ample evidence of fractures in surface exposed sandstone on the south slopes to the Bow River Valley. Factures are also evident from borehole images taken in observation wells drilled in the area of th ewater supply wells. The existence of these fractures would promote introduction of any pollutants from up gradient surface or subsurface sources into the existing aquifer that supplies the water for homes in the area.	Servicing	water
Any future potential contamination of the existing water supply aquifer from up gradient development also raises the issue of who will pay for any remedial action that would be required to correct the problem, and if another water source must be sought, how will related costs be covered for any equipment upgrades that will be required for water treatment?	Servicing	water
Servicing side is huge – tying into existing trunk lines and not getting too stretched out.	Servicing	(General)
Are there plans afoot to put in a water infrastructure?	Servicing	water
Levy of TIF system – if there is a vision of these nodes, there are great models to deliver that infrastructure.	Servicing	(General)
Parallel piping is a disaster.	Servicing	(General)
(Phasing of development?) – Not convinced that's the way to go. Depends on servicing. If the servicing is there, why not develop it.	Servicing	(General)
Centralize development around servicing infrastructure? Or disburse it all over the place? There is going to be a lot of growth on the east side, that's a given.	Servicing	(General)
We have wastewater and stormwater lines across our property. Where else would you want to do development? Road network can be expanded there	Servicing	(General)
\$20M put into waste water treatment when there was already a line running through the property.	Servicing	Wastewater
Need to take care of seniors. Need rec centers. Need housing. Need draining issues and water issues solved. Create interesting parks and nodes. Then you know where to put your pipe in and there will be servicing to cover it all.	Servicing	(General)
North of Highway 1 having comprehensive servicing plan in place will allow for development without input from the City.	Servicing	Calgary
Bearspaw reservoir doesn't have enough water for Calgary. Servicing on NW in Calgary for water.	Servicing	Calgary

Comment / Question	Topic	Sub
- Emergency services – we have no mutual aid with Calgary or auto first response. The closest emergency personnel needs to respond to emergencies. Doesn't matter what it says on the side of the truck. we're waiting 20 minutes for fire services from Balzac, rather than 7 minutes from Calgary. Don't worry about which municipality they are supposed to serve. The closest service should be there first. - They all receive money from different levels of government. If they are closest service, then respond. Sort out the dollars and cents later.	cy Servicing	Emergency
Before we do more subdivision, emergency service needs to be looked at. Not just fire. Police, Ambulance, etc. Don't seem to get much benefit in this area from our tax dollars.	Servicing	Emergency
Dump trucks dumping on their farm. No enforcement.	Servicing	Enforcement
Social services are inadequate. We should be piggybacking on the city for those services. Would rather see development in this type of area (Health and wellness), rather than rec centers.	Servicing	Social
Are there any discussions about bringing sewer up that highway (#8) as well, all the way to Bragg Creek?	Servicing	Wastewater
I really don't mind what was done in Elbow Valley as far as density and green space. But, you need connection to city sewage and water. EV had a high demand, was a great tax base; that type of structure is a good blend for future development. Will be a hard sell in central Springbank.	Servicing	(General)
Water and waste water is a big issue- have we don't any impact studies on ground water on having that lake on the west side if it happens? Has the government flogged the idea as to whether the lake could be a source of water?	Servicing	(General)
A lot of opposition at the time during those (Harmony) open houses. Water issues were a big concern. Don't know if they got that resolved. Doesn't know what the expansion plan for that area is. Water will continue to be an issue because of that.	Servicing	Water
Springbank Airport trucks in the water and a pumping station. Don't believe they use underground water for Springbank airport. Trucks are there with water all the time. Suspect they are tied in to some sewage system. Don't see sewage trucks at the airport.	Servicing	(General)
What happens in a drought with the water issues?	Servicing	Water
Where there is opportunity to grow, then grow. If not, then don't develop there. If there is no servicing, don't develop there.	Servicing	(General)
Need ways to accommodate servicing areas. Where does the serving connect to the city of Calgary. Assuming GMB is like IDP, there should be some conformity.	Servicing	Calgary
Tremendous opportunity with the water lines itself. AE moved toward wanting planning around drainage basins and water sheds. Should be a defining factor in setting planning boundaries.	Servicing	Water
Where there isn't infrastructure, there shouldn't be growth.	Servicing	(General)

Comment / Question	Topic	Sub
Overarching plan is to take the patchwork of waste water plants over and combine them. False starts — Terrasen. They were going to create a regional waste water and water system. Spent large sums of money and it just didn't work. If a developer builds a wastewater treatment plant, we want the ability to take it over and operate it at some point. It's fraught with problems because each development has its own uniquenesses and challenges. (There are a lot of these plants happening and each one is different. Each is different in how they operate. The staffing would be a challenge).	Servicing	(General)
Servicing is the key to where the focus areas should be. Commercial and business areas must be focused in the areas where servicing is available and feasible.	-	(General)
Water and wastewater are the major challenges or considerations. Other matters are perhaps easier to resolve or mitigate, but this solution is necessary for development.	Servicing	(General)
Major force main from Cochrane through Bingham to City. City would not allow the County to tap into this line. Cochrane doesn't want to sell capacity as they lose capacity to grow. Not much strategy for how to upgrade this system in the long term. How do you accommodate an intensified commercial/business development in this rural area without having this servicing question answered?	Servicing	(General)
Where this is an agricultural use, the water well option is much easier. The licensing is different with AE. This land is more appropriate for servicing, traffic, etc.	Servicing	Water
Telecom providers need to improve services and connectivity. Need options other than Telus!	Servicing	Internet
We have existing challenges with storm water management due to the flow of drainage patterns north of our property directing water onto our lands. How will the storm water management of future developments in the Springbank Area Structure Plan improve this situation? Knowledge of the grading and drainage plans along our shared property lines and nearby developments are important to us.	Servicing	Stormwater
Funeral home and Cemetery Office could be connected to City water and septic services	Servicing	Water
-Lower Springbank Rd - dedicated cyclist lane. It gets quite dangerous in spring/summer/fall when lots of cyclists are on the road. They need their own land to useAgree with the above - Lower springbank rd dedicated cyclist lane	Transportation	(General)
-TWP 250 upgrades due to Harmony and Bingham -TWP Rd 250 - full shoulder needed to accommodate traffic and recreational users - 250 is paved now. Was an oiled road first. Big increase in traffic due to school, airport, and Harmony.	Transportation	Twp Rd 250
-TOL - needs to be reduced and big developments need to pay their share. -The infrastructure money paid into the TOL should be re-assessed. If you are going to be putting a lot more traffic on the roads per acre, you should pay more. The current system favours big developers and penalizes anyone selling off a small piece of their land. -Don't like transportation levy amount. I feel it is punitive to the smaller landowners - and there are a lot of them - in this ASP. Smaller acreages are the backbone of Springbank - support us. -Transportation levies are preventing small development. Right now, only large developers can afford to pay the levies - are they negotiating a "bulk" price? These should be based on density not on acreage.	Transportation	TOL

Comment / Question	Topic	Sub
Comment / Question	Торіс	Sub
-Any transportation requirements required by Bingham and Harmony should be paid for by Bingham and Harmony. -Agree with above - (transportation requirements required by Bingham and Harmony should be paid for by Bingham and Harmony) - Developers should be required to ensure they continue. Roads need to be in place before areas developed -Transportation upgrades MUST be paid for by developers, NOT by local residents - eg. Road and interchanges and bridge expansions required by traffic to Harmony and Bingham Crossing -Re: Transportation - make developers pay MORE in levies to upgrade County roads here. -Residents should NOT be footing the transportation bill (via taxes) for new development or infill	Transportation	Upgrades to be paid for by Developers
Fast Track Bingham Crossing!! Need Road improvements ASAP due to growing traffic and safety issues	Transportation	Bingham Crossing
safety at Springbank Rd and RR 33. Stop sign difficult to see.	Transportation	RR33
Property connecting to Calgary's ring road will be very important to increase proper connectivity	Transportation	Ring Road
Transportation upgrades done BEFORE full buildout of these developments	Transportation	(General)
Why other than being a revenue source is Range Road 31 speed limit 70 km/h? It has paved shoulders, good site lines, etc.	Transportation	(General)
Transportation levy is shutting down small developments. Only large developers can afford to subdivide. Are they getting a special deal?	Transportation	TOL
 Don't put stop lights in. Put in roundabouts. Otherwise there will be major backups. Major gongshow for the people in the far NW of the maps. NO TRAFFIC LIGHTS. Put in a roundabout at north intersection on map. It will be a nightmare for residents when both N and S residential communities are developed. 	Transportation	(General)
Would like a service road on the south side of the park. They are working on site plans right now as to where parking will be etc; trying to plan ahead of RVC's plan.	Transportation	(General)
TransCanada – if there is an accident, it becomes a nightmare. Backups are insane.	Transportation	Hwy 1
- Harmony – RR34? (plans to approve it through Harmony, maybe a flyover). People don't travel west to go east. They are going to come off 33 to come west. Nobody is going to go to 34 to come back to the west side. Transportation told them there has to be a 2 mile back up before they can put in a flyover. -RR34 – don't improve that. Don't do anything to it. (Harmony would improve it, but there were separation distances). It's a dumb idea. Take a drive and a look at RR34 – it will not work. There's an underpass at RR40 that could be upgraded. RR 40 is for cows and bales of hay. Geographically and topographically, it is a non-starter. It's the top of the plan area, but it is still Springbank. You can't do anything from a desktop study – drive it. -Overpass on RR34? What on earth for? There's an underpass at RR40.	Transportation	RR34
Ring Road going in, strip of land between that and the city will be forced to create a forced road. Need a forced road. 101st St becomes local non-functional. Will need to have an agreement with the City as it is their road. 20 acre parcel owned by the City in that area as well.	Transportation	Ring Road

Comment / Question	Topic	Sub
School Rd (RR33) - please change the name to School road. All three schools are there. If it is named correctly, people will think of it differently. This is our community center, all along this road, for about a mile from N to S end (highway to Springbank Rd).	Transportation	RR33
Overpass – they've heard the two lane bridge will be expanded to three lanes without changing the bridge. This can't happen.	Transportation	(General)
(We've heard about the hill and difficulty getting access to the Burnco area). There is a link that ties into Valley View. The roadwork comes down and is critical because it ties in to services. Ties into an existing road network. Once the Ring Road is open, it will open it up to transportation potential.	Transportation	Ring Road
RR35 – western edge of the airport: 35 going to be an overpass on #1? Why? It's the entrance to the airport. And there's an underpass at 40. We have impact from Old Banff Coach Road west. Need to consider annexation from the city. Qualico doing lots of development but are stopped by Old Banff Coach rd. Either side of that corridor are no-man's land.	Transportation	Old Banff Coach Road
Airport is going to continue to expand. But the residents and development in the area have to reflect that fact. What if they build a terminal? Traffic will jump up.	Transportation	Airport
Lower Springbank road up to Hwy 8 – (primary intersections will be clear once Stoney trail is complete.) Don't close off that road and force everyone down – there will be bottlenecks. Still need access out to Hwy 8.	Transportation	Hwy 8
Infrastructure has to be put in sequentially. Put in a hub and go from there.	Transportation	(General)
Road signs are too small in RVC. If it's foggy or night time, it's hard to see the road signs. Can't read them until you are on top of them.	Transportation	(General)
Concern – Bingham Crossing – upgrading the interchange. Who's cost is that?	Transportation	Bingham Crossing
Is AT putting in an interchange at RR40? Yes, not RR 34. If that were true, (RR34) overpass for RR33 would need to be removed. Not a full access interchange – it is in the Harmony TIA as an option (partial access merging on to east bound). There is an underpass currently. Interchange for RR40 wouldn't be required until there were further development.	Transportation	(General)
Need more connectivity. Too splintered right now.	Transportation	(General)
 The LRT is being brought up to the boundary. Bow Trail is being brought up to the boundary. If we don't plan it now, it's going to be annexed. The City's documents have his land on the "go" plan as a transit hub – a port authority on anything that heads north or to Cochrane. If not comprehensively planned by Rocky View, Calgary will just take it. 	Transportation	(General)
City has avoided IDPs in Springbank area because of fragmentation. City has on their website the Transcanada core study. Six applications they want to put on Stoney Trail and Highway 1. City views this as a major hub. City is building underpasses and overpasses. He wants to be part of this. Backside is part of ER. He wants to connect with Trinity. Loves his property but if he leaves it he's going to get hit by a car. It would be a shame not to link into city development.	Transportation	Hwy 1
There is a mental barrier that he doesn't cross the Transcanada for stuff – goes to Crowchild. Connect everything so that the mental barrier is removed.	Transportation	Hwy 1

Comment / Question	Topic	Sub
There hasn't been follow through on things that have happened to date. Try to get a feel for where you want growth, and if you do, where is the infrastructure going to come from. As land owners there are two issues – we don't want any more want traffic or construction, and in other areas, how can we do this cost	Transportation	(General)
effectively. These haven't been set out properly.		
- RVC should spend money on infrastructure Build on infrastructure.	Transportation	(General)
RR33 – there's going to be infrastructure. Costs are going to be up to whoever develops it. So if you want the infrastructure in, you have to allow the development because that's how it's going to get paid for.	Transportation	RR33
 If there is a corridor in Springbank that makes sense, then get it fixed. Then you know you won't have to expropriate things in the future. Then you are not disturbing property to do maintenance. Need to know where the corridors are going to be. 	Transportation	(General)
If you think of transportation and the combination of Stoney, Hwy 8 and Glenmore, there will be some development on Lower Springbank Rd. Trucks don't like to go uphill.	Transportation	Hwy 8
- A lot of concerns about traffic coming from Harmony already. Before more development happens, the traffic from Harmony needs to dealt with. Pinch point is by the old church. The roads need to be planned accordingly for more development Impacts of Harmony aren't really considered. Traffic all around will be affected. The number of people going to Cochrane will be hugeTownship Rd 242(?) west to 22 from Harmony. Concerned with that road – intersection is deadly. Harmony residents are going to go to Cochrane. People coming over hill don't know there is an intersection there until it's too late. If Harmony grows the way they say it will, this intersection will be very important When Harmony builds out there is going to be a lot more traffic coming up. (If they are doing 34, they should do Highway 22. It's horrible and dangerous.	Transportation	Harmony
RR33 crossing the Highway is grossly underdeveloped. Need to upgrade those before more development is considered.	Transportation	RR33
We don't know anything about how the Ring Road will affect Springbank. How are people going to access it, what happens to the bike riders?	Transportation	Ring Road
Country roads – need signage that identifies that you are driving into a community with bikes and tractors.	Transportation	Community
Infrastructure – effect on community is massive. Why don't we get a say? Commercial court is being closed off. Nobody even hears about that. Community shouldn't be paying for it. Developer should be paying for these upgrades. Harmony isn't bringing any benefit to Springbank as a whole. It's just bring more traffic.	Transportation	Harmony
TOL - nailing the farmers again – just a cash transfer. Just depreciating the land further.	Transportation	TOL
 Growth should be focused along #8 highway corridor all the way to Bragg Creek. But before we get there what is happening on #8 highway? It's supposed to be twinned. None of the ASP area is feasible without twinning the highway. Highway 8 is still not twinned, which it really should be with all that development. 		Hwy 8
Transportation corridor – twinning is required.	Transportation	(General)

Comment / Question	Topic	Sub
Would we be involved in the road should this area flood? Diversion of Springbank Road?	Transportation	Springbank Road
A lot of people would be unhappy with any growth in the area. There are already condos moving into the area. There are only a few entrances into the area. How are you going to get traffic out to Highway 1 as density grows?	Transportation	(General)
Don't want to increase traffic too much around schools.	Transportation	(General)
Big development near schools is not a good idea. With the kids driving at the high school, there would be way too much traffic on Hwy 33. Would be afraid of kids crossing the street and the intersection if there was a school on one side and commercial on the other.	Transportation	(General)
Financial consideration for transportation and infrastructure. Can ASP be a way in which to deal with that? Where the CSBASP boundaries are seem to be arbitrary. What makes sense now? Need to acknowledge different areas and set boundaries based on different needs and requirements.	Transportation	(General)
Transportation – larger transportation concerns re: Ring Road. Opportunity to deal with CSBASP when everyone gets dumped out on the east side, and how much pressure ends up on the two main interchanges.	Transportation	Ring Road
Old Banff Coach Road strain. Interchange study looks at discontinuing Old Banff Coach Road. Would be in support of that.	Transportation	Old Banff Coach Road
When are they going to upgrade the Transcanada Highway?	Transportation	Hwy 1
Change the flyover to a diamond. Could alleviate some of the concerns.	Transportation	(General)
Establish parallel corridors. 245 is a major east west corridor.	Transportation	(General)
Functional plan indicates crossing and flyover. If it were to remain, don't focus development on one side of that. Hence, additional corridor would make sense.	Transportation	(General)
It's tough to focus development in an area that large (27,000 acres). Moving forward, encourage development along areas of infrastructure capacity corridors. Real opportunity in a comprehensive plan is to reaffirm what the community is, a Country Residential space, but on the periphery, you have an opportunity with commercial court and Bingham Crossing being the anchors of commercial development, with centralized services; water, waste water, etc. Will help support expansion and sustainability. Provided the infrastructure can be leveraged and added to.	Transportation	Bingham Crossing
Regional transportation study; calls for Twp Rd 250 to be four lanes and RR 33 to be six lanes. Then tying into another study that culminated with a RR 33 interchange. Seems to gravitate to Bingham Crossing being a commercial corridor.	Transportation	Bingham Crossing
38,000 vehicles a day coming from Calgary through Highway 1. Park passes being free will have a bigger impact. 1 in 15 people in Calgary have season passes for Calaway. Huge traffic volumes.	Transportation	(General)
Need to do an inventory of those developments that haven't proceeded. They are always factored into demand analyses, but they aren't even there. They were all factored in when we did TIAs etc.; if they don't happen, it is capacity that remains valid and could be used. Could it not be flexible to say some of that capacity could be used until X happens? And when X happens, financial contribution could be made or upgrades done to accommodate?	Transportation	(General)

Comment / Question	Topic	Sub
Was an interchange discussed at Old Banff Coach Road. Looking at additional access points. Another access at 133st wasn't viable. Updgrade Old Banff Coach Road instead. That would be an access point to the lands surrounding the interchange. Westview ASP on hold as that interchange didn't happen.	Transportation	Old Banff Coach Road
(Closure of Old Banff Coach Road?) Put in a temporary access road that ties into Old Banff Coach Road, and then a permanent road once once applications are approved. Old Banff Coach Road would cut off south of Artist View.	Transportation	Old Banff Coach Road
People on NE side of Springbank would be worried about traffic. But subdivisions look different now than they did in the 90s. (Natural extension of the City down RR 33/Hwy 1 corridor). Province has already planned a design for that interchange for the next 60 years. Are there other opportunities on that corridor as you taper off the Transcanada. Harmony has servicing and is willing cooperate with additional development out there.	Transportation	Hwy 1
Transcanada is provincially funded. If you build it they will come scenario. 10 year time frame from when that interchange would be required. Ring road by 2021, more traffic coming off Hwy 8 and 22. Widening of Transcanada is staged and would allow for 8 lanes. Levies paid to City would go to downstream infrastructure. It's all developer funded roads.	Transportation	Hwy 1
With Harmony, there are things that trigger interchange upgrades. Bingham will add traffic. Springbank road is half recreational in the summer. Wider shoulders would be nice. It's outgrowing its rural standard.	Transportation	Harmony
Improve Springbank Road to Hwy 22 to provide safer use for runners and cyclists (widen shoulders to Hwy 22). Cr build a pathway that parallels SB Rd.	Transportation	Springbank Road
Arbor wants to maintain existing use of all our roadway entrances.	Transportation	(General)
Neighbourhood vehicular traffic planning must consider Cemetery property management transport truck deliveries and large volume of funeral services traffic	Transportation	(General)
We would like to see a light rapid transit route or bus stop located near to the entrance of Eden Brook Funeral Home & Cemetery	Transportation	(General)