

Engagement Summary (June 2018)



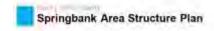


Table of Contents

ENGAGE	MENT FINDINGS	4
SPRINGB	ANK AREA STRUCTURE PLAN PROCESS SUMMARY	6
WHAT WE	DID (PHASE 3)	7
wно тос	OK PART	8
WHAT WE	ASKED	12
WHAT WE	HEARD	13
PART 1: L	AND USE SCENARIOS FEEDBACK	13
1.	LAND USE BLOCKS	13
	1.1 LAND USE BLOCKS WITH STRONG SUPPORT OR OPPOSITION	13
	1.2 LAND USE BLOCKS WITH DIVERGING OPINION	14
2.	SUBJECT AREA FEEDBACK	16
:	2.1 Residential	17
:	2.2 BUSINESS	17
WHAT WE	HEARD	20
	ISION, GOALS, AND OBJECTIVES FEEDBACK	
	DRAFT VISION	
	DRAFT GOALS	
3.	DRAFT OBJECTIVES	30
FEEDBAC	K ON ENGAGEMENT PROCESS	34
CONCLUS	SIONS	37
APPENDI	(A: ENGAGEMENT MATERIALS	Δ1





ENGAGEMENT FINDINGS

In June 2018, Rocky View County (the County) hosted an open house to present draft land use scenarios for Springbank together with its first draft of the vision, goals, and objectives for the community. At that open house and through other media, The County asked for feedback on the information it was presenting to inform the next steps in revising the current Springbank Area Structure Plans (ASPs).

Feedback was provided through an online crowdsource mapping tool and through an online survey. Additional feedback was also received through letters and completed hard copies of the survey.

This report analyses feedback from 71 survey responses, 15 hard copy submissions, and over 2,000 entries/comments on the crowdsource mapping tool. Alongside regional planning and technical considerations, the feedback received will inform the development of the Springbank Area Structure Plan(s).

The main body of this report is split into two parts:

- 1) Part 1 covers feedback on the draft land use scenarios, which was predominantly received through the County's online mapping tool, and
- 2) Part 2 discusses feedback on the draft ASP vision, goals, and objectives, which was mainly received through the online survey.

Feedback was received on a variety of overlapping issues and there were many contrasting views on certain subjects. For this reason, it was difficult to form consensus or definitive conclusions on some proposed land uses and issues. However, the key themes highlighted within this report are:

ASP Direction

- Split views over the direction of growth within Springbank, with almost equal numbers supporting the low growth (Scenario 1) and high growth (Scenario 3) scenarios.
- General support for the draft ASP vision, goals, and objectives, with some concern over the level of development that is proposed.
- Suggestions to amend the wording of the vision, goals, and objectives to change the focus of the objectives and improve interpretation.
- Support for preserving agricultural and environmental lands, and suggestions that the direction of the draft ASP scenarios and vision is not compatible with protecting the rural character of Springbank.

Land Use

- Support for the continued development of public services along Range Road 33, subject to public services being carefully defined.
- Support for business development around Springbank Airport and the Highway 1/Range Road 33 intersection.
- Support for expanding the western ASP boundary adjacent to Highway 1 to allow further business development opportunities.

- Contrasting views on encouraging new housing forms within Springbank, including cluster residential development and seniors' development, with particular opposition to these housing forms adjoining existing country residential areas such as Artists View.
- Mixed response to Transition and Urban Development Areas. The proposed Transition
 Area was most popular under the low density scenario (two [2] units per acre). There
 was debate over whether these areas should be developed to integrate with adjacent
 urban densities within the city of Calgary, or whether they should provide a buffer
 between City and County residents.
- Concern over residential development proposed adjacent to Springbank Airport and its conflict with airport operations.
- Concern over existing servicing solutions, especially wastewater and transportation infrastructure, and agreement that new development forms need to be supported by a regional servicing strategy and improved transport infrastructure.
- Support for new pathway connections both within the community and connecting to a
 wider regional network. Concern over current cyclist and pedestrian safety. General
 support for pathways along Range Road 33 and Township 250, and connections to the
 Bow and Elbow Rivers.
- Support for providing open space within new developments, but concern with how to
 ensure that this space is public and that it does not see infill development in future.

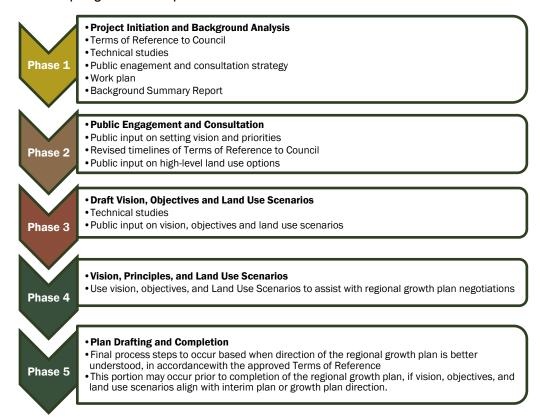
Engagement

 General agreement with the way the County engaged with the community, with some concerns over the complexity and benefit of the online engagement tools.

If you have any questions in relation to this Engagement Summary Report, or the Springbank ASP review project in general, please do not hesitate to contact Dominic Kazmierczak, Municipal Planner, at 403-520-6291, or email dkazmierczak@rockyview.ca.

SPRINGBANK AREA STRUCTURE PLAN PROCESS SUMMARY

Rocky View County (the 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.



The ASP review project is split over five phases:

Phase 1 (Complete)

November - December 2016

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

Phase 2 (Complete)

January - June 2017

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



Phase 3 (Complete)

June 2017 - June 2018

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

Phase 4

June 2018 onwards

In this phase, the draft vision, objectives, and land use scenarios will be used in discussions with the Growth Management Board to discuss 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 Board and the regional growth plan is better understood, Administration will proceed with drafting the new Springbank ASP(s).

PHASE 4: NEXT STEPS

The County has identified the following forthcoming milestones in the project:

- Assess impacts of Interim Growth Plan on ASP process (October).
- Prepare high-level land use options and revisions to vision, goals, and objectives (October).
- Present engagement findings and Interim Growth Plan impacts to Council, and confirm direction on project (November).
- Develop more detailed scenario(s) and commence detailed servicing and transportation studies based on Council direction (end of 2018).
- Stakeholder engagement on Plan (early 2019).
- Commence first draft of ASP policies and selected land use scenario (2019).

WHAT WE DID (PHASE 3)

Phase 2 of the ASP review project sought feedback on setting the overall direction and land use strategy for Springbank. In Phase 3, the County used feedback from Phase 2 to create an initial draft of the vision, goals, and objectives for a future Springbank ASP. Three land use scenarios were also prepared, showing a variety of proposed development forms and densities to align with the vision and previous feedback received.

The three scenarios were created to reflect the diverse comments of the community, and to ensure that the County was, at this stage, not showing preference for any particular land use strategy. Certain technical and policy considerations also guided portions of the land use scenarios and will continue to affect the development of any future ASP(s). The three scenarios are set out in Figures 1, 2 and 3.

Separately, the County enlisted ISL Engineering to explore water and wastewater servicing options for the Springbank area, and to help give context to discussions around future development opportunities and constraints within Springbank.

In June 2018, the County held an open house to present the Phase 3 materials to the public and to seek feedback. The materials presented at the open house are contained within Appendix A. Approximately 125 people attended the open house, and a period of five weeks was allowed following the event for comments to be submitted on the ASP project. The County invited feedback through its online crowdsource mapping and survey tools. The mapping tool was centred on facilitating community discussion and comments on the three land use scenarios, while the online survey sought individual feedback on the draft vision, goals and objectives. For those that did not wish to participate in the online feedback process, hard copies of the survey and land use maps were provided at the open house. Letters were also accepted as part of the feedback for those with site-specific concerns or comments.

WHO TOOK PART

To advertise the open house, the County sent out notification letters to each landowner within Springbank, and to those landowners adjacent (west and east) to the project area, both within the County and the city of Calgary.

Using the number of completed surveys as a guide, 70 people provided feedback online through the County's mapping tool and survey.

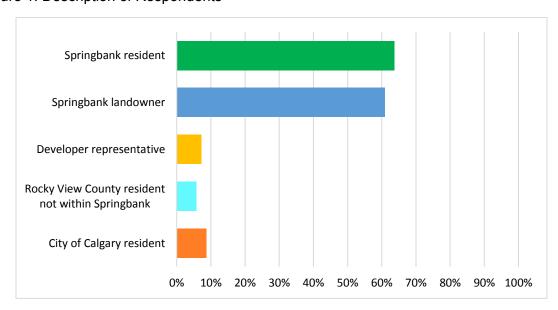
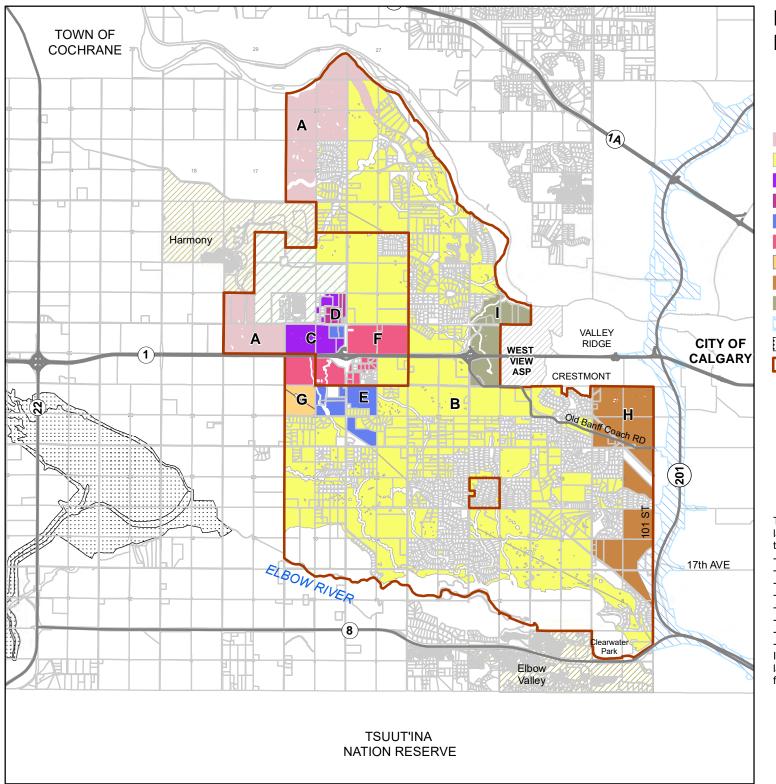


Figure 1: Description of Respondents

Of those completing the survey, the majority were Springbank residents and/or landowners.



Draft Land Use Scenario 1 Low Development

Land Use Areas	Area (ac)
A-Remove from ASP area	1452.25
B-Country Residential	10,411.00
C-Business Industrial/Commercial	304.27
D-Business Transition	76.84
E-Public Services	336.04
F-Business Commercial	614.69
G-Mixed Use	154.04
H-Transition Area	1266.46
I-Urban Development Area	438.68
Proposed Transportation and Utility (Corridor

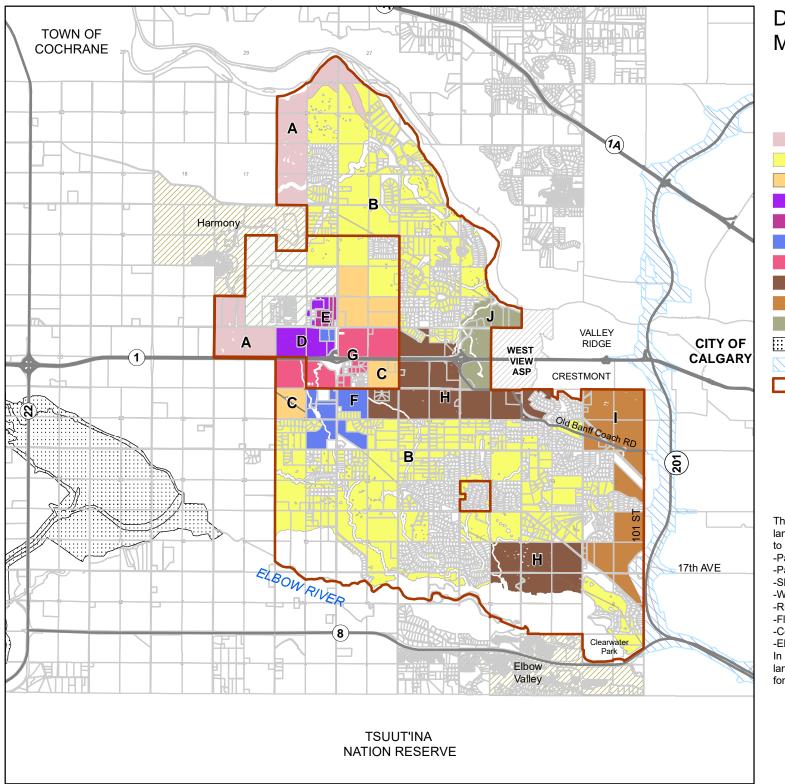
Proposed Springbank Off Stream Reservoir

Current Springbank ASP Boundaries (Central Springbank, North Springbank,

The following areas have been removed from the land use areas on this map as they are considered to have low potential for future development.

- -Parcels less than 3.5 ac -Parcels owned by County
- -Slope greater than 45%
- -Wetlands
- -Riparian Areas
- -Flood Fringe
- -Cemetary
- -Electric Transmission Line right of ways
 In no way is inclusion or exclusion of land within the land use areas confirmation of that land's suitability for development.





Draft Land Use Scenario 2 **Moderate Development**

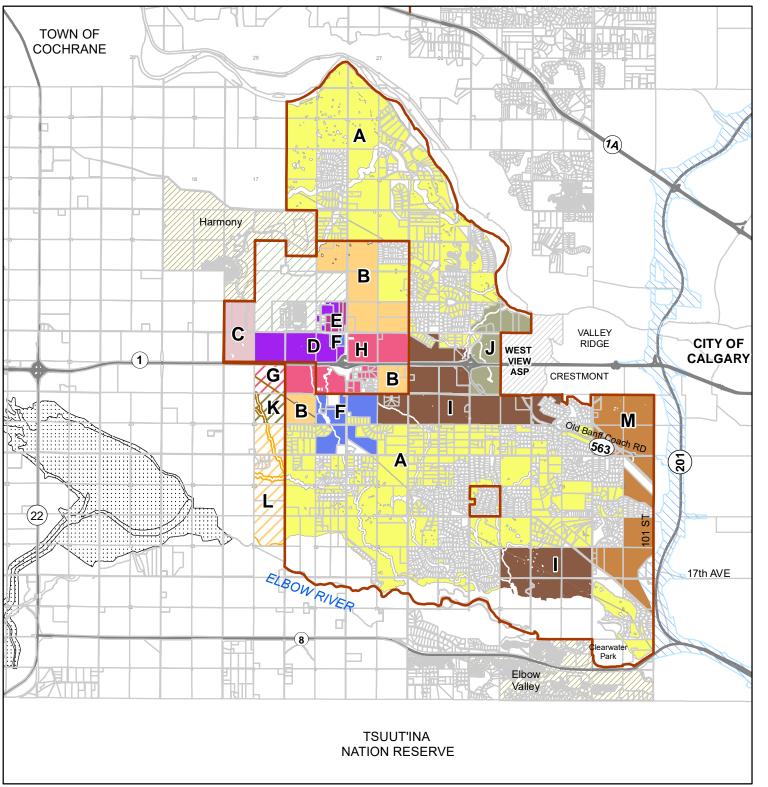
Land Use Areas	Area (ac)		
A-Remove from ASP area	1186.45		
B-Country Residential	7,977.49		
C-Mixed Use	771.88		
D-Business Industrial/Commercial	304.27		
E-Business Transition	76.84		
F-Public Services	433.28		
G-Business Commercial	614.89		
H-Cluster Residential Development	1967.71		
I-Transition Area	1266.21		
J-Urban Development Area	438.50		
Proposed Springbank Off Stream Rese	ervoir		
Proposed Transportation and Utility Corridor			

The following areas have been removed from the land use areas on this map as they are considered to have low potential for future development.

Current Springbank ASP Boundaries (Central Springbank, North Springbank,

- -Parcels less than 3.5 ac -Parcels owned by County
- -Slope greater than 45%
- -Wetlands
- -Riparian Areas
- -Flood Fringe
- -Cemetary
- -Electric Transmission Line right of ways
 In no way is inclusion or exclusion of land within the land use areas confirmation of that land's suitability for development.





Draft Land Use Scenario 3 **High Development**

Land Use Areas	Area (ac)		
A-Country Residential	8424.28		
B-Mixed Use	1073.3		
C-Remove from ASP area	299.40		
D-Business Industrial/Commercial	459.80		
E-Business Transition	76.84		
F-Public Services	433.28		
G-Business Commercial (Add to ASP)	145.60		
H-Business Commercial	614.69		
I-Cluster Residential Development	1967.64		
J-Urban Development Area	428.93		
K-Mixed Use	142.39		
L-Country Residential	575.96		
M-Transition Area	1266.21		
 Proposed Springbank Off Stream Reser	voir		
Proposed Transportation and Utility Corridor			

The following areas have been removed from the land use areas on this map as they are considered to have low potential for future development.

Current Springbank ASP Boundaries (Central Springbank, North Springbank,

Moddle)

- -Parcels less than 3.5 ac -Parcels owned by County
- -Slope greater than 45%
- -Wetlands
- -Riparian Areas
- -Flood Fringe
- -Cemetary
- -Electric Transmission Line right of ways In no way is inclusion or exclusion of land within the land use areas confirmation of that land's suitability for development.





WHAT WE ASKED

The crowdsource mapping tool was created by consultants McElhanney on instruction by the County and allowed people to provide feedback on the land use scenarios in a variety of ways. Participants could:

- like or dislike the land use blocks presented on the maps;
- drop pins on the map to comment on concerns or points of interest;
- draw lines on the map to identify trail issues or opportunities; and
- agree or disagree with other participants' comments.

The comment pins were arranged under a range of themes including:

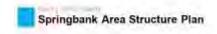
- Land Use/Zoning;
- Residential;
- Business:
- Public Services;
- Transport;
- Environment and Heritage;
- Infrastructure;
- Trails;
- Other.

Part 1 of this report categorises the feedback analysis under the above themes, providing a discussion of feedback across the three scenarios for each theme.

Upon completion of the mapping feedback, participants were taken to an online survey that asked eight (8) questions on the following areas:

- 1. Who they are.
- 2. Which of the three land use scenarios they preferred.
- 3. Whether they agreed with the draft vision.
- 4. Whether they agreed with the draft goals.
- 5. What additions or revisions they would make to the goals.
- 6. Whether they agreed with the draft objectives.
- 7. What additions or revisions they would make to the objectives.
- 8. Whether they were happy with how the County engaged with them.

Part 2 of the report reviews the survey feedback and highlights any correlation with the mapping feedback. Feedback from individual landowner letters was incorporated into the appropriate sections of Parts 1 and 2, but does not form part of the quantitive analysis provided.



WHAT WE HEARD

PART 1: LAND USE SCENARIOS FEEDBACK

Due to the number of land use blocks and the variation in the size and location of those blocks across the three scenarios, it is difficult to form definitive conclusions in parts of this summary. Participants were able to agree or disagree on the same land use block or theme across the three scenarios, which may skew the results by duplicating some respondents' opinions, but not others.

Therefore, although this report attempts to highlight areas of consensus, the feedback analysis comes with caveats and should only be taken to be a subjective interpretation of any agreement or disagreement on land use within Springbank. A record of the data collated through the mapping tool is set out within Appendix B attached to this report.

The crowdsource mapping tool recorded over 2,000 entries on all three scenarios, including agreement or disagreement on the land use blocks, denotation of trails, and pinning of subject area comments. This is anticipated to have come from a sample size of around 70 respondents.

1. LAND USE BLOCKS

Many of the land use blocks presented in the online mapping tool received few or no votes. Therefore, rather than reporting on each land use block, this report attempts to highlight any areas of strong support or opposition, and diverging opinion. Those land use blocks attracting a notable number of votes are set out in the summary and table below.

1.1 Land Use Blocks with Strong Support or Opposition

Support:

- Public Services This land use was proposed across all scenarios along Range Road 33 (south of Highway 1), but with a larger footprint for the moderate and high development scenarios. Clear support was shown across all scenarios for the continuation and growth of public services in this area. However, as noted in the other feedback received, there are varying interpretations of the definition of a public service use, and this may have affected opinion on this land use.
- Business Commercial This proposed land use was centred around the
 intersection of Highway 1 and Range Road 33, and the footprint covered is
 consistent across all scenarios. The land use block contains both lands with
 existing commercial uses and lands that are vacant. Clear support was shown by
 participants across all scenarios for the proposed use.
- Business Industrial/Commercial This land use was proposed immediately south
 of Springbank Airport and includes an additional quarter section on the high
 development scenario. Support from participants was clearest for this high
 development option.
- Transition Area This area, proposing a mix of commercial and residential development along the municipal boundary with The City of Calgary (101st

Street), was split within the online map, with feedback recorded separately for two distinct areas. The areas were divided by the Heritage Woods Drive and Heritage Place subdivisions. Both areas received similar levels of support across the scenarios, with the lowest development option (2 units per acre) showing the clearest support.

 Business Commercial (Add to ASP area) – Within the high development scenario, it was proposed that the western boundary of the ASP, south of Highway 1, be extended by a quarter section to the west. Country residential, mixed uses, and business commercial uses were proposed to be located within the extension area. Of these uses, only the business commercial portion, located immediately south of Highway 1 and a quarter section west of Calaway Park, received strong support.

Opposition:

Remove from ASP area – To the north of Highway 1, in the low and moderate
development scenarios, it was proposed to remove lands currently located within
the North and Central Springbank ASPs. This proposal received opposition
particularly with respect to those lands southwest of Springbank Airport. This
sentiment is reinforced by letters from landowners in these land use areas
requesting their inclusion within the ASP area.

1.2 Land Use Blocks with Diverging Opinion

- Country Residential This was the largest land use block shown on the map and
 understandably received the most voting. The area covers the existing country
 residential areas north and south of Highway 1 and varies significantly in size
 across the three scenarios. Voting on all scenarios was mixed, but there was
 slightly more support for this land use. The mixed response is potentially due to
 the conflict between those that wish to preserve Country Residential as the
 predominant housing option in Springbank, and those that would like to see
 some of these areas accommodate new forms of residential and non-residential
 development.
- Cluster Residential Development This land use was proposed in two areas of Springbank: along the Highway 1 corridor, and adjacent to the Elbow River, towards the southern limits of Springbank. Marginally more participants opposed the cluster residential development adjacent to Highway 1 than supported it. In contrast, the cluster development proposed by the Elbow River received slightly more support.
- Urban Development Area This area, immediately west of the city of Calgary along Highway 1, was proposed for a mix of business commercial development and residential development at a range of densities (4 to 8 units per acre) and generally received an equal level of support and opposition across all three scenarios.

Table 1: Responses to Land Use Blocks

Proposed Land Use	Scenario	Agree	Disagree	Proposed Land Use	Scenario	Agree	Disagree
	Low	14	1	Transition Area	Low	18&7	3&1
Public Service	Moderate	9	1		Moderate	9&4	5&1
	High	8	2		High	7&5	3&3
Business	Low	16	2	Country Residential	Low	26	15
Commercial	Moderate	16	0		Moderate	15	12
	High	18	1		High	20	12
Business	Low	3	1	Business Commercial	Low	1	-
Industrial/	Moderate	6	1		Moderate	-	-
Commercial	High	10	1	(Add to ASP area)	High	10	0
5 (105	Low	0	7		Low	-	-
Remove from ASP (Lands south-west of	Moderate	2	6	Cluster Residential	Moderate	5&6	10&3
Springbank Airport)	High	1	5	Development	High	8&4	10&2
	Low	7	7				
Urban Development	Moderate	4	6				
Area	High	7	5				

1.3 Comments specific to land use

Participants pinned 88 comments across the three scenarios relating to land use matters, and a summary is set out below of the key themes discussed. A full version of all collated comments is set out within Appendix B attached to this report.

Feedback Summary Points:

- Support for including areas west of the current ASP boundaries into any future Plan area.
- Transition Area Debate over type of transition in this area. Many participants
 thought this area should have a mix of urban development, whereas a smaller
 number thought the area should not see development and could act as a buffer
 with the city of Calgary.
- Urban Development Area Opposition to proposed urban development east of the Highway 1/Range Road 31 intersection. Many participants felt that these lands should be preserved as an environment or agricultural resource, or be developed as country residential communities.
- Some comments suggested that current agricultural lands should be maintained and farming heritage preserved. There were differing opinions on preserving the

large area of agricultural lands adjacent to the Elbow River, south of Lower Springbank Road.

- Country Residential Various comments gave support for continuing to encourage country residential development across the Springbank area.
- Concern was raised by some participants over the proposed residential uses adjacent to Springbank Airport and their compatibility with airport operations. Support for mixed use or business uses in these areas.

1.4 Preferred Land Use Scenario

Although many participants likely agreed or disagreed with elements on all of the three land use scenario maps, the County asked those partaking in the online feedback to state which of the scenarios most closely matched how they hoped Springbank would develop in future. As shown below, opinion was split between the low and high scenarios, with the former receiving marginally more responses.

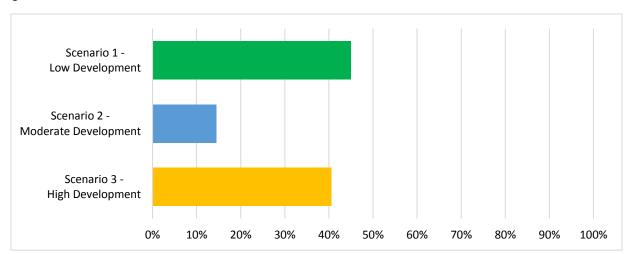


Figure 5: Land Use Scenario Preferences

2. SUBJECT AREA FEEDBACK

In addition to comments on land use, comments were also received on the following areas:

- Residential;
- Business;
- Public Services;
- Transport;
- Environment and Heritage;
- Infrastructure;
- Trails:

Other.

All of the collated comments, together with a map showing the location to which the comments refer, are set out in full within Appendix B. Below are summaries of this feedback, categorized by subject area. It is noted that some comments within each subject area may overlap, and so attempts have been made to minimize duplication across the summarized sections. Feedback contained within landowner and stakeholder letters has also been assessed in these summary sections.

2.1 Residential

- Comments questioned the need for high density or cluster residential development within Springbank.
- A number of comments suggested that the proposed locations for cluster residential development were not appropriate, or that the land use could be explored elsewhere in Springbank.
- There was debate over the economics and impacts of country residential development versus other types of residential development.
- Some comments highlighted the existing impacts of country residential development on agricultural operations.
- Other comments supported the idea of cluster residential as a space for smallscale agriculture, pathways, wildlife corridors, and equine uses.
- General opposition to cluster residential development along the Highway 1 corridor, with particular opposition by participants to proposed higher density surrounding Artists View.
- Support for inclusion of lands at the southeast corner of the ASP area within the Transition Area to accommodate residential development.

2.2 Business

- Support for a small-scale Business Commercial use, such as a coffee shop, near the Springbank Park for All Seasons to provide a community focal point.
- Opposition to proposing more business development when the County's own commercial and industrial study suggests no further demand. Concern over competition with existing and approved business development.
- General support for, and some opposition to, regional business uses west of Calaway Park and connecting these uses with an overpass/intersection to Copithorne Trail leading into the Harmony development.
- Support for business uses around Springbank Airport. Suggestion for light industrial development in the proposed mixed areas.
- Disagreement over the suggestion for a convenience store/gas station immediately south of the Edge School.
- Support for gas station/convenience store in Commercial Court area.

2.3 Public Services

- Strong agreement that the identified area on Range Road 33 would be a good location to expand recreational, educational, and social infrastructure.
- Questions regarding the allowances within the proposed Public Services lands and whether it would exclude residential or seniors' development.
- Questions raised over the financial sustainability of growing public services along Range Road 33.
- Suggestion to use existing facilities in Commercial Court for community activities, or to create a new community centre there.
- Support for expansion of infrastructure at Springbank Park for All Seasons that isn't centred on ice rinks.
- Concern over current lack of promised public and community services within Harmony and the time it may take for these services to be provided to serve the wider Springbank community.

2.4 Transport

- Concern over safe travel along Old Banff Coach Road, especially with traffic impacts from neighbouring City developments.
- Support for a flyover or interchange at Highway 1 in Range Road 34A/Copithorne
 Trail area to accommodate Harmony and other development traffic. Suggestion
 that developers should cover the cost of the improvements.
- Suggestion to slow traffic speeds and improve safety and aesthetics along Range Road 33 through a median and other improvements. Strong agreement for a separate pathway for pedestrians, and an expanded shoulder for cyclists.
- Support for existing Old Banff Coach Road as a traffic route through the community. Differing opinion on Alberta Transportation's proposals to cul-de-sac the road.
- Concern over safety at the intersection of Range Road 31 and Springbank Road.
- Support for improvements at the Range Road 33 and Springbank Road intersection.
- Concern over traffic and safety issues caused by existing developments north of Highway 1 on Range Road 33 and Township Road 250.
- Concern that additional development will create further traffic on Lower Springbank Road.
- Support for Stoney Trail West extension to take traffic away from Springbank roads, and for retaining 101st Street as a collector road for the proposed Transition Area.
- Support for Springbank as an area for cycling and for opportunities to improve pathways through the community.
- Support for suggestion to extend Township Road 245 west of Range Road 33 to provide better access to the existing schools.

2.5 Environment and Heritage

- Strong agreement to keep the land surrounding the Artists View subdivision as green space. This area was noted by some to be a wildlife corridor.
- Support for ensuring that open space in cluster residential development has public access.
- Differing opinion on whether the lands along 101st Street should be kept from developing to provide a buffer with the city of Calgary.
- Support for encouraging public access to Elbow River, possibly through a regional park along the flood plain.
- Support for placing signage as historical markers of Springbank's heritage assets.

2.6 Infrastructure

- Concern over existing approved developments and how they treat wastewater, especially with respect to spray irrigation. Support for connections with a regional servicing network.
- Suggestions that the identified servicing options for Springbank do not appear to be realistic.
- Strong agreement that cluster residential development and other adjacent development proposed along Township Road 245 would require road upgrades and other infrastructure to support the proposed densities.
- Agreement that regional drainage needs to be improved to correct ongoing flooding issues in area of the Range Road 33/Springbank Road junction.
- Support for new development that uses water licences and waste water treatment facilities owned by landowners west of Range Road 33.
 Acknowledgement that these water licences and waste water treatment facilities can help Springbank to develop.
- Suggestion that the ASP should provide framework for connecting existing waste water lines that were previously installed in developments in the southern part of Springbank.
- Questions over why the City would service urban development on the two quarters on Highway 1 east of Range Road 31. Suggestion that these lands be used as a negotiating piece to secure access to regional waste water connections in the City.

2.7 Trails

- Strong support for east-west pathways along Township Road 250 and Springbank Road to separate pedestrians and cyclists from traffic.
- Strong agreement for a north-south pathway along Range Road 33 to connect the schools in Springbank.
- Concern over current safety with cyclists and pedestrians using shoulders, and potential conflicts with vehicles.

- General support, with some disagreement, for a pathway along the Bow River that connects with the Glenbow Ranch Provincial Park through a pedestrian bridge.
- Support for a pathway network facilitating connections to the wider area, including Elbow Valley and Bragg Creek.
- Support for a pathway along the Bow River, with access at various points from within Springbank.

2.8 Other

- Some comments noting the importance of the Burnco site for supporting development in the area through the supply of asphalt and concrete.
- Strong support for the lands at the very northern extent of Springbank to be included in the Area Structure Plan, and for them to become part of the Glenbow Ranch Provincial Park with a pedestrian bridge across the Bow River.
- General support by some for the high growth scenario, stating it would be good
 to have more amenities, businesses, and servicing in Springbank. Others argue
 that the scenario is not realistic in a reasonable timeframe with the associated
 population growth and environmental impacts. Such growth is suggested not to
 be compatible with the ASP vision of offering a tranquil rural lifestyle.
- Suggestion that the ASP should not impose rigid requirements on the percentage
 of each use within a land use block, and that the market should determine the
 exact proportions of each use.
- Strong concern over removing lands southwest of Springbank Airport from the ASP in all three scenarios, and suggestion that these lands should be commercial or industrial.
- Suggestions that development should proceed in a logical manner with infilling of existing areas, or direct connections to these areas.

WHAT WE HEARD

PART 2: VISION, GOALS, AND OBJECTIVES FEEDBACK

The online survey principally sought feedback on the first draft of the vision, goals, and objectives. These documents are provided within Appendix A attached to this report. The County asked a combination of closed and open questions to build consensus and to allow more detailed feedback on the specific wording of the draft documents.

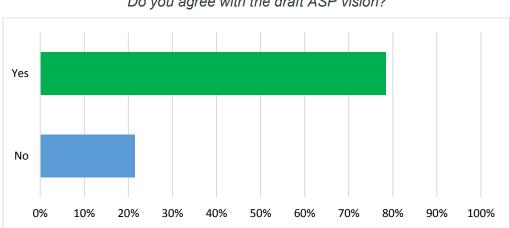
1. DRAFT VISION

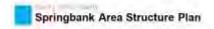
The majority of survey respondents agreed with the draft ASP vision, indicating that for many, the vision addresses the key aspirations of the community. However, there were

several comments submitted that showed that people disagreed with elements of the vision, and these are summarized below:

- There was agreement that the vision should not promote higher densities, and that a "tranquil rural lifestyle" is not compatible with higher densities.
- Some participants did not see the need for seniors' or other new forms of development within Springbank.
- Concern was raised that agricultural heritage was not being protected within Springbank. A conflict in the vision statement was highlighted between the preservation of agricultural land and the further approval of country residential subdivisions.
- It was suggested that cluster residential development should be allowed in other locations, and concern was raised over the current proposed locations for the land use. There was also concern that the open space planned within cluster residential development would eventually see infill development.
- There was support for keeping business uses around Springbank Airport and Highway 1, and limiting residential uses in these areas.
- There was agreement that the vision needs to set out how development will be supported by servicing and infrastructure.
- Some suggested that there needs to be greater focus within the vision on the Transition Area adjacent to the municipal boundary and 101st Street.
- Suggestions were also given to provide greater definition in parts of the vision to ensure that it is not open to interpretation.
- Some participants wanted to see the requirement for more open space within new developments.

Figure 6: Feedback on ASP Vision





Verbatim Comments: Draft Vision

- The vision sounds good, but it is not compatible with Scenario maps 2 and 3.
- Continue with the rural residential type of development ensure green spaces are designated by RVC developers will not volunteer to designate them. Urban-density development should be kept within city limits.
- All business uses should be on the trans canada highway where it's visible to
 everyone. Industrial should be around the airport to complement the option to
 purchase land. Housing should not be adjacent to the airport but industrial should be.
- As long as higher density development is not surrounding a current acreage community to it's detriment (ie. Artists View). I know many seniors in Springbank and NONE want to move into high density seniors buildings that would be in the area. People move to Springbank for a country, acreage lifestyle. Areas such as Harmony work as they are far removed from current acreages. Developments such as this would work if they don't awkwardly surround current development.
- This is generally fine, however there should be greater focus on the area immediately West of the newly approved Ring Road. Increasing density and growth given the valuable piece of infrastructure about to be completed should be mandatory. Springbank cannot hide from the City of Calgary growth, but should be complementary and benefit accordingly.
- However, need to keep low density.
- Do not agree with high density residential development around Artists View- should remain acreage development.
- This "vision" is catering to a few select landowners in Springbank. There is no demand for all this business when we live on Calgary's doorstep. Paragraph 1 -Seniors' housing is a provincial responsibility and is a private enterprise. It is foolhardy to have seniors outside of a town or city where all the medical facilities and practitioners are located. Only a handful of people are crying for seniors' housing here. Paragraph 2 - I'm going to say that this has already been accomplished with Harmony's 10,000 residential approval. However, this wording allows other new lands to ask for the same opportunities. This is not a vision, it is a blueprint for developers. The Vision should be just that - a vision that creates a one of a kind area, perhaps with emphasis on: 1) recreation such as pathways to a destination; 2) art such as the KOAC; 3) escape (from the city) to a nicely developed MR with picnic areas; 4) somewhere with a limited number of businesses that can provide limited and unusual goods. Bragg Creek's core comes to mind. I did not select an answer to Question 2 because, although Scenario 1 seems the least offensive, it is entirely out of character with what Springbank could or should be. I prefer to keep the existing ASP from 2001 and tweak small parts of it that need to be addressed, such as infrastructure for water, wastewater, stormwater, transportation, etc. My choice for the ASP is that is remains as is, true to the acreage lifestyle that everyone here bought into. Minimum 2 acre lots in select areas; use existing infrastructure in Commercial Court for community uses (C3 Church, Wild Wild West Event Centre, the empty 4 acre MR lot. It is serviced already and is under-used.

- New forms of housing should not be included with the second sentence. Business should be centred on Highway 1 corridor and Springbank Airport, not new forms of housing. Have another sentence addressing new forms of housing.
- I can not understand why there has not been contact initiated by Rocky View County (Springbank contingent) to bring County sewage collectively into Calgary facilities.
 And absolutely forbid sewage spray in Springbank.
- Further residential development around what is now a very busy and growing Springbank airport should be approached with a lot of reservation. There are land use and operational conflicts to an economic engine which is the airport if it is now permitted to function to its potential and grow to serve as a regional helicopter operations hub and for smaller commercial and private aircraft who are increasingly challenged to operation out of the International airport. The east springbank area adjacent to Cgy is a logical transition area and business hub to serve both Calgary and Springbank residents on top of the hill. There is opportunity to plan for future high schools, rec transit and mixed use employment centre adjacent to Old Banff Coach Rd. and the Ring Road interchanges. Acreage development should not be supported in that important node.
- This is some of the most productive agricultural land in the county. To continue to allow acreage development removes productive land and places additional strain on water sources/waste management and infrastructure. To include the statement that you want to protect the natural environment and allow acreage development is contradictory.
- Vision statement does not completely align with proposed land-uses...need to consider an increased density along Hwy 1 corridor to align with the vision (not clustered residential suggest mixed use which would offer more flexibility to adapt to market opportunities).
- What underlies this statement is that the undeveloped land will be sterilized for uses such as open space, water drainage etc to the benefit of the acreage owners and punishment of the farmers and landowners who have not sold out in years past.
- At a high level, but since these plans tend to be alive for 20 years plus, you need to take a longer view.
- new forms of housing should not be confined to highway 1 corridor/springbank airport, cluster residential should be allowed (if not encouraged) throughout the asp area
- I agree with the first paragraph. However, the second paragraph requires more definition. Since the high development plan falls inside this vision I think it is to general. It feels the development along HW1 could easily become the ugly urban sprawl of car dealerships and other strip malls.
- Development will increase. Allow the traffic to go on many smaller roads Lower SB road, upper SB road, Old Banff Coach Road, RR31, 32, 33, rather than bigger roads. Allow a diverse choice of routes. maintainig slower speeds in a rural area.
- I propose 6 to 8upa in the transitional area. RVC should work collaboratively to negotiate the City's utilities for the transitional area.

- Additional development should be encouraged adjacent to 101 Street SW and the Ring Road
- Our concerns are focused on the transportation network issue. Any further
 development will only increase the traffic load in the area which is already stretched
 to the limit. We don't want a highway running in front of our acreage.
- I agree as long as housing development stays with housing areas and business development stays with current business development. I do not agree with transitioning higher density alongside current acreages.
- Based on the demand and feedback from all the residents and land owners, emphases should to to proceed quicker.
- YES, except nothing is mentioned about how this land will be serviced. RVC must consider servicing first and foremost before planning densities and developments. This is even more important in the new era of Regional Boards. Highway 8 proposed development can provide regional servicing options for new springbank developments and should also be considered when reviewing springbank asp.
- I support the transitional area along 101st street and Old Banff Coach Road as well
- Do not surround Artists View with cluster or high density development. Cluster development anywhere will lead to later infilling.
- The plan should also recognize per-existing industrial uses such as BURNCO's ready mix, asphalt, and aggregate operations and make allowance for this use to continue as a permitted use until it is appropriate/feasible to transition the land use as per the draft ASP.
- Strongly believe there need to be buffer green zones between acreages and new developments. There has been little planning to allow for walking or biking pathways. Biking in the community is currently frankly dangerous. Developers have to have these priorities understood as their bottom line is always maximizing profit at the expense of all else.
- I would like to see acreages remain the norm even along the Highway 1 corridor. I believe Springbanks beauty and tranquil life requires country residential only, very little to no urban development.
- Keep any mid-high density north of Highway 1 and west of RR 33.
- One has to be careful with vision statements as they can be interpreted differently. It
 is in the details of the documents going forward that spell out how Springbank will be
 managed.
- I think development is inevitable so we should be planning for the higher density now rather than start with low density now and be moving to high density in a few years
- However there is little demonstration of the preservation of the agricultural heritage, particularly with decisions resulting in Harmony and Bingham.
- Range Road 33 already has schools and churches on it. Additional businesses would add to traffic congestion and crime opportunities, not to mention water and fire issues, which are daily increasing in Springbank.

- We don't need higher density housing unless it is going to be for seniors. We should support small ubique stores and boutiques and not the big mall and box stores that follow. We need to maintain farm and ranch land and add more trails for hiking, walking and biking.
- Keep the business in the city where it belongs. It is absolutely ridiculous to build senior housing in this area, unless it is in an already developed area like Harmony.
- suggest to add "wildlife and natural habitat" in the phrase, {will prioritise sensitive watershed, "wildlife and natural habitat (terrestrial)" management}.
- Springbank does not want to become a commercial strip. Developing along Highway #1 would need a setback, landscaping, lighting control. Springbank should look beautiful from the highway

(Draft Vision – 38 comments)

2. DRAFT GOALS

Similar to the feedback on the draft vision, there appeared to be support from the majority of survey participants over the general direction of the draft goals. However, a notable proportion of responses also highlighted disagreement and questions on the goals. The comments received were largely split between raising concern over the wording of specific goals and questioning the overall focus of the ASP. The greatest opposition was noted on the business, housing, and land use strategy goals and reflects the wider discussions observed across all the survey and mapping feedback.

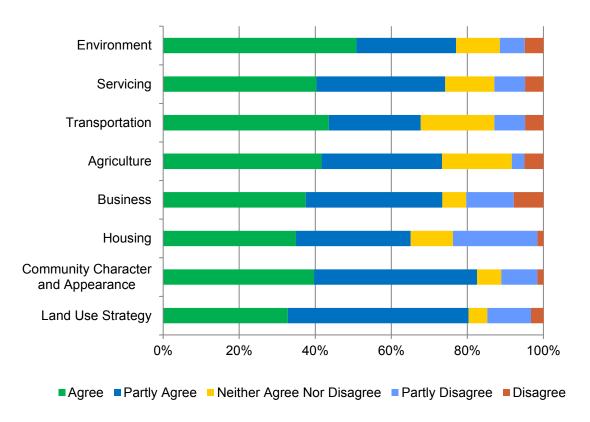
The comments submitted indicate that some opposition may be due to participants feeling that the goals do not focus enough on limiting development and preserving the country residential character of Springbank. Comments also referred to servicing provision being a key issue that should be covered within the ASP goals, pointing specifically to issues with current solutions such as spray irrigation, and encouraging connection to a regional water and waste water network.

Several comments noted the importance of collaboration with the City of Calgary to maximize development opportunities within the transition area. Others noted the importance of expanding the environmental goals to include protection of wildlife habitat and corridors.

A full list of the survey comments provided on the draft ASP goals is set out below.

Figure 7: Feedback on ASP Goals





Verbatim Comments: Draft Goals

- Ensure to maximize the use of current utility operations that have proven to support the Springbank community, i.e. Calalta Waterworks Ltd.
- Items 4, 5 and 6 in the land use strategy are questionable: no more new development is needed for the next 10 years.
- Set aside green spaces, environmental reserves and wildlife corridors.
- we need a waste disposal site. a permanent one
- Most important is to maintain the heritage of this community and realize that it is not necessary to pack higher density into every available land space. The City is taking care of that objective. Country spaces are needed.
- Maintain as much of the farm heritage as possible for the families still committed to this trade.
- Old Banff Coach Rd needs to be addressed carefully before too much traffic causes more deaths.
- commercial to serve the community, bring utility infrastructure. plan for integration into an urban environment as time goes on

- Low Density
- Low density development
- There are interest groups in Springbank that are not aware of costs or financial sustainability. They want a community centre for weddings, graduations, multiple activities, after-school care, etc etc. They are collaborating with developers for a piece of land, and of course developers will comply if they believe they get community support. The main goal should be to get Bingham Crossing developed on its 78 acres, then re-assess the ASP and growth in 10 years. DO NOT yet add more land that developers want to add to this ASP.
- Integration of pedestrian and cycling system is not very cost effective in a rural setting. Most people drive and will continue to drive if sidewalks and pathways are developed. Only practical if development is intensive. Let the market deside what businesses and grow areas are appropriate, not market studies.
- Servicing: Absolutely no sewage spraying (wastewater) in Springbank. Either the County installs proper facilities or negotiates sewage management with the City of Calgary.
- The lack of co-ordination of services between Rocky View County and the City of Calgary must be addressed. Sewage and water management would be much easier in Springbank if such co-ordination existed.
- Water resources
- Foster an environment for economic growth and sustainability
- A working relationship with the city to aline and make transition areas prosperous and vibrant with amenities to all in the nearby area.
- Environment add Respect Wildlife Corridors, Natural Ravines
- be open to a multi family or spaces where our kids can move to if they want to stay in the community.
- No
- Support City's servicing for the transitional areas. Environmentally a better option.
- Limit the amount of development
- Proceed with planning guicker
- Once the ASP has been finalized it should be adhered to.
- Higher density transition area along the adjoining City boundary and West Ring Road.
- Connectivity to City of Calgary and successful meshing of land uses.
- I do not believe in cluster development. It will just lead to later infill development. Keep Country residential.
- The vision of not including pathways is a mistake. I understand we are not the City but the question should be asked as to how we can make this work
- Where would open spaces be?

- The business goals should take into account market opportunity provided by proximity to the TCH and proximity to Calgary; not just demand from within Springbank. Because the Tate report only considered demand from within Springbank, it has no relevance to commercial opportunities near the TCH.
- Development after infrasture needs met, not the other way around
- Water availability has not been taken into account sufficiently. Nor has preservation
 of the environment.
- Maintain low density housing, focus on improved environmental management.
- Approve small scale agriculture for acreages (backyard chickens!)
- Build bike trails; lower speed limits so people quit cutting through our neighborhoods/cut down crime
- Environment goal should be expanded to include protection of the wildlife habitat and the terrestrial area along the south bank of the Bow River. Land Use Strategy1, the word "peaceful" should be replaced with a more appropriate adjective such as "tranquil rural" or "quiet and enjoyable". Community and Character and Appearance 8 does not seem right or misfit. If not removed, what about the gateway from Calgary and Highway 8.
- To create streetscape for heart of Springbank with decor/Landscaped Roundabouts c/w signage & lighting on RR33 c/w walking & biking connection.
- Goal #1:The ASP needs to assess how much business development is viable in the Springbank area. The County has already approved significant commercial development in Bingham Crossing and in Harmony. As well, there is unused commercial space in Commercial Court. The Tate study, done for the County in 2016, concluded that once these already-approved commercial developments were built, there would not be need for any additional commercial development to meet the demands of Springbank area residents. In terms of other business development, there may be opportunities to expand the amount of light industrial development around the Springbank Airport. This would have the added benefit of providing a noise buffer between the airport and residential communities.
- Goal #2: What is meant by "expanding community focal points"? If this is a reference to some peoples' desire to have a community centre in Springbank, the wording needs to acknowledge that any such focal points must be financially sustainable.
- Goal #3: This is a "motherhood" goal in that it is difficult to argue against the appropriateness of orderly development. The critical question is whether adequate provisions will be put in place to ensure that orderly development occurs. For development to be orderly, there must be controls in place to ensure that already-approved developments are built out before new developments are approved. There must also be controls to ensure that developments are approved in a contiguous manner, with each new development building out from those that have already been built. Leapfrogging over not-yet-developed land to build a new development should not be allowed if the objective is "orderly development".
- Goal #4: See comments under Goal #2 with respect to Springbank's capacity to absorb more non-residential development. This is a limiting factor in its ability to contribute to the County's objectives for tax base diversification.

- Goal #5 & #6: These goals should be such basic concepts as to not need to be stated. It says very bad things about past development practices in the County that these goals are necessary
- Goal #7: The concepts in (a) and (b) are also so basic that they should not need to be stated. As with Goals 5 & 6, it reflects badly on past practice that they are seen as necessary. The wording of 7c sounds like code for higher density housing alternatives. It is critical to recognize that open space in most higher density areas is not true public space in that access is usually restricted to residents of the immediate development. Selling the higher density with an implied promise of increased open space is misleading in these circumstances.
- Goal #8: "Attractive, high quality gateways" suggests commercial development as the gateways into the community. As has been noted above, there is extremely limited need for incremental commercial development. Vacant commercial space does not provide an attractive gateway.
- Goal #9: The County needs to critically evaluate how much housing is actually needed and in what forms. The County has already approved a significant amount of alternative forms of residential development both in Bingham Crossing and in Harmony. There will be a limited number of people who are interested in giving up the conveniences of urban life to life in rural communities that are almost as densely populated without the conveniences. Also, it is essential that any alternative housing options that increase density must be accompanying by financially, technologically, and environmentally viable servicing.
- Goal #10: It is not obvious what the intent is behind this goal.
- Goal #11: This goal should be able to be assumed. Why would the County want to
 encourage anything that did not satisfy this statement? Given that, it is not clear that
 if this goal is actually followed there will be any incremental non-residential
 development since market projections and servicing constraints both argue strongly
 against the need and/or appropriateness of further commercial development in
 Springbank. The possible exception would be for a small amount of incremental light
 industrial development adjacent to the Airport.
- Goal #12: Supporting agricultural uses until other development demand justifies a
 change in land use is a laudable goal. However, to achieve this goal there needs to
 be controls on the location of residential development to ensure that it moves out on
 a sequential basis. Each sequential incursion into agricultural land must only occur
 after the last has been fully built out. Permitting residential developments to leapfrog
 over undeveloped agricultural land is a clear violation of this important goal.
- Goal #13: What is the County's expectation in this area? There will need to be controls to address the risk of conflicts between what residents used to more urban lifestyles will see as incompatible land uses. The reality of most agricultural operations is that they are noisier and smellier than residential uses. People who come to Springbank and chose to live on 4-acre plus parcels typically have a mindset that is much more accommodating to agricultural operations near them than do people who chose to live in more densely populated communities. As a result, the County needs to seriously consider the appropriateness of encouraging both small scale agricultural operations and denser residential communities in close proximity to each other.

- Goal #14: Again, the wording and intent of this goal are not as clear as they should be. If the intent is to encourage walking and cycling pathways and to prohibit one-way-in-one-way-out developments, these are both appropriate goals for the ASP.
- Goal #15: Servicing also needs to be environmentally responsible. The servicing goals should also require a demonstration that viable servicing is readily available for the fully built-out proposal before any approvals will be granted. This critical issue cannot be left to later approval stages.
- Goal #16: This goal needs to be much broader. Environmental concerns cover far more than groundwater and drainage.

(Draft Goals – 52 comments)

3. DRAFT OBJECTIVES

The comments received on the draft ASP objectives continued the themes discussed on the vision and goals. Some participants again suggested that the objectives give more focus on limiting development and preserving the community's existing character and agricultural lands. Concerns were also raised in relation to spray irrigation and how future development would be serviced. Other comments highlighted the need to let the market determine land use and growth and to integrate with development within the city of Calgary.

There were varying views on whether new forms of development such as cluster residential and seniors' housing were appropriate for Springbank. Comments were also submitted questioning whether residential uses were compatible with Springbank Airport and suggesting that mixed use areas should include light industrial development around the airport.

Many comments were submitted suggesting amendments to the wording of the objectives to improve clarity and interpretation. For example, some responses referred to the Business Transition area and questioned what was meant by "until change to business development is deemed desirable".

The comments received on the draft ASP objectives are set out in full below.

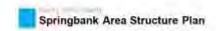
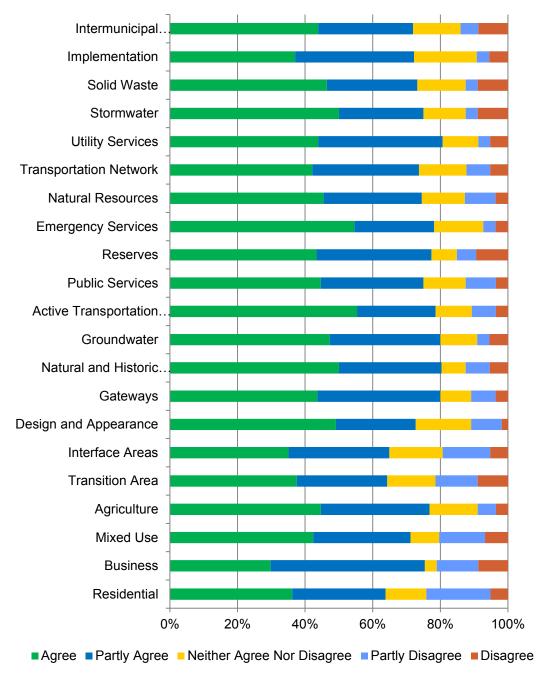


Figure 8: Feedback on ASP Objectives





Verbatim Comments: Draft Objectives

• Some points at this time do not provide enough information to agree or disagree.

- No more developments should be allowed until currently approved projects are done
 and empty commercial space is used up. Minor requests from individual land owners
 should be considered.
- No commercial dog walking in the river valleys
- The main objective should be to let the market determine the land use at the concept stage.
- Protecting the country life-style with responsible development should be TOP priority.
- Rural planning should not exclude eventual integration
- More integration with the City this cannot be stressed enough.
- Low density
- Low density development
- I do not agree with the following: Cluster Residential Development I do not believe that Springbank should have residential homes on less than 2 acres unless the entire land is only partially developable. Urban Development Area leave this area as residential only. The transportation infrastructure cannot support business trips and commercial ventures here will be in direct competition with the 3 new ASP's in west Calgary. There is also no wastewater infrastructure. Business Transition " until change to business development is deemed desirable". Who determines when it is deemed desirable? Seniors' Housing I am against developing Springbank into an area known for seniors' housing. Business "different housing forms" means what? Public Services "Encourage a wide range of recreational, cultural, and social amenities for a broad cross section of the community". Is this not what Harmony promised the community? Please encourage them to build what they promised. Utility Services No more spray irrigation! Implementation Update or review ASP every 10 years.
- Residential how is it decided when transition to business is deemed desirable? Too subjective for an objective. Business - Don't "restrict" but rather "encourage" light industrial around the airport. Don't limit it to just "identified" lands. Light industrial may be appropriate in other lands as well. Business Commercial should be concentrated along the highway. Mixed Use - Expand the definition to include light industrial and office. Design - No need for everything to look like a barn. Let the market decide how buildings should look. Environment - No need to spend money on identifying assets. Applicants will provide the studies. What development doesn't disturb the environment? Grading is often required for servicing. Will grading be prohibited? What is "sensitive design that adapts to the environment"? Houses built into hills? I hope not. This statement will be used to prevent development in the future. Reword sentence. Open Space - how do you integrate open space when a good portion of the area has already been developed? Strive towards integration where possible. Reserves - Don't encourage cash-in-lieu. Defer or transfer instead. Park may be needed in the future upon intensification. Services - "minimize impact on the environment" may not be economically viable. "Promote service that minimize environmental impact" instead. Alternatives must be considered.
- Natural and Historic Environment: Bow River Tributary and riparian area NW35-24 3W5M must be protected from contamination by Bingham Crossing Sewage Spray in

the NE34-24-3W5M. Reserves: Do not take money in place of land. Utility Services: Encourage dialogue with the city of Calgary regarding extensions of Calgary water & sewage systems into Springbank. Stormwater: NW35-24-3W5M Bow River tributary stream is a valued wetland riparian area and must be protected and preserved. Municipal strategy must always adhere to preserving Springbanks natural environment.

- The objectives as laid out are agreeable, what is necessary is a clear statement of how each objective is to be obtained. It's easy to state goals, what is hard is implementing them. How does Rocky View County intend to implement these goals?
- Should consider public infrastructure along 101 / Stoney Corridor not just RR
 33....huge opportunity to leverage transportation linkages.
- Common stormwater management for commercial area in area of RR 33. Treatment and a underground pipe to the river for treated water would be desirable.
- Mandate review cycles mandate MR policy for disposal of lands and the funding of recreational/pathway projects
- the goal of objective 9 (natural and historic environment), point #2 would suggest that cluster residential development would be preferred throughout the county yet this is not reflected in the land uses in the draft asp
- No
- I propose 6 to 8upa in the transitional area. RVC should work collaboratively to negotiate the City's utilities for the transitional area.
- smart growth in serviceable areas. Septic and spray irrigation should not be considered for long term planning
- Preserve existing Industrial uses. Transition area in all growth scenario's should allow a density of 8UPA for residential as this area will be most economically serviced.
- Higher density residential and more intensive commercial uses are more
 environmentally friendly, particularly if they result in the preservation of green
 spaces. Cluster style development is a modern compromise that meets these
 objectives. The residential section should be rewritten to reflect this. Transition areas
 are likely to be heavily influenced or controlled by the City. RVC should remain open
 minded, and not hang its hat on development in these areas. Better to focus on the
 RR33 corridor where RVC will more likely be able to shape its future.
- None
- Greater focus on maintaining the agricultural base. Make it much harder to sub divide.
- The ASP should consider high speed internet or fibreoptics in the ASP Infrastructure goals.

(Draft Objectives – 26 comments)



FEEDBACK ON ENGAGEMENT PROCESS

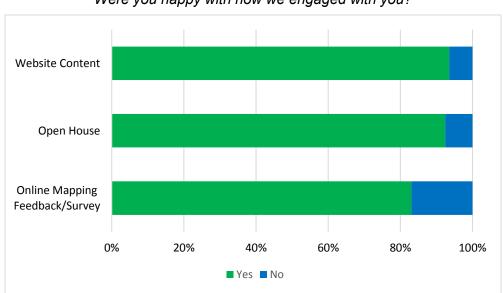
To ascertain whether participants thought that the way in which the County engaged them could be improved, the online survey asked if they were happy with the engagement process. Participants were asked if they were satisfied with the website content, the open house, and the online mapping feedback and survey. Although the response from participants was largely positive, it is important to note the element of bias in this question and the process.

The question does not capture the feedback of those who may not have wanted to engage online due to the format of the engagement. Although the County did provide the opportunity to provide feedback in alternative ways, it is clear that some residents were put off by the online engagement. Some residents also noted that they did not have time to attend the open house and would prefer a more flexible form of engagement.

With respect to those that did participate in the online survey and mapping, some raised issue with the complexity of the online maps and also questioned whether it would provide beneficial feedback on the ASP. Others noted errors in the online land use maps that caused confusion when providing feedback. In completing the online survey, some participants were concerned that the phrasing of the questions did not allow for sufficient depth of discussion, or forced participants to select an answer they did not completely agree with.

Overall, there was a slight increase in the number of participants that provided feedback and attended the open house over the previous two rounds of engagement on the ASP review. The County will take comments on board to improve how it engages with the community and the number of people taking part in the project.

Figure 9: Feedback on Engagement Process



Were you happy with how we engaged with you?

Verbatim Comments: Engagement Process

- Engagement was great. I hope that good input by residents will be incorporated.
- Online mapping website was frustratingly slow
- You need a neutral response available. What does happy mean? However I think you have made a reasonable effort to give people input.
- I believe the comments on the maps can be misleading when the votes are close on the agree to disagree does the comment seem to be a double negative and it is too hard to figure out do I agree or not? As well this survey seems too short on actual questions. I believe the maps are how you want specific feeback but then I go back to it can be confusing and are you getting a true sense of how people are thinking? If I had the oppotunity to agree with one map the most it would be MAP One the lowest amount of development possible. Thank you for letting me give feedback.
- Hope public comments are listened to and not merely a public relations ploy with developers dictating future plans behind the scene.
- Confusing process to get to voting section of this website not consumer-friendly website/software.
- On line mapping is great
- The map is a very cool and innovative tool, however, it was difficult to figure out the differences between the 3.
- The mapping exercise was confusing. I can guarantee that it turned people off to a point of abandoning completion of it. You will get limited feedback and will not be able to make an "community" based decision based upon this mapping project.
- Crowdsource tool was stupid!
- Don't like the above questionnaire as the way it is designed forces one to make false choices.
- RVC has done a great job in the public engagement. But needs to present a firmed technical solutions for the developability of the plan. Otherwise be ready for amendments and revisions to the ASP during planning of each parcel.
- The open house was only one day, which is not sufficient to allow residents to participate. The mapping tool did not allow me to add comments at the appropriate place.
- I think it is hypocritical that acreage folks want to preserve open space and farmland for their benefit after they have built their excessive estates on farmland. Farming in this part of Springbank is not credible without financial support from non-farming sources. Farmers have always provided the buffer for adjacent land uses i.e. Cemetery can bury bodies right to the property line, golf course greens and tees right to the property line. The only reason for a land owner to not develop is that their land might be valuable in the future but this kind of planning limits that prospect.
- Very good process to share comments and information thank you.
- The map symbols could be smaller, it's sometimes hard to see which parcel of land they apply to.

- In the Goals and Objectives I would have preferred being able to address each individual point instead of the overall topic headings alone.
- Maps at the open house were wrong.
- Excellent job by Rocky View planners!!
- I may have missed it but I understand a servicing study was done. Why is it not online?
- Where development is on your maps disagree with other maps, the detail is often not enough to figure out the legend from. The people at the open houses at the wild west centre and crestmont were totally unaware of any of the issues of Springbank, they only seemed to be aware of some development and kept saying they were asking us for info not providing it. How are we supposed to know what is going on if that is the best info we can get? They should be more knowledgable of surrounding areas like BanffCoach Rd, which Crestmont feeds directly onto. I was very disappointed in the sessions.
- At first glance it looked to be an intuitive way to provide comments. But very disappointed when I looked at the existing comments looks like a bunch of non-resident developers have been filling these pages with what they want to see, i.e., more developments and more roads! Is there any way of identifying who these comments were made by if they did not provide their name? I believe this renders the exercise low value for RVC residents. Also I notice how FEW people have completed the ASP feedback another indication that perhaps the right tools for feedback were NOT provided. Do you have a backup plan where you can get feedback from Springbank residents and taxpayers not just random people who have an axe to grind or a development investment?
- The survey is premature wait 10 years! I am no good at the web or online feedback. Many questions had items I agreed with, but also a bunch I did agree with which is different from "neither agree or disagree". It took a long time to do, looking back and forth.
- Appreciate the opportunity to participate and that Dominic and the M.D. has done a good job in engaging with the community.
- Looking forward to our plan on how Stony affects us & how we can make it work for us.
- I have provided input to map 1 of the interactive maps. I will not answer the framework and its limitations as laid out because I do not agree with some of the starting premises.
- Working from the draft scenario 1, low development map: The codes/colors for the map do not match the codes on the upa sheet.
- MPE report clearly maps out all the water, wastewater and storm water issues. Can these
 be combined onto one map so we can see what is available, for future uses, after all the
 overlaps are shown?
- many residents are unable to attend physical open houses for a variety of reasons: parents
 with young children to put to bed, older people whose driving licenses don't allow them to
 drive at night, busy professionals whose work schedules mean they are on call or travelling.
 This does not mean we are not interested and we would like to have a voice. I suggest your
 department use something like Survey Monkey to ask people for their feedback online within
 say, a 4 week period.

(Engagement Process – 29 comments)



CONCLUSIONS

The purpose of this engagement was to present, and obtain feedback on, the County's draft land use scenarios, vision, goals, and objectives for Springbank. Alongside other technical and regional planning considerations, the feedback received will help the County to revise the documents in the coming months, ensuring that they provide a reliable framework for the future ASP policies.

Of those that provided feedback through the online mapping tool and survey, it appears that the majority found the engagement process beneficial. However, there were also many suggestions for improvement and the County will be looking at how it can improve the way it engages with stakeholders for future events. Feedback on the land use scenarios was wide-ranging, and there appeared to be diverging opinion on many issues. The key theme was the opposing opinions of stakeholders over whether to heavily restrict further development in Springbank or to support higher densities and new development forms; this is evident in the similar number of respondents preferring Scenarios 1 (low development) and 3 (high development).

Although responses were varied for many of the land use categories, there was apparent consensus amongst participants in some areas of the feedback. Agreement was found in the support of Public Services along Range Road 33, with a caveat that these uses be more accurately defined. This is consistent with the sentiment of participants involved in the previous engagement events on Springbank in 2017. There was also clear support for business uses (industrial and commercial) around Springbank Airport, and commercial uses around the Highway 1 and Range Road 33 intersection.

Of the proposed areas to be added to the ASP in Scenario 3, only the business uses immediately south of Highway 1 received strong support. There was also strong opposition to removing lands southwest of Springbank Airport, and support for utilising these areas for further business development.

Although less clear, there was support for the Transition Area adjacent to the municipal boundary with the city of Calgary (101st Street). Support was strongest for this land use at the lowest proposed average density of two residential units per acre. However, some participants also suggested that these lands should be left as an undeveloped buffer between the two municipalities.

Strongly contrasting views were noted on continuing country residential development as the identified housing option within parts of Springbank. Many participants did raise concern over the other forms of development proposed within the community, questioning the need and locations proposed for cluster residential and seniors' development.

With respect to transportation and servicing infrastructure, many participants pointed to current issues within the community, such as unsafe intersections or stormwater issues, and noted that the County needed to have a clear strategy on how to service new developments, especially those with higher densities. The traffic impacts associated with higher density development was also a concern noted by some. The importance of securing public open space within new development was a priority for many, as was the need to encourage local and regional pathways within Springbank.

Overall, there was support for the draft vision, goals and objectives of the ASP, but many had concerns with portions of these items. There was agreement amongst many that the ASP should not promote higher densities and that agricultural and environmental lands should be

Springbank Area Structure Plan

protected. Where development is to proceed, participants noted the importance of collaborating with The City of Calgary and of identifying an environmentally sound servicing strategy.

There were varying views on whether new forms of development, such as cluster residential and seniors' housing, were appropriate for Springbank. Some highlighted the need to have public open space planned within new development, but others questioned whether this would really be public space, or whether it would eventually be used for infill development.

There was agreement that business uses should continue to be located around Springbank Airport and Highway 1 and that residential uses should be limited in these areas. Some suggested that there needs to be greater focus within the ASP on encouraging the Transition Area adjacent to the municipal boundary and 101st Street and integrating with urban development plans within Calgary.

Finally, there were a number of suggestions to provide greater definition in parts of the vision, goals, and objectives to ensure that they are clear and not open to interpretation.



APPENDIX A: ENGAGEMENT MATERIALS

Information Panels
Information Booklet
Presentation Slides
Vision, Goals and Objectives



Vision, Goals, Objectives, and Land Use Scenarios

Welcome

Event purpose is to:

- 1. present draft land use scenarios, as well as the vision, goals and objectives.
- 2. provide a project update and the next steps.
- 3. supply information on how you can provide feedback.

Project Initiation and Background Analysis Terms of Reference to Council Technical studies Public enagement and consultation strategy Work plan Completed December 2016 Background Summary Report Public Engagement and Consultation Public input on setting vision and priorities Revised timelines of Terms of Reference to Council Phase 2 Completed July 2017 Public input on high-level land use options Draft Vision, Objectives and Land Use Scenarios Technical studies Public input on vision, objectives and land use scenarios Ongoing Phase 3 Vision, Principles, and Land Use Scenarios Use vision, objectives, and Land Use Scenarios to assist with regional growth plan negotiations Phase 4 Plan Drafting and Completion Final process steps to occur based on when direction of the regional growth plan is better understood. Phase 5 This portion may occur prior to completion of the regional growth plan, if vision, objectives, and land use scenarios align with interim plan or growth plan direction.





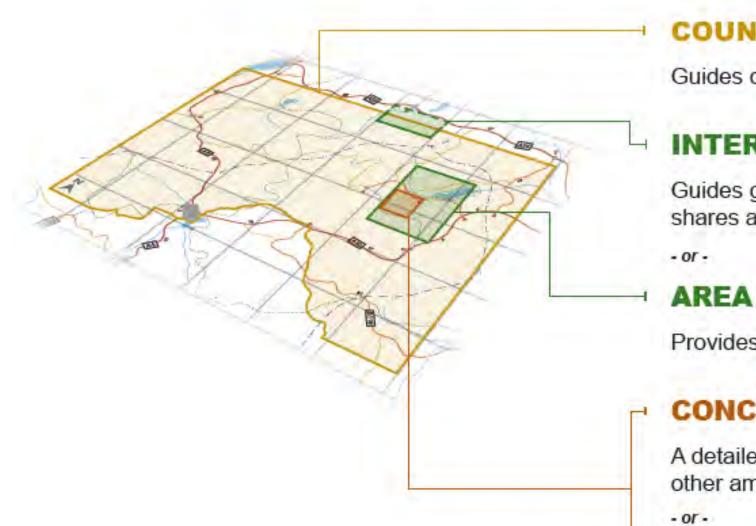
How to take part:

- Take a handout.
- Visit the information areas. These include:
 - 1. Draft Vision, Goals, and Objectives
 - 2. Draft Land Use Scenario Maps
 - 3. Population and Growth
 - 4. Servicing
- Listen to a presentation (6:30 p.m. start)
- Ask questions—speak to one of the team.

What is an Area Structure Plan?

- An Area Structure Plan (ASP) sets out the community's vision for the future and provides a roadmap for getting there.
- The ASP focuses on how to achieve the identified community vision through development.

Rocky View County Plans



COUNTY PLAN

Guides overall growth and development for the county.

INTER-MUNICIPAL DEVELOPMENT PLAN

Guides growth and development in an area where the County shares a border with another municipality.

AREA STRUCTURE PLAN

Provides the vision for the physical development of a community.

CONCEPTUAL SCHEME

A detailed design showing where proposed lots, roads, parks, and other amenities will be placed within a development.

MASTER SITE DEVELOPMENT PLAN

A design showing where proposed buildings, parking, operations, signs and road entrances will be placed on a single piece of property.





A Vision for Springbank

Current Vision

Central Springbank (2001)

"Central Springbank offers a rural lifestyle that blends residential uses with its agricultural heritage. The beauty and tranquility of Central Springbank coupled with the environmental sensitivity of the area, including the Bow and Elbow Rivers and their watersheds, requires responsible integration of further development through the guidance of the Area Structure Plan."

The North Springbank ASP (1999) and Moddle ASP (1998) do not have overall vision statements or plan goals. However, all three Springbank ASPs do list objectives that the Plans aim to achieve.

Draft New Vision

"Straddled by the Bow and Elbow Rivers, Springbank will offer a tranquil rural lifestyle, with beautiful vistas and a strong sense of community rooted in its agricultural heritage. Further development will safeguard Springbank's precious natural environment and will prioritise sensitive watershed management. Acreages will continue to be the predominant housing option in the community, but with further choice to serve residents as they progress through various stages of life.

Business uses and new forms of housing will be carefully managed and will be centred on the Highway 1 corridor and Springbank Airport. Residents and visitors will access a growing range of public uses on Range Road 33 and will enjoy an extensive active transportation network linked with open space and community focal points. Transition from urban development in Calgary will be effectively planned to ensure compatibility with Springbank's unique character."





Draft ASP Goals

The goals of the Springbank ASP set out general guidelines on how the overall vision for the community might be achieved. They are not usually measurable, but rather offer direction for the objectives and policies of the ASP.

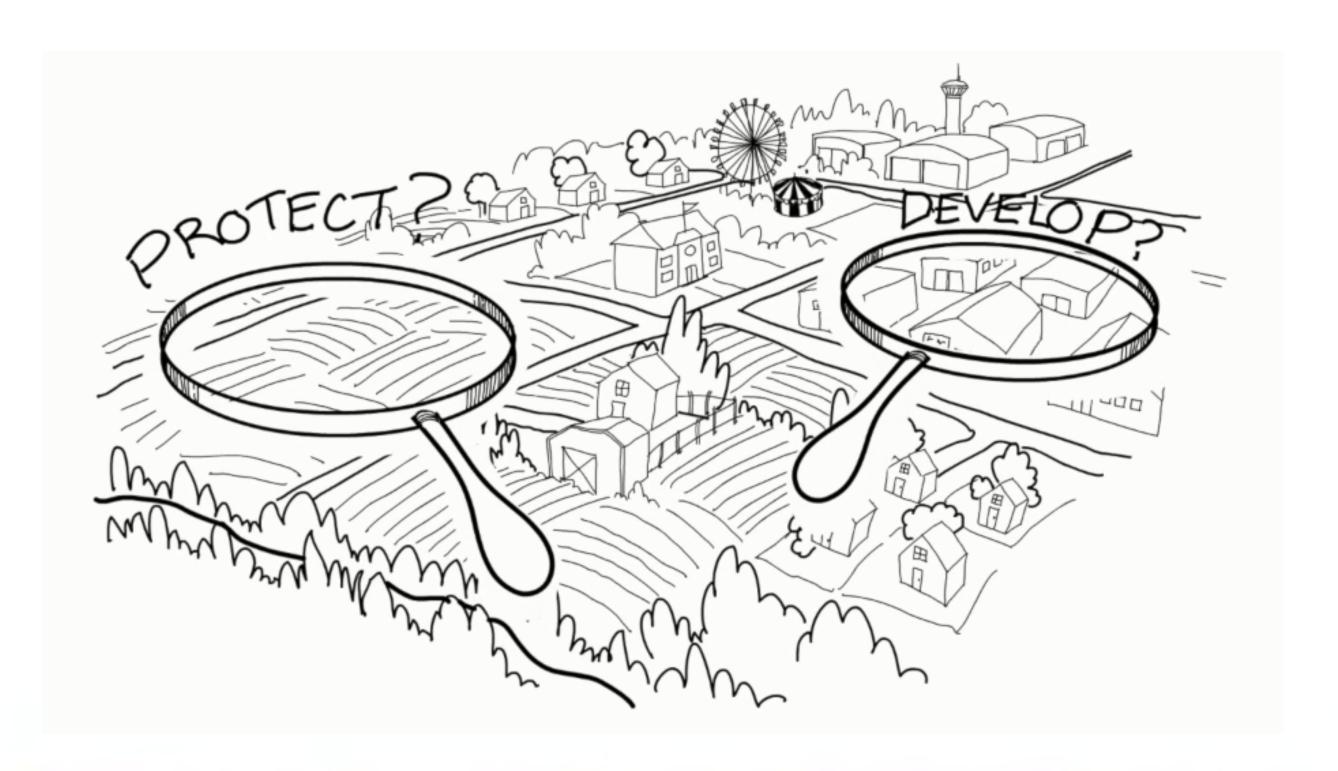
There are 16 draft goals that support the proposed new vision for Springbank.

Land Use Strategy

- 1. Continue to develop Springbank as a distinct and attractive country residential community with peaceful neighbourhoods and thriving business areas developed in appropriate locations.
- 2. Promote a strong sense of place by preserving heritage assets and expanding community focal points, open space connections, and recreational opportunities.
- 3. Ensure an ordered approach to development through the implementation of well-defined land use areas together with appropriate transition between land uses.
- 4. Support the County's goal of achieving financial sustainability through rational extensions of development and diversification of the tax base in the Springbank area.
- 5. Ensure that new development aligns with the direction of municipal and regional policies and plans.
- 6. Collaborate and engage with landowners and adjoining jurisdictions throughout the planning process to build consensus on new development.

Community Character and Appearance

- 7. Complement the character and appearance of Springbank through high quality design that:
 - a. Preserves and enhances the existing landscape, sightlines, and natural environment;
 - b. Recognizes and blends with the immediate surroundings and vistas;
 - c. Supports efficient use of land and encourages provision of accessible public spaces.
- 8. Provide for attractive and high-quality gateways into the Springbank community along the Highway 1 corridor and from Stoney Trail intersections.







Draft ASP Goals

Housing

- 9. Respect the existing built environment, but explore the use of alternate forms of residential development such as cluster and mixed use development in new development areas.
- 10. Sensitively manage the subdivision of larger parcels within existing residential areas to accommodate the incorporation of further acreage development.

Business

11.Ensure sustainable and sensitive growth of the business areas in a way that is supported by market projections, desired growth size, and limitations of servicing.

Agriculture

- 12. Support agricultural uses until alternative forms of development are determined to be appropriate. Support diversification of agricultural operations as a means of retaining an agricultural land base.
- 13. Promote the development of smaller agricultural operations within residential, community, and business uses to maintain the rural character of Springbank.

Transportation Network

14. Create a well-designed, safe, and interconnected transportation network that addresses the needs of residents, motorists, pedestrians, and cyclists.

Servicing

15. Provide for potable water, wastewater, and stormwater infrastructure within the Plan in a safe, cost effective, and fiscally sustainable manner.

Environment

16.Demonstrate sensitivity and respect for environmental features, particularly through strong protection of the existing groundwater resource and drainage patterns within the watersheds of the Bow and Elbow Rivers.







Population and Growth

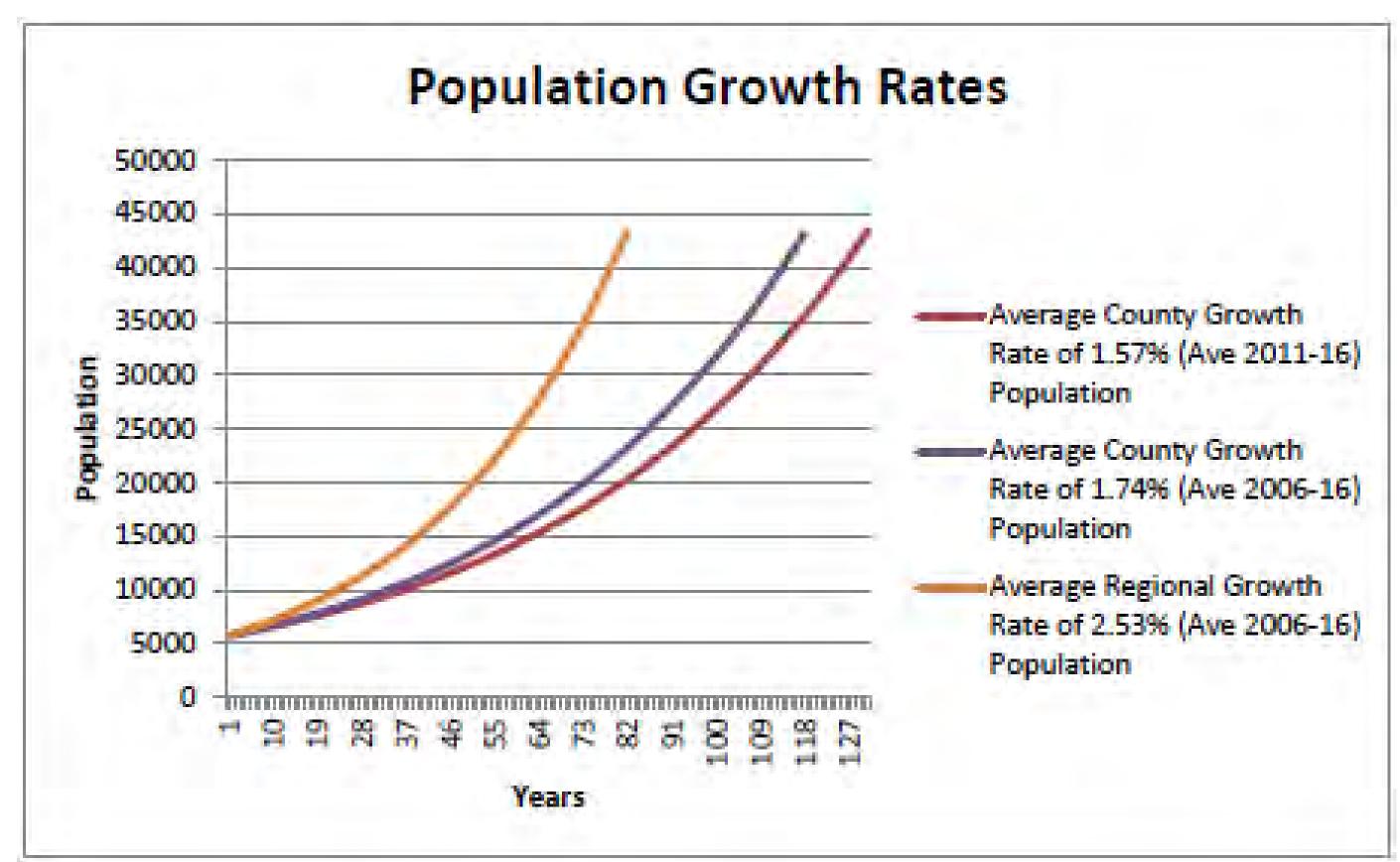
	Develop	able Area (acres)	Potential New Lots	Potential Additional Population	Existing Population	Total Estimated Population at Full Build Out
Land Use Scenario 1	Residential	8,163.51	7,652 lots	20,659	5,743	26,402
Low Development	Business	1,122.67				
Land Use	Residential	7,610.27		26,015	5,743	31,758
Scenario 2 Moderate Development	Business	1,338.97	9,636 lots			
Land Use Scenario 3	Residential	8,456.31	14,000 lots	37,396	5,743	43,139
High Development	Business	1,719.53				
Current ASP Policies (Residential Land Inventory)	All land	15,221.93	4,551 lots	13,653	5,743	19,396

Potential Land Use Scenario Populations at Full-Build Out

What is the current Springbank population?

Taking into account that Census boundaries do not match the boundaries of the ASP study area, it is challenging to accurately determine the current population. We have calculated the population to be **5,743** (see table below). However, the Municipal Census this year will provide more accurate data to guide the Springbank ASP process.

Area Structure Plan	2013 Census Population	New Dwellings Since 2013	New Dwelling Population Estimate	Total Population
Central Springbank	5,455	16	43	5,498
Moddle	170	0	0	170
North Springbank	72	1	3	75



How long would it take to reach the forecast population numbers?

The graph above shows how many years it may take for Springbank to reach the estimated final populations presented by each land use scenario. Three average growth rates are shown on the graph to indicate the level of growth that Springbank might experience in future: two reflect the average growth rates that have occurred within the County in recent years, and one reflects the average growth rate observed by municipalities in the Calgary region between 2006-2016.

Based on these rates, to reach the full build-out populations estimated for the three land use scenarios, it would take:

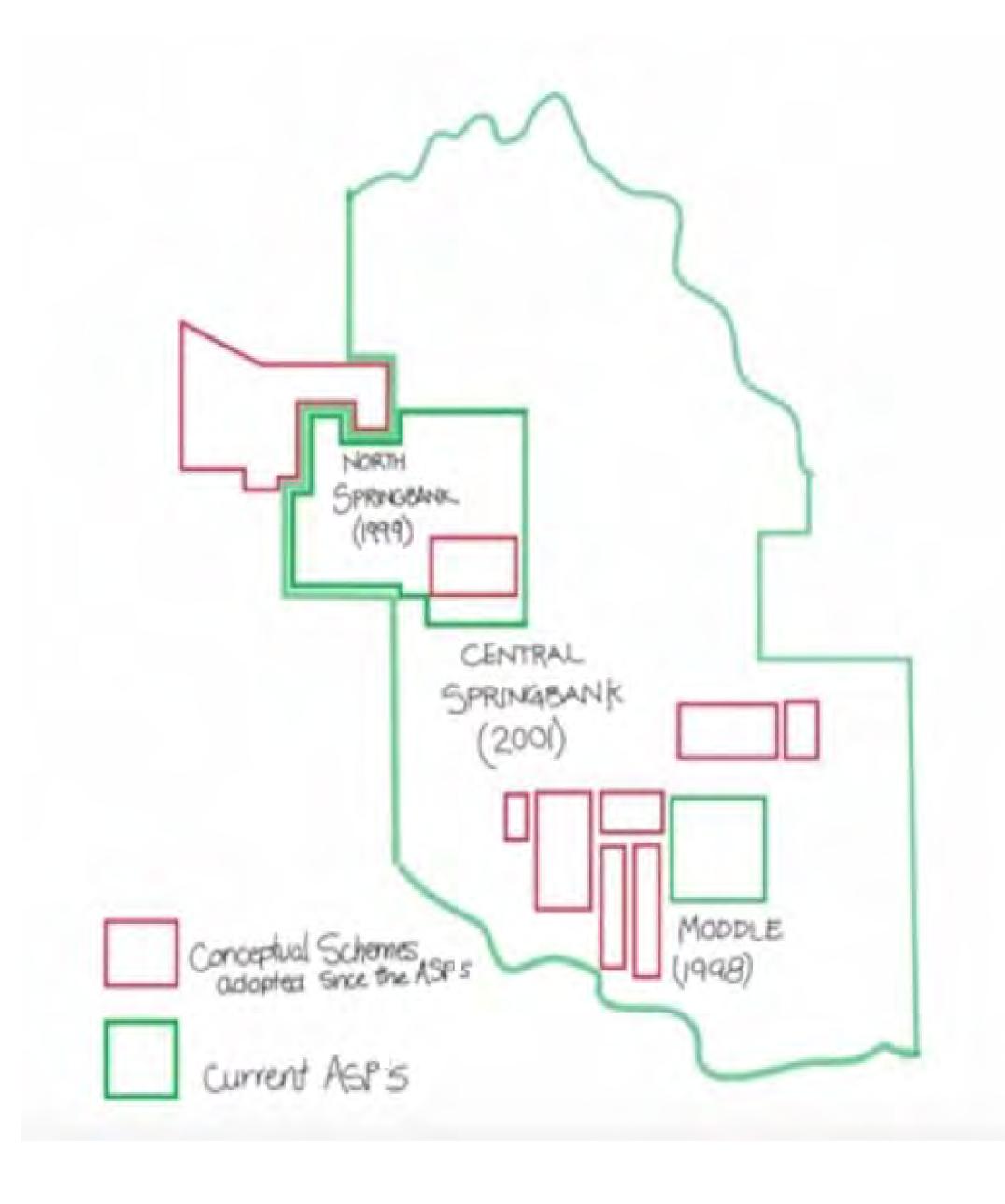
- Between 62 and 98 years under Land Use Scenario 1 (low development);
- Between 69 and 111 years under Land Use Scenario 2 (moderate development);
- Between 81 and 130 years under Land Use Scenario 3 (high development).





Servicing Issues and Opportunities

- The County enlisted the services of ISL Engineering and Land Services Ltd. (ISL) to complete a Servicing Strategy encompassing water and wastewater infrastructure to support the preparation of the Springbank Area Structure Plan (ASP);
- The Servicing Strategy provides a framework for potential future water and wastewater servicing systems in the area. It provides necessary parameters for the infrastructure design and includes recommendations for water supply and treatment as well as wastewater treatment and disposal. The options are shown on the following panels.







Servicing Issues and Opportunities

WATER

There are no existing regional water distribution or treatment systems within the Springbank area. As such, all existing development is currently serviced by individual water wells, water co-ops, or private water utilities.

Options:

- 1) Connection to The City of Calgary In this option, potable water is pumped from The City of Calgary's water distribution system through a supply line to a new primary reservoir and pumphouse for the study area. Currently, there are no active negotiations between the County and The City of Calgary in planning this service.
- 2) New Raw Water Intake and Water Treatment Plant There are limited existing water licenses to be used for consumptive and non-consumptive purposes in the SSRB. Therefore, existing licenses within and in reasonable proximity to the Springbank ASP area would need to be transferred in order to facilitate water servicing.
- 3) Deep Water Aquifer This option requires a deep groundwater source with raw water pumped to a water treatment plant. In order to use this option, a sufficient number of wells would need to be secured to yield the required water demands of Springbank.





Servicing Issues and Opportunities

WASTEWATER

There are no existing regional wastewater collection or disposal systems within the Springbank area. As such, all existing development is serviced by private sewage treatment systems (PSTS) and septic fields, as well as pumpout tanks for non-residential developments.

Options

- 1) Connection to The City of Calgary wastewater would be directed to the city of Calgary via the West Memorial Sanitary Trunk in the north and/or the Glenmore Sanitary Trunk in the south. Currently, there are no active negotiations between the County and The City of Calgary in planning this service.
- 2) New Outfall this option involves a new tertiary wastewater treatment plant (WWTP) and connection to an outfall to the Bow or Elbow River.
- 3) Sewage Lagoon.
- 4) Spray Effluent Disposal this option involves a tertiary wastewater treatment plant with spray effluent disposal.

Next Steps

In the next stage of the project, the County will be refining the land use scenarios using the community and stakeholder feedback received and will then undertake further servicing and transportation studies on those updated scenarios.





Country Residential

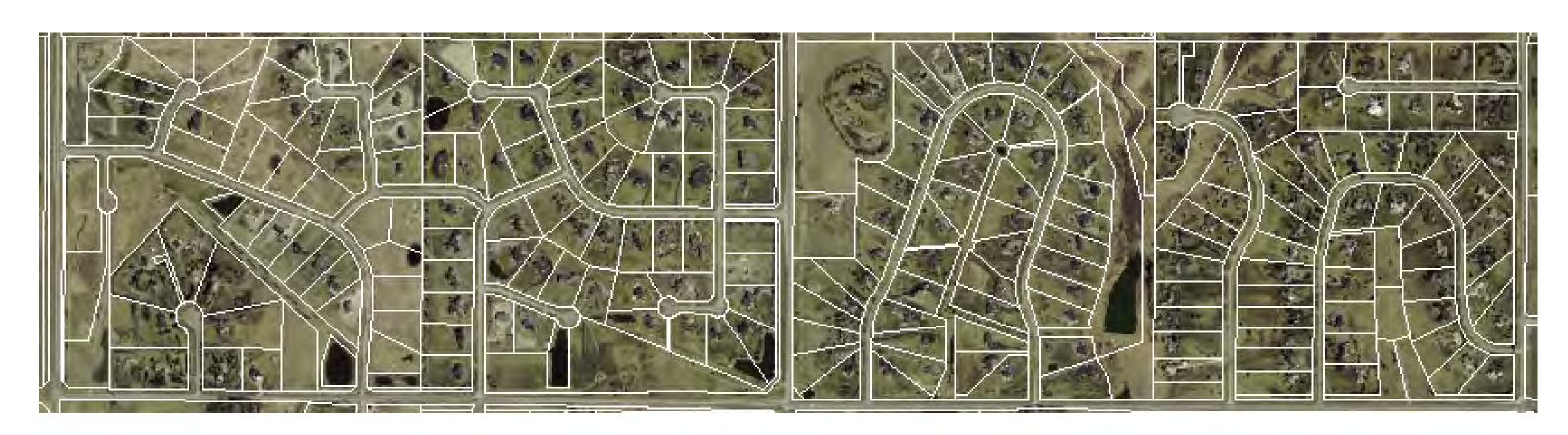
This land use area anticipates acreage development and continues with the predominant housing form seen in Springbank.

Objectives

- Ensure that the impact of business development and other housing forms on country residential development is minimized through the implementation of appropriate interface policies and design guidelines.
- Ensure that redesignation and subdivision proposals within Country
 Residential areas are sensitive to existing residential properties and are
 supported by the appropriate planning framework.
- In appropriate locations, provide criteria for the subdivision of larger parcels within existing Country Residential subdivisions.

Densities

 Average of 0.75 units per acre (UPA) based on the minimum 1 and 2 acre lot provisions allowed in the current Central Springbank ASP.



Cluster Residential Development

This land use area is included under the moderate and high growth scenarios as development that promotes efficient use of land and provision of public spaces.

Objectives

• Support *cluster development* as a form of residential development in order to achieve servicing efficiencies, minimise impacts on environmental features, and promote the provision of an interconnected, publicly accessible, active transportation network and open space.

Densities

- Moderate Development 70% residential with an average of 1.5 UPA (net)(1.02 UPA gross) and a minimum of 30% public space.
- High Development 70% residential with an average of 2 UPA (net)(1.40 UPA gross) and a minimum of 30% public space.

Cluster development is a design technique or planning strategy that involves grouping houses on smaller lots in one area of a development while preserving the remaining land on the site for recreation, common open space, or protection of environmentally sensitive areas.









Urban Development Area

This land use area anticipates Calgary's Crestmont and Valley Ridge communities extending west towards Range Road 31 at a range of densities that sensitively interface with existing acreages. Continued engagement and collaboration with The City will be an important part of the process in developing land use policies for this area.

Objectives

 Provide a planning framework for Residential and Business development that reflects the availability of services and infrastructure requirements for lands immediately east of the Highway 1 and Range Road 31 intersection.

Densities and Uses

- 20% Business Commercial and 80% Residential;
- Average densities for Residential calculated at 4 residential UPA (low development), 6 UPA (moderate development) and 8 UPA (high development).

Transition Area

This land use area is intended to provide for a mix of residential and commercial development based on its location: adjoining Calgary, near to the future Stoney Trail West Extension. Emphasis would need to be given to the careful management of the transition from urban development to existing acreages. As noted with the Urban Development Area, continued engagement and collaboration with The City of Calgary will be important in developing land use policies for these lands.

Objectives

- Provide a planning framework for Residential and Business development that reflects the availability of services and infrastructure requirements for identified lands west of 101st Street;
- Ensure that orderly transition from urban development within Calgary is sensitively achieved to protect the rural character and feel of adjacent Springbank communities.

Densities and Uses

- 35% Business Commercial and 65% Residential;
- Average densities for residential calculated at 2 residential UPA (low development), 4 UPA (moderate development) and 8 UPA (high development).





Mixed Use

This land use area is intended to provide flexibility for new development in areas of transition between Business uses and Residential uses.

Objectives

- Facilitate residential development to complement non-residential development within the mixed use areas;
- Support development of attractive and well planned mixed use areas.

Densities

- 50% Business Commercial and 50% Residential;
- Average densities for Residential calculated at 1 residential UPA for the low and moderate development scenarios and 1.5 UPA for the high development scenario.



Business/Industrial Commercial

This land use area is to facilitate the continuation and growth of Business areas within the Highway Business Area at the Highway 1/Range Road 33 intersection and the Regional Business Centre surrounding Springbank Airport. This follows the direction of County Plan policies.

Objectives

Business Industrial

- Exclude heavy industrial uses from the Plan area;
- Restrict *light industrial uses* to identified lands surrounding the Springbank Airport.

Business Commercial

- Promote Business Commercial development that is of a high-quality design and provides safe access and egress from adjacent highways.
- Ensure business uses are compatible with existing and future land uses.

Heavy and Light Industrial Use

Heavy and light industrial uses will be defined in greater detail when the ASP and its policies are written. However, light industrial uses are likely to be enclosed within a building or be a limited outside storage use. They are also not likely to cause significant nuisance or environmental impacts through their operation. Heavy industrial uses are those that may cause a degree of impact upon amenity or the environment through noise, odour, appearance and other factors.





Business Transition

This land use area is to facilitate the orderly temporal transition from existing Residential uses to Business uses. Until transition occurs, this land use is also intended to support the protection of the Residential Uses from adjacent Business uses.

Objectives

- Support the retention and protection of existing Country Residential lots identified in the Business Transition area until change to business development is deemed desirable.
- Provide a planning framework for the orderly temporal transition from Country Residential uses to Business Industrial/Commercial.

Public Services

This land use area supports the continuation and growth of *public services* along Range Road 33.

Objectives

- Support public services in accordance with the policies of the County Plan and the Rocky View West Recreation Master Plan (once adopted).
- Support the growth of public services along Range Road 33 as a location for community interaction.
- Encourage a wide range of recreational, cultural, and social amenities for a broad cross-section of the community.
- Identify future school needs and potential school sites in the plan area, collaborating with school authorities on site selection and development.

Interface

In order to minimize impacts on adjacent land uses and ensure the orderly spatial transition between different development forms in Springbank, the following ASP objectives are proposed:

Business-Residential Interface

• Ensure that the transition between Business development and residential development is managed effectively by supporting complementary land use types and densities in interface areas.

Residential Form Interface

• Provide for an appropriate transition between residential areas comprising different housing forms.

Agricultural Interface

• In accordance with the County's Agricultural Boundary Design Guidelines, ensure an appropriate interface between non-agricultural uses and agricultural land or operations, in order to avoid negative impacts on agricultural operations.

What are Public Services?

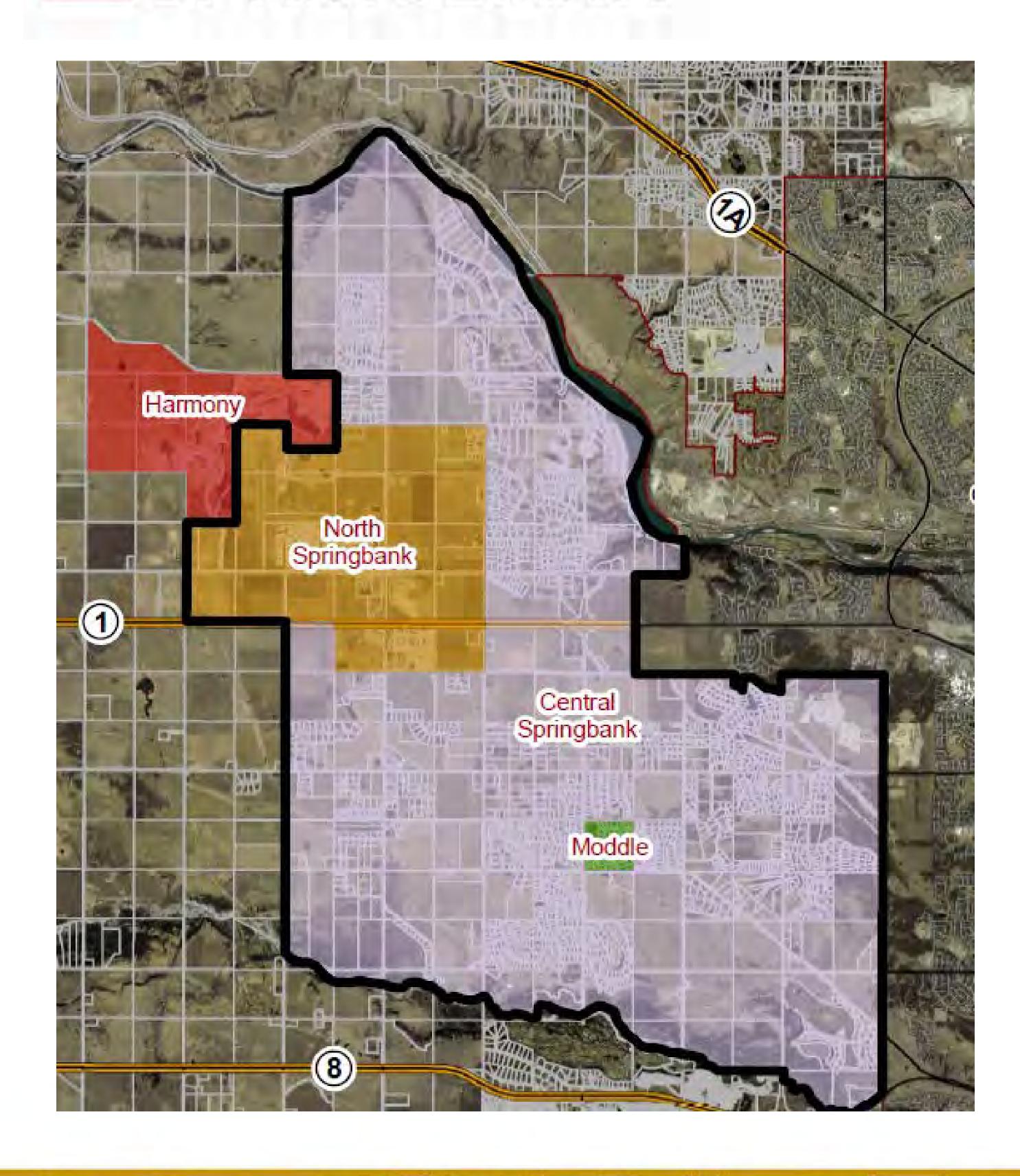
Public Services may include variety of public and institutional uses and some of these are listed below:

- Athletic and Recreation Services
- Campground, Institutional
- Child Care Facilities
- Cemetery and Interment Services
- Government Services
- Farmers Market
- Funeral Services and Entombment
- Indoor Participant Recreation Services

- Medical Treatment Services
- Museums
- Private Clubs and Organizations
- Public or Quasi-Public Building
- Public Park
- Religious Assembly
- School, Public or Separate
- School, Private
- Schools, Universities & Colleges



Area Structure Plan SPRINGBANK



Land Use Scenarios

Using the feedback received at previous open houses and community coffee chats, the County has prepared three land use scenarios, each of which containing land use areas with different development forms and densities. Descriptions of those land uses and the calculated residential populations have been provided alongside each map.

The County is not indicating preference for any of the proposed land use scenarios; feedback received from the community, together with further servicing and transportation studies, will help to refine the scenarios.

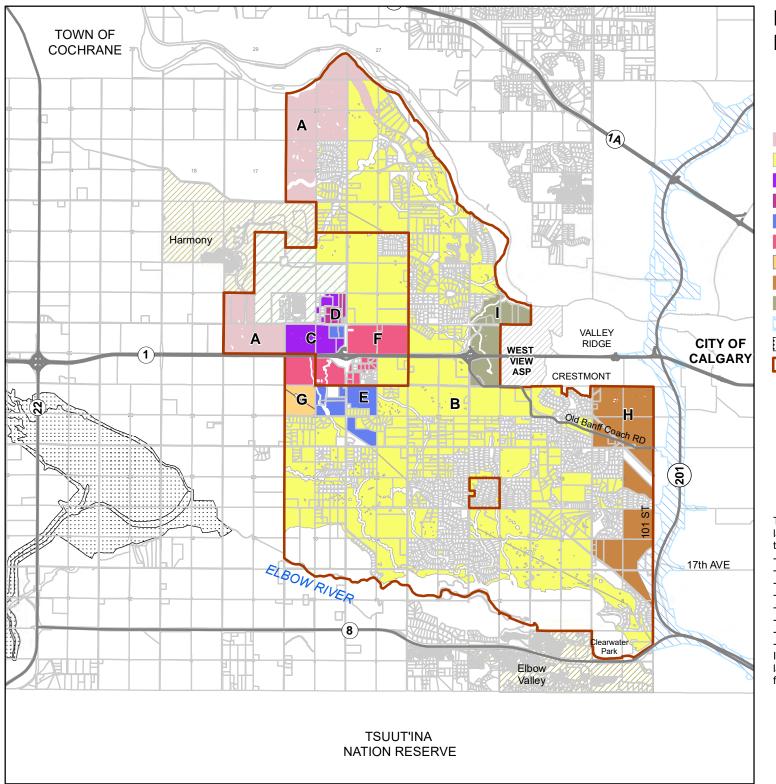
Should the existing ASPs be combined?

The County previously received mixed feedback on amalgamation of the current three ASPs (Central Springbank, North Springbank, and Moddle), with no strong consensus from the community.

The land use scenarios presented on the maps to your right show a single Area Structure Plan boundary to allow discussion on how each area might connect. As the land use scenarios are developed further, a decision will be made on whether certain areas of Springbank require a separate ASP, or whether they can be planned through separate policies within a single ASP.

Please provide feedback regarding what you think about combining the existing ASPs.





Draft Land Use Scenario 1 Low Development

Land Use Areas	Area (ac)				
A-Remove from ASP area	1452.25				
B-Country Residential	10,411.00				
C-Business Industrial/Commercial	304.27				
D-Business Transition	76.84				
E-Public Services	336.04				
F-Business Commercial	614.69				
G-Mixed Use	154.04				
H-Transition Area	1266.46				
I-Urban Development Area	438.68				
Proposed Transportation and Utility Corridor					

Proposed Springbank Off Stream Reservoir

Current Springbank ASP Boundaries (Central Springbank, North Springbank,

The following areas have been removed from the land use areas on this map as they are considered to have low potential for future development.

- -Parcels less than 3.5 ac -Parcels owned by County
- -Slope greater than 45%
- -Wetlands
- -Riparian Areas
- -Flood Fringe
- -Cemetary
- -Electric Transmission Line right of ways
 In no way is inclusion or exclusion of land within the land use areas confirmation of that land's suitability for development.



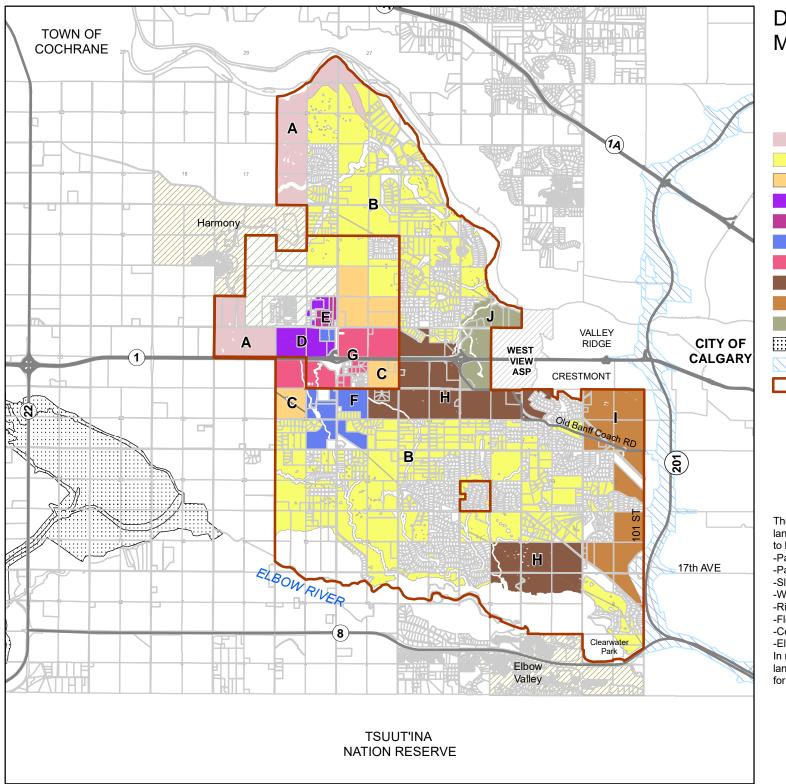


Low Development

UPA = Units Per Acre

Land Use Block	Scenario	Developable Area (acres)	Developable Area -30% roads/infrastructure	Residential Density/Lots	Population potential of developable area
Α	Remove from ASP area	1,452.25	-	-	-
В	Country Residential 1 UPA and 0.5 UPA calculation. 0.75 UPA average.	10,411.00	7,287.70	1 UPA = 7,287 lots Or 0.5 UPA = 3,643 lots	7,287 lots x 2.7 = 19,674 Or $3,643 \times 2.7 = 9,836$ Average 5,465 x 2.7 = 14,755
С	Business Industrial/Commercial	304.27	212.99	_	_
D	Business Transition Country Residential to Business Industrial and Business Commercial.	76.84	53.79	-	-
E	Public Services	336.04	235.23	-	-
F	Business Commercial	614.69	430.28	-	-
G	Mixed Use 50% Business Commercial 50% Residential with average of 1 UPA.	154.04 Business 77.02 Residential 77.02	107.83 Business 53.91 Residential 53.91	1 UPA = 53 lots	53 lots x 2.7 = 143
Н	Transition Area 35% Business Commercial 65% Residential with average 2 UPA.	1,266.46 Business 443.26 Residential 823.20	886.52 Business 310.28 Residential 576.24	2 UPA = 1152 lots	1,152 lots x 2.7 = 3110
	Urban Development Area 20% Business Commercial 80% Residential with average 4 UPA	438.68 Business 87.74 Residential 350.94	307.08 Business 61.42 Residential 245.66	4 UPA = 982 lots	982 lots x 2.7 = 2,651
	Totals:	45 OF 4 O7	Business 1,122.67 acres Residential 8,163.51 acres	9,474 lots (1 UPA Country Res.) or 5,830 lots (0.5 UPA Country Res.)	25,578 additional population or 15,740 additional population
		15,054.27 acres	Business and Residential 9,286.18 acres	7,652 lots (average 0.75 UPA)	20,659 people (Average 0.75 UPA)





Draft Land Use Scenario 2 **Moderate Development**

Land Use Areas	Area (ac)				
A-Remove from ASP area	1186.45				
B-Country Residential	7,977.49				
C-Mixed Use	771.88				
D-Business Industrial/Commercial	304.27				
E-Business Transition	76.84				
F-Public Services	433.28				
G-Business Commercial	614.89				
H-Cluster Residential Development	1967.71				
I-Transition Area	1266.21				
J-Urban Development Area	438.50				
Proposed Springbank Off Stream Reservoir					
Proposed Transportation and Utility Corridor					

The following areas have been removed from the land use areas on this map as they are considered to have low potential for future development.

Current Springbank ASP Boundaries (Central Springbank, North Springbank,

- -Parcels less than 3.5 ac -Parcels owned by County
- -Slope greater than 45%
- -Wetlands
- -Riparian Areas
- -Flood Fringe
- -Cemetary
- -Electric Transmission Line right of ways
 In no way is inclusion or exclusion of land within the land use areas confirmation of that land's suitability for development.



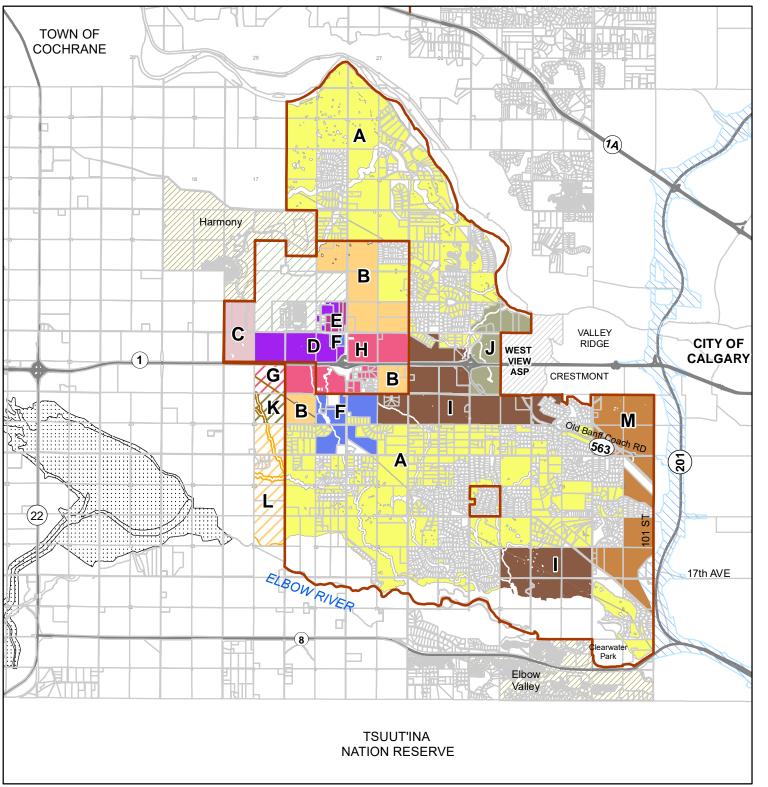


UPA = Units Per Acre

Moderate Development

Land Use Block	Scenario	Developable Area (acres)	Developable Area -30% roads/ infrastructure (acres)	Residential Density/Lots	Population of developable area
Α	Remove from ASP area	1,186.45	-	-	_
В	Country Residential 1 UPA and 0.5 UPA calculation. 0.75 UPA average.	7,977.49	5,584.24	1 UPA = 5,584 lots Or 0.5 UPA = 2792 lots	5,584 lots x 2.7 = 15,076 Or 2,792 lots x 2.7 = 7,538 Average 4,188 x 2.7 = 11,307
	Mixed Use 50% Business Commercial 50% Residential with average of 1 UPA.	771.88 Business 385.94 Residential 385.94	540.32 Business 270.16 Residential 270.16	1 UPA = 270 lots	270 lots x 2.7 = 729
D	Business Industrial/Commercial	304.27	212.99	-	-
E	Business Transition Residential to Business Industrial and Business Commercial.	76.84	53.79	-	_
F	Public Services	433.28	303.30	-	_
G	Business Commercial	614.89	430.42	-	-
	Cluster Residential Development 70% Residential with average of 1.5 UPA (net)(1.02 UPA gross) and minimum 30% Open Space	1967.71 acres – 30% Open Space = Residential 1377.40	Residential 934.18	1.5 UPA (net) = 1401 lots.	1401 lots x 2.7 = 3,782
	Transition Area 35% Business Commercial 65% Residential with average 4 UPA.	1266.21 Business 443.17 Residential 823.04	886.35 Business 310.22 Residential 576.13	4 UPA = 2,304 lots.	2,304 lots x 2.7 = 6,220
	Urban Development Area 20% Business Commercial 80% Residential with average 6 UPA	438.50 Business 87.7 Residential 350.8	306.95 Business 61.39 Residential 245.56	6 UPA = 1,473 lots.	1,473 lots x 2.7 = 3,977
	Total:	15,114.36 acres	Business 1,338.97 Residential 7,610.27 Business and Residential 8,949.24 acres	11,032 lots (1 UPA Country Res.) or 8,240 lots (0.5 UPA Country Res.). 9,636 lots (Average 0.75 UPA)	29,784 additional population or 22,246 additional population. 26,015 people (Average 0.75 UPA)





Draft Land Use Scenario 3 **High Development**

	Land Use Areas	Area (ac)		
	A-Country Residential	8424.28		
	B-Mixed Use	1073.3		
	C-Remove from ASP area	299.40		
	D-Business Industrial/Commercial	459.80		
	E-Business Transition	76.84		
	F-Public Services	433.28		
	G-Business Commercial (Add to ASP)	145.60		
	H-Business Commercial	614.69		
	I-Cluster Residential Development	1967.64		
	J-Urban Development Area	428.93		
	K-Mixed Use	142.39		
	L-Country Residential	575.96		
	M-Transition Area	1266.21		
Proposed Springbank Off Stream Reservoir				
Proposed Transportation and Utility Corridor				

The following areas have been removed from the land use areas on this map as they are considered to have low potential for future development.

Current Springbank ASP Boundaries (Central Springbank, North Springbank,

Moddle)

- -Parcels less than 3.5 ac -Parcels owned by County
- -Slope greater than 45%
- -Wetlands
- -Riparian Areas
- -Flood Fringe
- -Cemetary
- -Electric Transmission Line right of ways In no way is inclusion or exclusion of land within the land use areas confirmation of that land's suitability for development.





High Development

UPA = Units Per Acre

Land Use Block	Scenario	Developable Area (acres)	Developable Area -30% roads/ infrastructure (acres)	Residential Density/Lots	Population of developable area	
A	Country Residential 1 UPA and 0.5 UPA calculation. 0.75 UPA average.	8,424.28	5,897.00	1 UPA = 5,897 lots Or 0.5 UPA = 2,948 lots	5,897 lots x 2.7 = 15,921 Or 2,948 x 2.7 = 7,959 Average 4,422 lots x 2.7 = 11,939	
В	Mixed Use 50% Business Commercial 50% Residential with average of 1.5 UPA.	1073.30 Business 536.65 Residential 536.65	751.31 Business 375.66 Residential 375.66	1.5 UPA = 563 lots	563 lots x 2.7 = 1,520	
С	Remove from ASP area.	299.40	209.40	-	_	
D	Business Industrial/Commercial	459.80	321.86	-	-	
E	Business Transition Residential to Business Industrial and Business Commercial.	76.84	53.79	_	_	
F	Public Services	433.28	303.30	-	-	
G	Business Commercial Add to ASP area.	145.60	101.92		_	
Н	Business Commercial	614.28	430.00		_	
	Cluster Residential Development 70% Residential with average of 2 UPA (net)(1.40 UPA gross) and minimum 30% Open Space	1967.64 – 30% Open Space = Residential 1377.35	Residential 964.15	2 UPA (net) = 1928 lots	1,928 lots x 2.7 = 5,205	
J	Urban Development Area 20% Business Commercial. 80% residential with average 8 UPA	428.93 Business 85.79 Residential 343.14	300.25 Business 60.05 Residential 240.20	8 UPA = 1,921 lots	1,921 lots x 2.7 = 5,186	
K	Mixed Use Add to ASP area. 50% Business Commercial 50% Residential with average of 1.5 UPA.	142.39 Business 71.20 Residential 71.20	99.67 Business 49.84 Residential 49.84	1.5 UPA = 106 lots	106 lots x 2.7 = 286	
L	Country Residential Add to ASP area. 1 UPA and 0.5 UPA calculation. 0.75 UPA average.	575.96 acres	403.17	1 UPA = 403 lots Or 0.5 UPA = 201 lots	403 lots x 2.7 = 1,088 201 lots x 2.7 = 542 Average 302 lots x 2.7 = 815	
M	Transition Area 35% Business Commercial 65% Residential with average of 8 UPA.	1,266.21 acres Business 443.17 Residential 823.04	886.35 Business 310.22 Residential 576.13	8 UPA = 4,609 lots	4,609 lots x 2.7 = 12,444	
	Total:	15,765.52 acres	Business 1,719.53 Residential 8,456.31 Business and Residential 10,175.84 acres	15,427 lots (1 UPA Country Res.) or 12,573 lots (0.5 UPA Country Res.). 14,000 lots (Average 0.75 UPA)	41,650 additional population or 33,142 additional population. 37,396 people (Average 0.75 UPA)	



Draft Springbank ASP Vision

Straddled by the Bow and Elbow Rivers, Springbank will offer a tranquil rural lifestyle with beautiful vistas and a strong sense of community rooted in its agricultural heritage. Further development will safeguard Springbank's precious natural environment and will prioritise sensitive watershed management. Acreages will continue to be the predominant housing option in the community, but with further choice to serve residents as they progress through various stages of life.

Business uses and new forms of housing will be carefully managed and will be centred on the Highway 1 corridor and Springbank Airport. Residents and visitors will access a growing range of public uses on Range Road 33 and will enjoy an extensive active transportation network linked with open space and community focal points. Transition from urban development in Calgary will be effectively planned to ensure compatibility with Springbank's unique character.

Draft Springbank ASP Goals

Land Use Strategy

- Continue to develop Springbank as a distinct and attractive country residential community with peaceful neighbourhoods and thriving business areas developed in appropriate locations.
- 2. Promote a strong sense of place by preserving heritage assets and expanding community focal points, open space connections, and recreational opportunities.
- 3. Ensure an ordered approach to development through the implementation of well-defined land use areas, together with appropriate transition between land uses.
- 4. Support the County's goal of achieving financial sustainability through rational extensions of development and diversification of the tax base in the Springbank area.
- 5. Ensure that new development aligns with the direction of municipal and regional policies and plans.
- 6. Collaborate and engage with landowners and adjoining jurisdictions throughout the planning process to build consensus on new development.

Community Character and Appearance

- 7. Complement the character and appearance of Springbank through high-quality design which:
 - a. Preserves and enhances the existing landscape, sightlines, and natural environment;
 - b. Recognizes and blends with the immediate surroundings and vistas;
 - c. Supports efficient use of land and encourages provision of accessible public spaces.
- 8. Provide for attractive and high-quality gateways into the Springbank community along the Highway 1 corridor and from Stoney Trail intersections.



Housing

- 9. Respect the existing built environment, but explore the use of alternate forms of residential development–such as cluster and mixed use development–in new development areas.
- 10. Sensitively manage the subdivision of larger parcels within existing residential areas to accommodate the incorporation of further acreage development.

Business

11. Ensure sustainable and sensitive growth of the business areas in a way that is supported by market projections, desired growth size, and limitations of servicing.

Agriculture

- 12. Support agricultural uses until alternative forms of development are determined to be appropriate. Support diversification of agricultural operations as a means of retaining an agricultural land base.
- 13. Promote the development of smaller agricultural operations within residential, community, and business uses to maintain the rural character of Springbank.

Transportation Network

14. Create a well-designed, safe, and interconnected transportation network that addresses the needs of residents, motorists, pedestrians, and cyclists.

Servicing

15. Provide for potable water, wastewater, and stormwater infrastructure within the Plan in a safe, cost effective, and fiscally sustainable manner.

Environment

16. Demonstrate sensitivity and respect for environmental features, particularly through strong protection of the existing groundwater resource and drainage patterns within the watersheds of the Bow and Elbow Rivers.

Draft Springbank ASP Objectives

LAND USE

1. Residential

- Maintain single detached dwellings as the predominant form of housing in Springbank, and preserve the rural lifestyle of residents living on acreages and agricultural parcels.
- Facilitate a diverse community with housing form and developments that can accommodate persons of all ages and abilities.

Country Residential

 Ensure that the impact of business development and other housing forms on country residential development is minimized through the implementation of appropriate interface policies and design guidelines.



- Ensure that redesignation and subdivision proposals within Country Residential areas are sensitive to existing residential properties and are supported by the appropriate planning framework.
- In appropriate locations, provide criteria for the subdivision of larger parcels within existing Country Residential subdivisions.

Cluster Residential Development

 Support cluster development as a form of residential development in order to achieve servicing efficiencies, minimise impacts on environmental features and promote the provision of an interconnected, publicly accessible active transportation network and open space.

Urban Development Area

 Provide a planning framework for Residential and Business development which reflects the availability of services and infrastructure requirements for lands immediately east of the Highway 1 and Range Road 31 intersection.

Business Transition

- Support the retention and protection of existing Country Residential lots identified in the Business Transition area until change to business development is deemed desirable.
- Provide a planning framework for the orderly temporal transition from Country Residential uses to Business Industrial/Commercial.

Seniors' Housing

 Support the provision of seniors' residential development both with new Business, Public Services and Residential development areas and, where compatible, existing Country Residential areas.

2. Business

Business

- Promote development of non-residential uses to provide local employment opportunities for residents and financial sustainability by increasing the County's business assessment base.
- Support the development of well-designed light industrial areas.
- Provide for the growth of local and regional commercial development which celebrates and preserves the character and heritage of Springbank.
- Establish standards and requirements for business uses within the Plan area.

Business Industrial

- Exclude heavy industrial uses from the Plan area.
- Restrict light industrial uses to identified lands surrounding the Springbank Airport.

Business Commercial

 Promote Business Commercial development that is of a high-quality design and provides safe access and egress from adjacent highways.



Ensure business uses are compatible with existing and future land uses.

3. Mixed Use

- Facilitate residential development to complement non-residential development within the mixed use areas.
- Support development of attractive and well planned mixed use areas.

4. Agriculture

- Support Right to Farm legislation through appropriate transition policies and measures set out within the Agricultural Boundary Design Guidelines.
- Support opportunities for diversification of agricultural uses and the blending of agricultural practices with compatible non-agricultural uses (community, residential, and commercial uses).
- Continue to support agricultural uses and agricultural subdivisions (including first parcel
 out, farmstead, and new or distinct agricultural use) until alternative forms of
 development are determined to be appropriate.

5. Transition Area

- Provide a planning framework for Residential and Business development which reflects the availability of services and infrastructure requirements for identified lands west of 101st Street.
- Ensure that orderly transition from urban development within the city of Calgary is sensitively achieved to protect the rural character and feel of adjacent Springbank communities.

6. Interface Areas

Business-Residential Interface

 Ensure that the transition between Business development and residential development is managed effectively by supporting complementary land use types and densities in interface areas.

Residential Form Interface

 Provide for an appropriate transition between residential areas comprising different housing forms.

Agricultural Interface

• In accordance with the County's Agricultural Boundary Design Guidelines, ensure an appropriate interface between non-agricultural uses and agricultural land or operations in order to avoid negative impacts on agricultural operations.

7. Design and Appearance

 Promote consideration of rural character, views, and landscape in new development through architectural and community design guidelines.



8. Gateways

- Create attractive, orderly, and well maintained gateways for residents and visitors, with high-quality development adjacent to the Highway 1 corridor and Stoney Trail interchanges.
- Ensure development of the Highway 1 corridor is consistent with intermunicipal and regional growth policies and plans.

RESOURCES AND ASSETS

9. Natural and Historic Environment

- Establish an inventory of biophysical and heritage assets within the plan area and ensure that development considers these identified assets.
- Minimize the disturbance caused by development to the topography, landscape features, wildlife habitat, and water resources of the plan area through sensitive design which adapts to the natural environment.
- Support development which preserves and enhances wetlands, watercourses, and riparian areas within the plan area.

10. Groundwater

 Promote the protection of groundwater within the Bow and Elbow River watersheds and sub-basins in accordance with the adopted Springbank Master Drainage Plan and Bow and Elbow River Basin Water Management Plans.

11. Active Transportation Network, Parks and Open Space

- Provide an integrated regional and local active transportation network with connections to parks, open space, and community focal points throughout the Plan area in accordance with the Active Transportation Plan (once adopted).
- Through the Conceptual Scheme/Master Site Development Plan process, design subdivisions to accommodate an integrated system of active transportation connections, parks and open spaces which link community focal points in accordance with alignments identified within the Active Transportation Master Plan (once adopted).
- Ensure that open space has an ecological, social, cultural, recreational, and/or aesthetic function and that each space operates in a safe and environmentally responsible manner in accordance with the County's adopted Parks and Open Space Master Plan.
- Promote the principles of 'Crime Prevention Through Environmental Design' (CPTED) in the development of Active Transportation connections, parks, and open space.

12. Public Services

- Support public services in accordance with the policies of the County Plan and the Rocky View West Recreation Master Plan (once adopted).
- Support the growth of public services along Range Road 33 as a location for community interaction
- Encourage a wide range of recreational, cultural, and social amenities for a broad crosssection of the community.



• Identify future school needs and potential school sites in the plan area, collaborating with school authorities on site selection and development.

13. Reserves

- Provide for the dedication of reserves to meet the documented educational, recreational, cultural, social, and other community service needs of the community.
- Provide for the taking of money in place of land for municipal reserve (MR), school reserve (SR) municipal school reserve (MSR) and/or Community Services Reserve (CSR) in accordance with the *Municipal Government Act* and based on the recommendations of the County and relevant school board.
- Provide for the identification and protection of environmentally significant land or hazard land through the dedication of environmental reserve (ER) or environmental reserve easements.
- Provide direction on the timing of reserve dedication.

14. Emergency Services

- Ensure an appropriate and efficient level of fire and protective services is made available for current and future residents in order to provide for a safe and liveable community.
- Ensure development is designed and constructed to optimize the delivery of fire and protective services.

15. Natural Resources

- Restrict aggregate development in the plan area in accordance with the Aggregate Resource Plan (once adopted).
- Ensure appropriate and safe land development in relation to petroleum facilities and wells.

INFRASTRUCTURE

16. Transportation Network

- Provide for an internal road network that contributes to a high-quality built environment and efficiently and safely aligns to the regional road network.
- Provide for an internal road network within the residential areas that facilitates connectivity with community focal points and, where appropriate, accommodates the inclusion of an active transportation network within the road right of way.
- Support the implementation and protection of identified transportation routes through the Plan area.
- Encourage ongoing dialogue with The City of Calgary and Province on transportation requirements.

17. Utility Services

- Ensure servicing options minimize impacts upon the environment.
- Provide a land use pattern which is compatible with the servicing capabilities and objectives for Springbank.



- Ensure potable water and wastewater systems are provided to the plan area in a safe, cost effective, and fiscally sustainable manner, and that development connects to piped utility networks when available.
- Identify and protect utility service routes.
- Ensure fire suppression and water supply infrastructure is provided to deliver the appropriate level of fire protection within the plan area.

18. Stormwater

- To ensure development incorporates the policies and best practices contained within the Master Drainage Plan and sub-basin plans for effective stormwater management.
- Ensure effective, sustainable, and responsible stormwater infrastructure to the plan area.
- Maximize the use of natural stormwater drainage conveyance systems.
- Support innovative conservation methods and best management practices with respect to stormwater management, including stormwater reuse and recycling opportunities.
- Preserve high value wetlands within the plan area.

19. Solid Waste

- Ensure Conceptual Schemes and Master Site Development Plans address solid waste management during all stages of development in accordance with the County's Solid Waste Master Plan.
- Promote proper disposal and recycling of solid waste material from construction sites.
- Provide direction on the expected level of post-construction waste management service to be provided by Rocky View County.

IMPLEMENTATION AND MONITORING

20. Implementation

- Implement the Land Use Strategy and policies of the Springbank Area Structure Plan.
- Provide criteria for the logical phasing of development and ensure that the related cost of infrastructure development is identified and provided for.
- Implement key actions to facilitate development and provide guidance on Conceptual Scheme and Master Site Development Plan requirements.
- Ensure Conceptual Schemes and Master Site Development Plans adhere to the vision, goals, objectives, and policies of the Plan.
- Provide for the review and amendment of the plan as required.

21. Intermunicipal Coordination and Cooperation

 Encourage intermunicipal engagement and collaboration to achieve mutual goals and ensure accordance with the Regional Growth Plan (once adopted)



Vision, Goals, Objectives and Land Use Scenarios

June 2018





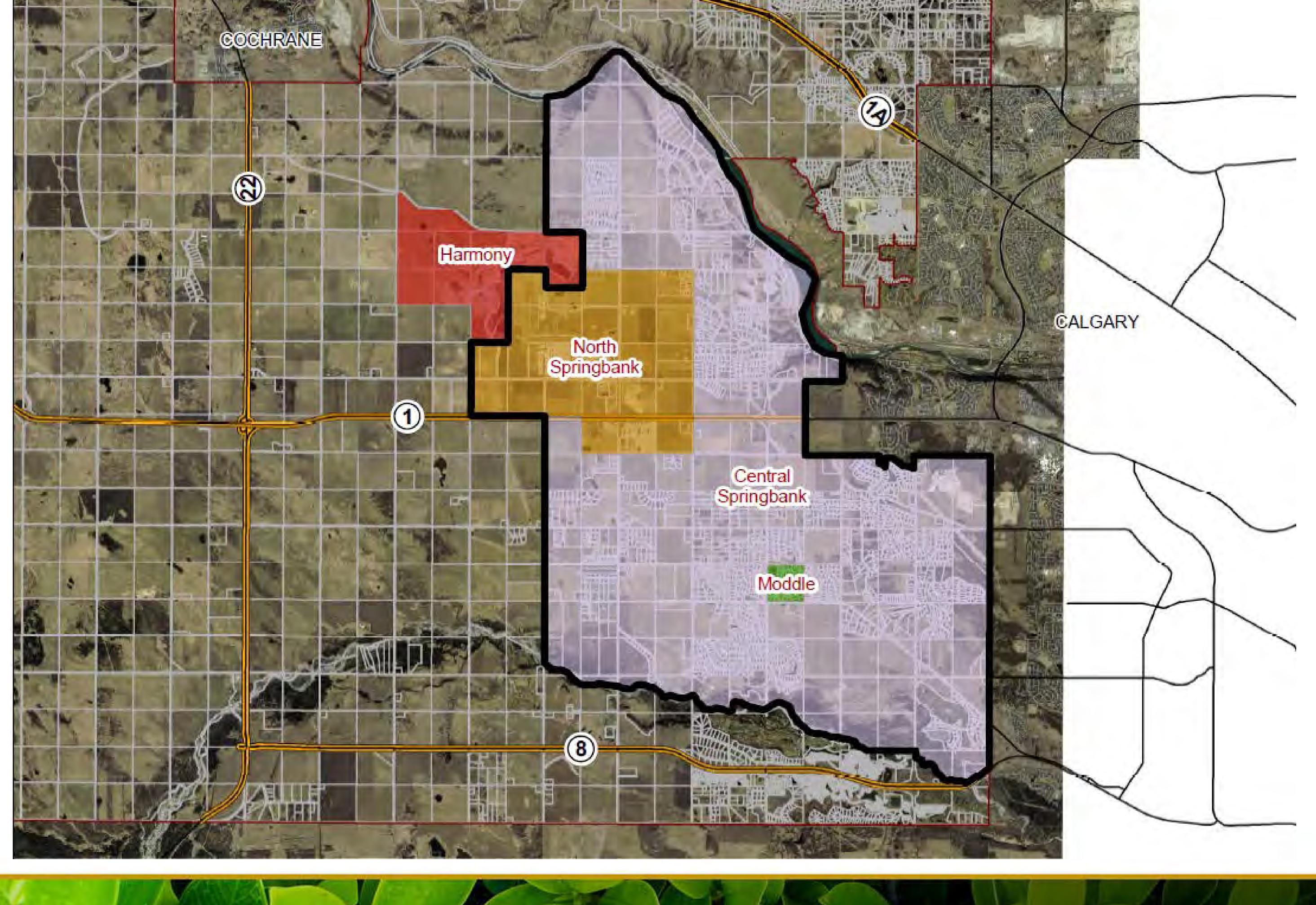
Event Objectives

- 1.To present the ASP draft land use scenarios, vision, goals and objectives.
- 2. To provide an update on the ASP project and next steps.
- 3. To let you know how you can provide feedback on the ASP.

Agenda

- Introduction & Update
- New Vision, Goals & Objectives
- Land Use Scenarios
- Servicing
- Next Steps
- Questions
- Close at 8:30pm





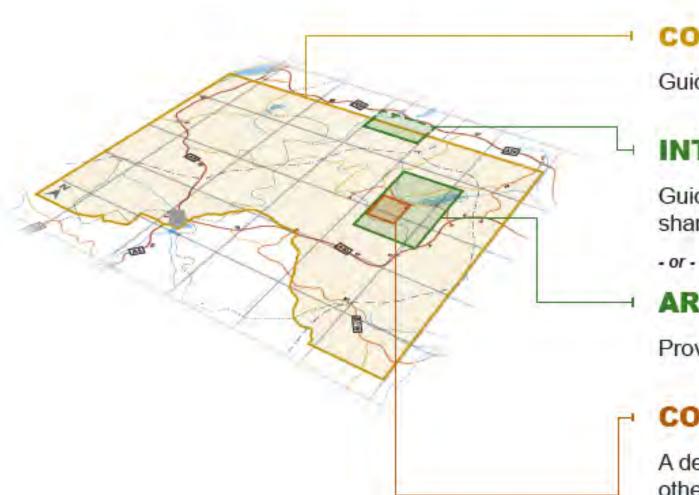




Why are we reviewing the ASPs?

- To ensure the ASPs remain relevant
- Springbank has grown and conditions have changed
- To align with related plans, policies and studies

Rocky View County Plans



COUNTY PLAN

Guides overall growth and development for the county.

INTER-MUNICIPAL DEVELOPMENT PLAN

Guides growth and development in an area where the County shares a border with another municipality.

or •

AREA STRUCTURE PLAN

Provides the vision for the physical development of a community.

CONCEPTUAL SCHEME

A detailed design showing where proposed lots, roads, parks, and other amenities will be placed within a development.

- or -

MASTER SITE DEVELOPMENT PLAN

A design showing where proposed buildings, parking, operations, signs and road entrances will be placed on a single piece of property.



Area Structure Plan SPRINGBANK

Project Timeline

Phase 1

Project Initiation and Background Analysis

- Terms of Reference to Council
- Technical studies
- Public enagement and consultation strategy
- Work plan
- Background Summary Report

Completed December 2016

Phase 2

Public Engagement and Consultation

- Public input on setting vision and priorities
- Revised timelines of Terms of Reference to Council
- Public input on high-level land use options

Completed July 2017

Phase 3

Draft Vision, Objectives and Land Use Scenarios

- Technical studies
- Public input on vision, objectives and land use scenarios

Ongoing

Phase 4

Vision, Principles, and Land Use Scenarios

Use vision, objectives, and Land Use Scenarios to assist with regional growth plan negotiations

Phase 5

Plan Drafting and Completion

- Final process steps to occur based on when direction of the regional growth plan is better understood.
- This portion may occur prior to completion of the regional growth plan, if vision, objectives, and land use scenarios align with interim plan or growth plan direction.



A Vision for Springbank

"Straddled by the Bow and Elbow Rivers, Springbank will offer a tranquil rural lifestyle, with beautiful vistas and a strong sense of community rooted in its agricultural heritage. Further development will safeguard Springbank's precious natural environment and will prioritise sensitive watershed management. Acreages will continue to be the predominant housing option in the community, but with further choice to serve residents as they progress through various stages of life.

Business uses and new forms of housing will be carefully managed and will be centred on the Highway 1 corridor and Springbank Airport. Residents and visitors will access a growing range of public uses on Range Road 33 and will enjoy an extensive active transportation network linked with open space and community focal points. Transition from urban development in Calgary will be effectively planned to ensure compatibility with Springbank's unique character."



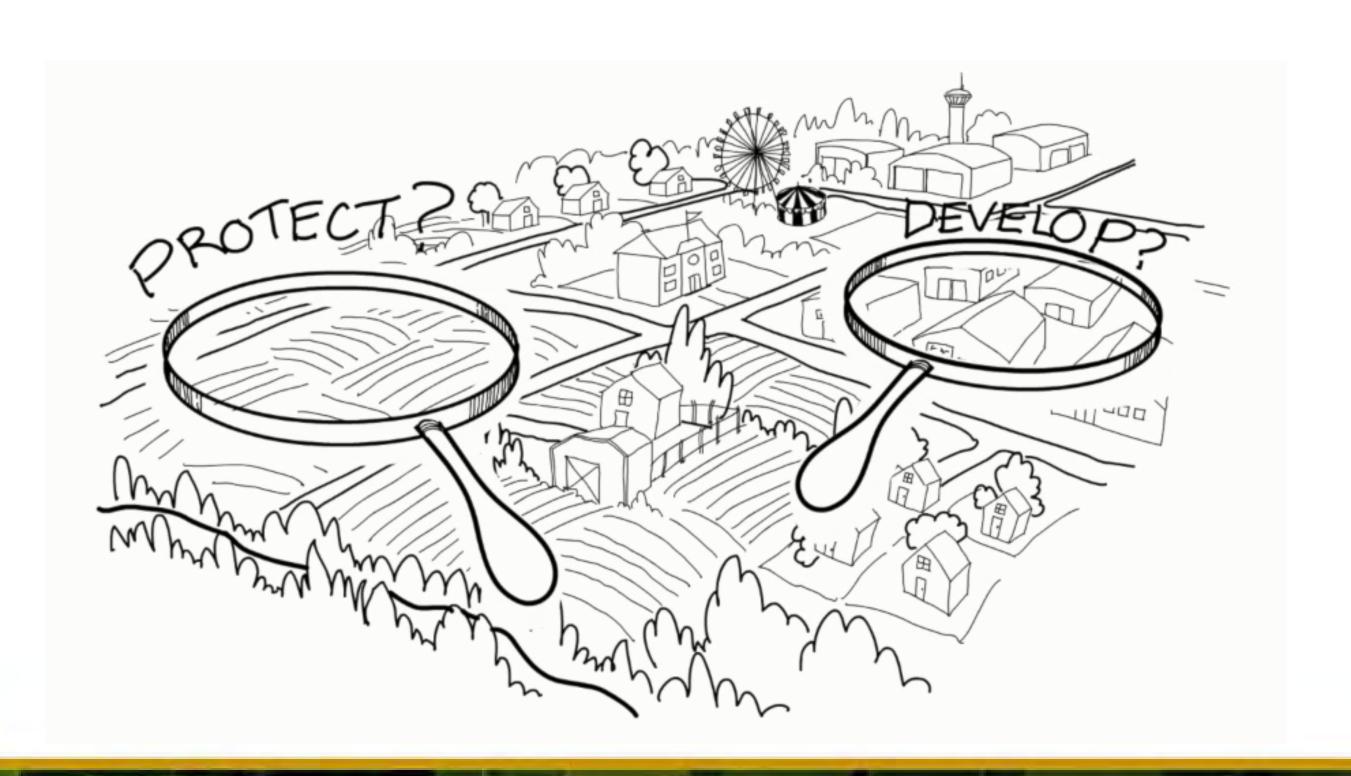


Draft ASP Goals

We've drafted 16 goals to support the new vision for Springbank.

These goals are clustered into the following categories:

- Land Use Strategy
- Community Character and Appearance
- Housing
- Business
- * Agriculture
- Transportation Network
- Servicing
- Environment

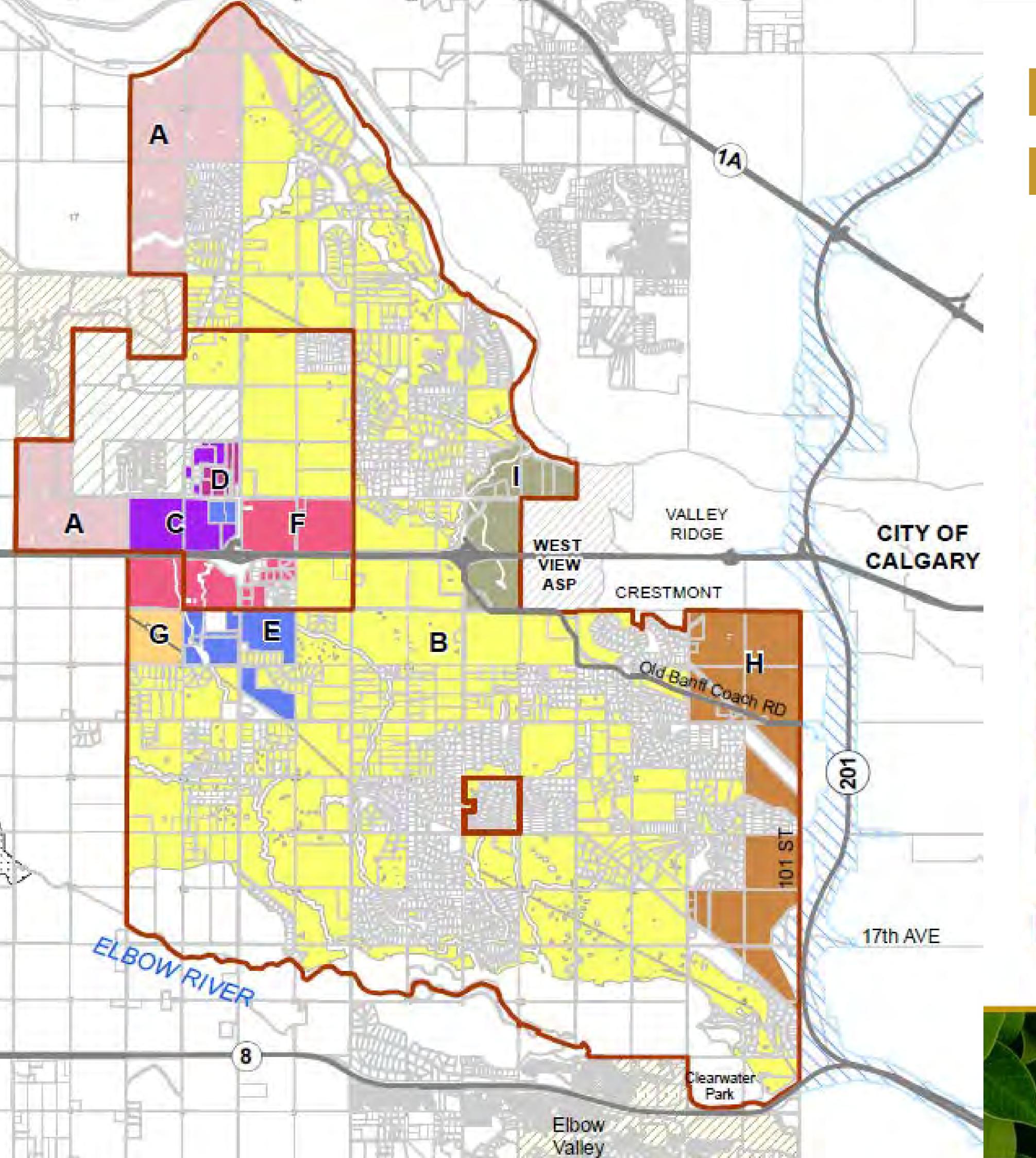




Draft ASP Objectives

LAND USE	RESOURCES AND ASSETS	INFRASTRUCTURE	IMPLEMENTATION AND MONITORING
1. Residential			
 Country Residential 			
 Cluster Residential 	9. Natural and Historic Environment	16. Transportation Network	20. Implementation
 Urban Development Area 	J. Hatarar and mistoric Environment	10. Hansportation receivers	20. Implementation
 Business Transition 			
 Seniors' Housing 			
2. Business			21. Intermunicipal Coordination &
 Business Industrial 	10. Groundwater	17. Utility Services	Cooperation
 Business Commercial 			Соорстастот
3. Mixed Use	11. Active Transportation Network, Parks and Open Space	18. Stormwater	
4. Agriculture	12. Public Services	19. Solid Waste	
5. Transition Area	13. Reserves		
6. Interface Areas			
 Business-Residential Interface 	14. Emergency Services		
 Residential Form Interface 			
 Agricultural Interface 			
7. Design and Appearance	15. Natural Resources		
8. Gateways			

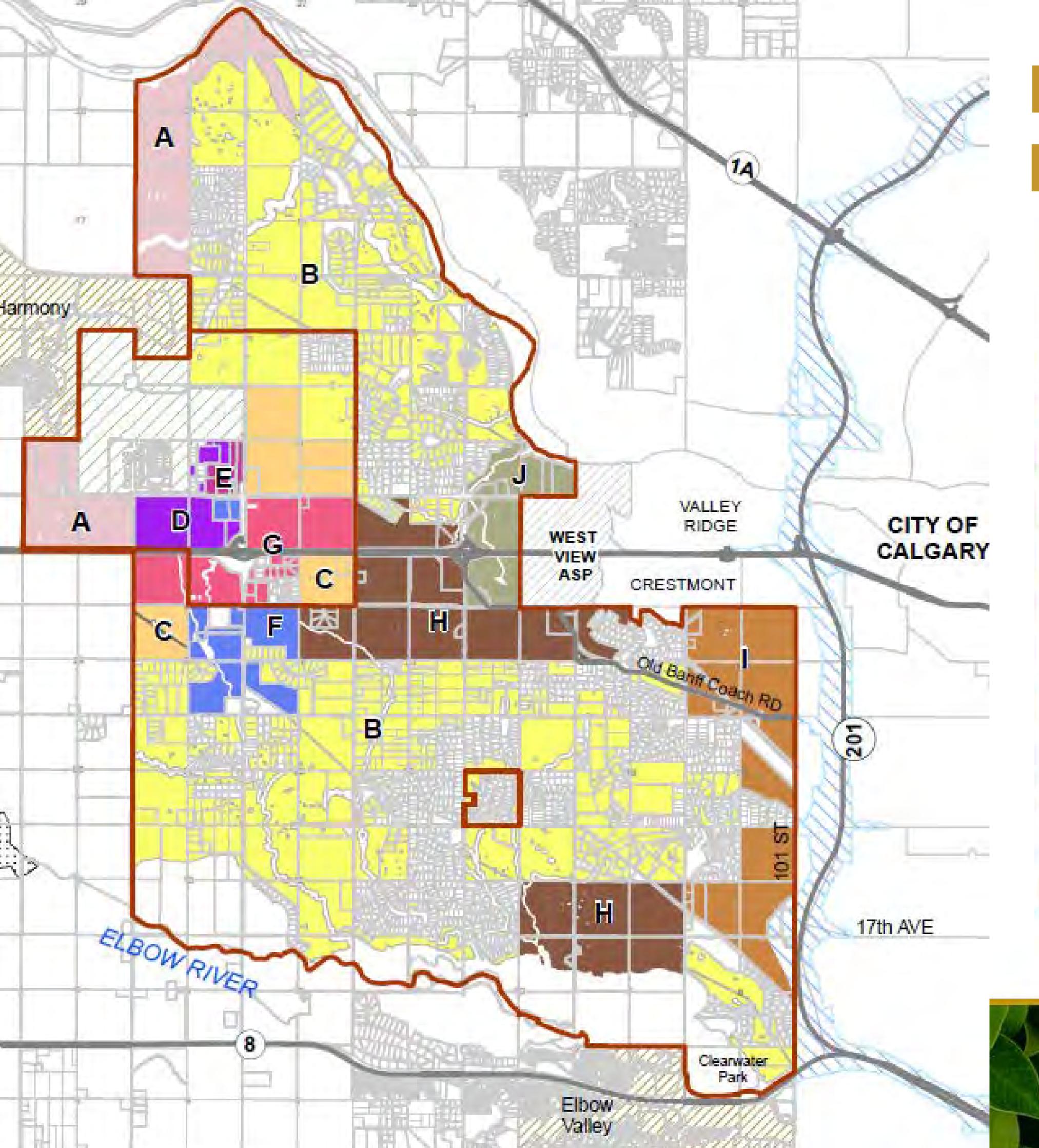




Draft Scenario 1 Low Development

	Land Use Areas	Area (ac)
	A-Country Residential	8424.28
	B-Mixed Use	1073.3
	C-Remove from ASP area	299.40
	D-Business Industrial/Commercial	459.80
	E-Business Transition	76.84
	F-Public Services	433.28
1	G-Business Commercial (Add to ASP)	145.60
	H-Business Commercial	614.69
	I-Cluster Residential Development	1967.64
	J-Urban Development Area	428.93
1	K-Mixed Use	142.39
11	L-Country Residential	575.96
	M-Transition Area	1266.21
	Proposed Springbank Off Stream Reser	voir
11	Proposed Transportation and Utility Con	ridor
	Current Springbank ASP Boundaries (Central Springbank, North Springbank, Moddle)	





Draft Scenario 2 Moderate Development

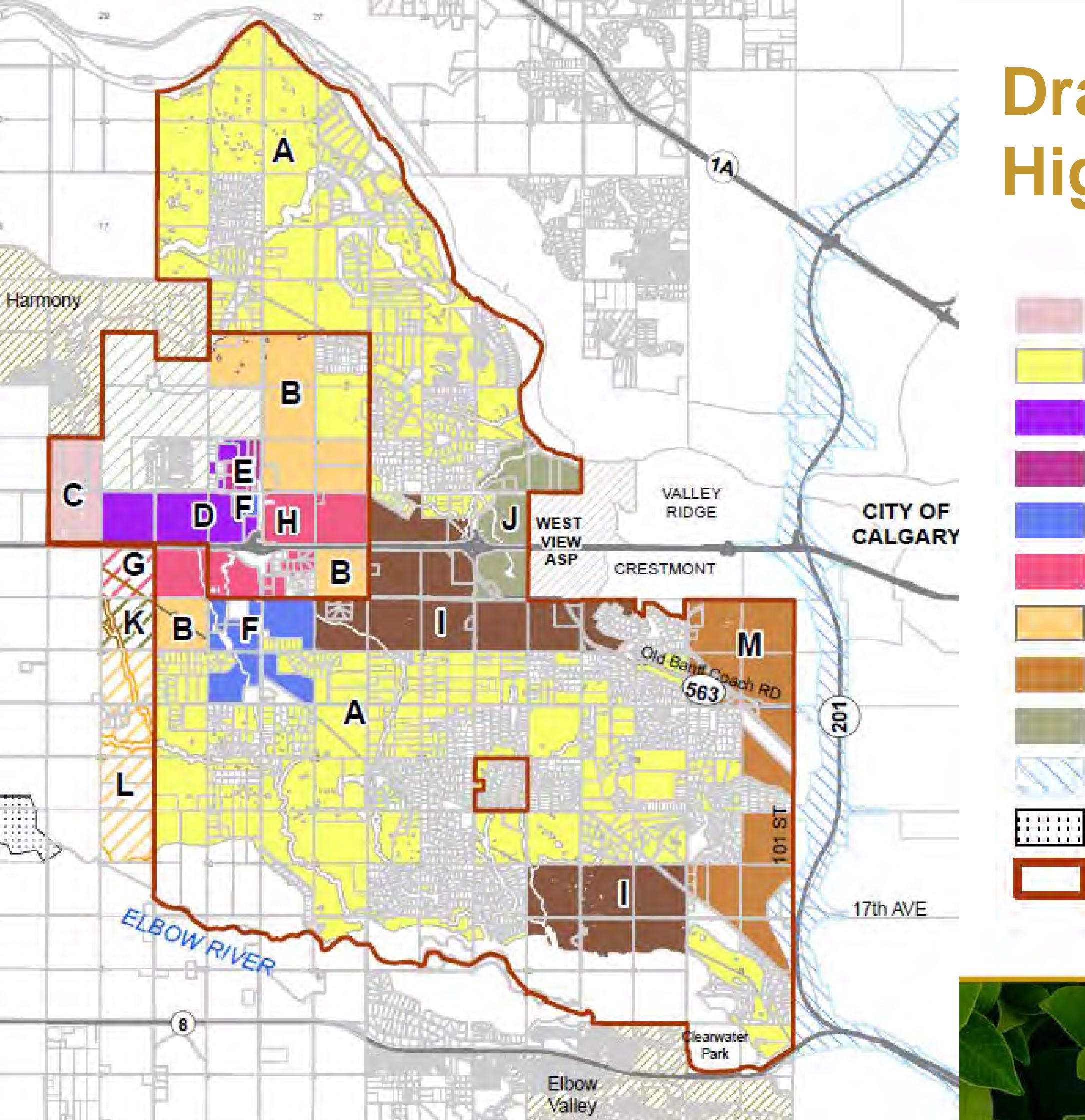
Land Use Areas	Area (ac)
A-Remove from ASP area	1186.45
B-Country Residential	7,977.49
C-M ixed Use	77188
D-Business Industrial/Commercial	304.27
E-Business Transition	76.84
F-Public Services	433.28
G-Business Commercial	614.89
H-Cluster Residential Development	1967.71
I-Transition Area	1266.21
J-Urban Development Area	438.50

Proposed Springbank Off Stream Reservoir

Proposed Transportation and Utility Corridor

Current Springbank ASP Boundaries (Central Springbank, North Springbank, Moddle)





Draft Scenario 3 High Development

Land Use Areas	Area (ac)
A-Remove from ASP area	1452.25
B-Country Residential	10,411.00
C-Business Industrial/Commercial	304.27
D-Business Transition	76.84
E-Public Services	336.04
F-Business Commercial	614.69
G-M ixed Use	154.04
H-Transition Area	1266.46
I-Urban Development Area	438.68

Proposed Transportation and Utility Corridor

Proposed Springbank Off Stream Reservoir

Current Springbank ASP Boundaries (Central Springbank, North Springbank, Moddle)



Population Growth

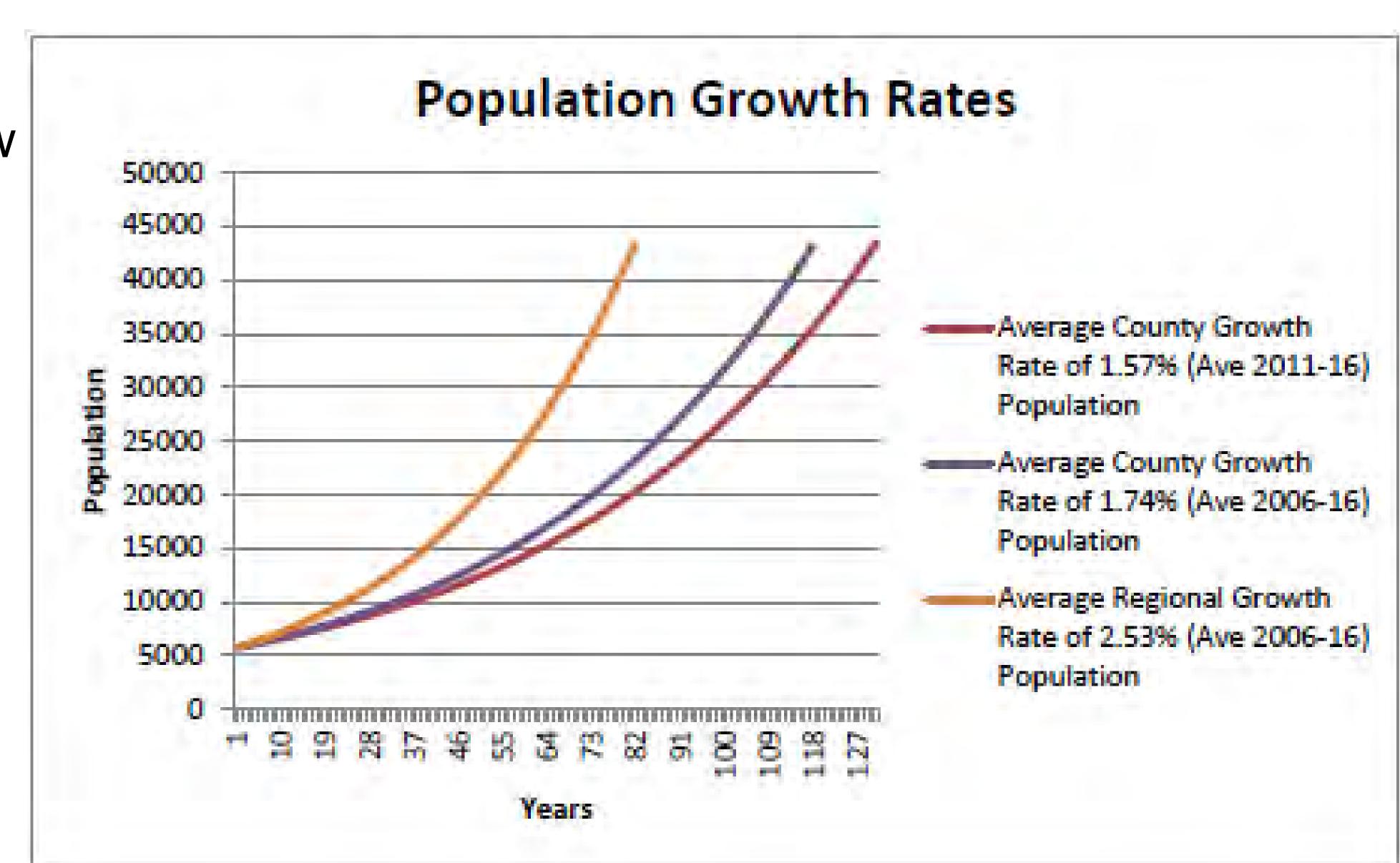
Potential Land Use Scenario Populations at Full-Build Out

	Developable Area	Potential New Lots	Potential Additional Population	Existing Population	Total Estimated Population at Full Build Out
Land Use Scenario 1 Low Development	Residential 8,163.59 ac Business 1,122.67 ac	7,652 lots	20,659	5,743	26,402
Land Use Scenario 2 Moderate Development	Residential 7,635.92 ac Business 1,344.06 ac	9,687 lots	26,154	5,743	31,897
Land Use Scenario 3 High Development	Residential 8,504.65 ac Business 1,719.53 ac	13,877 lots	37,465	5,743	43,208
Current ASP Policies (Residential Land Inventory)	All land 15,221.93 ac	4,551 lots	13,653	5,743	19,396

Population Growth

How long would it take to reach the forecast population numbers?

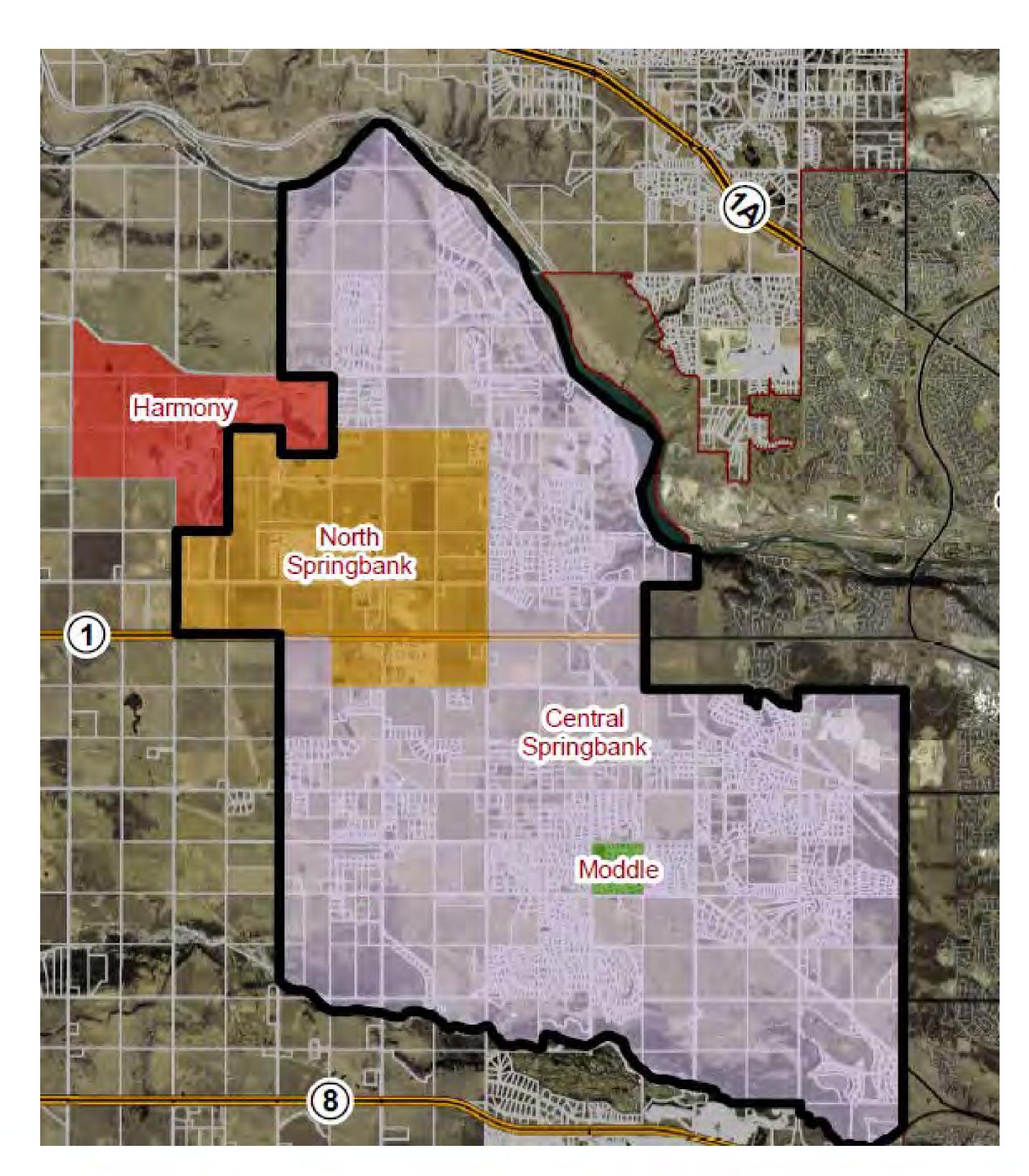
- Between 62 and 98 years to reach full build out under Land Use Scenario 1 (low development)
- Between 69 and 111 years to reach full build out under Land Use Scenario 2 (moderate development)
- Between 81 and 130 years to reach full build out under Land Use Scenario 3 (high development).





1 ASP or Multiple ASPs?

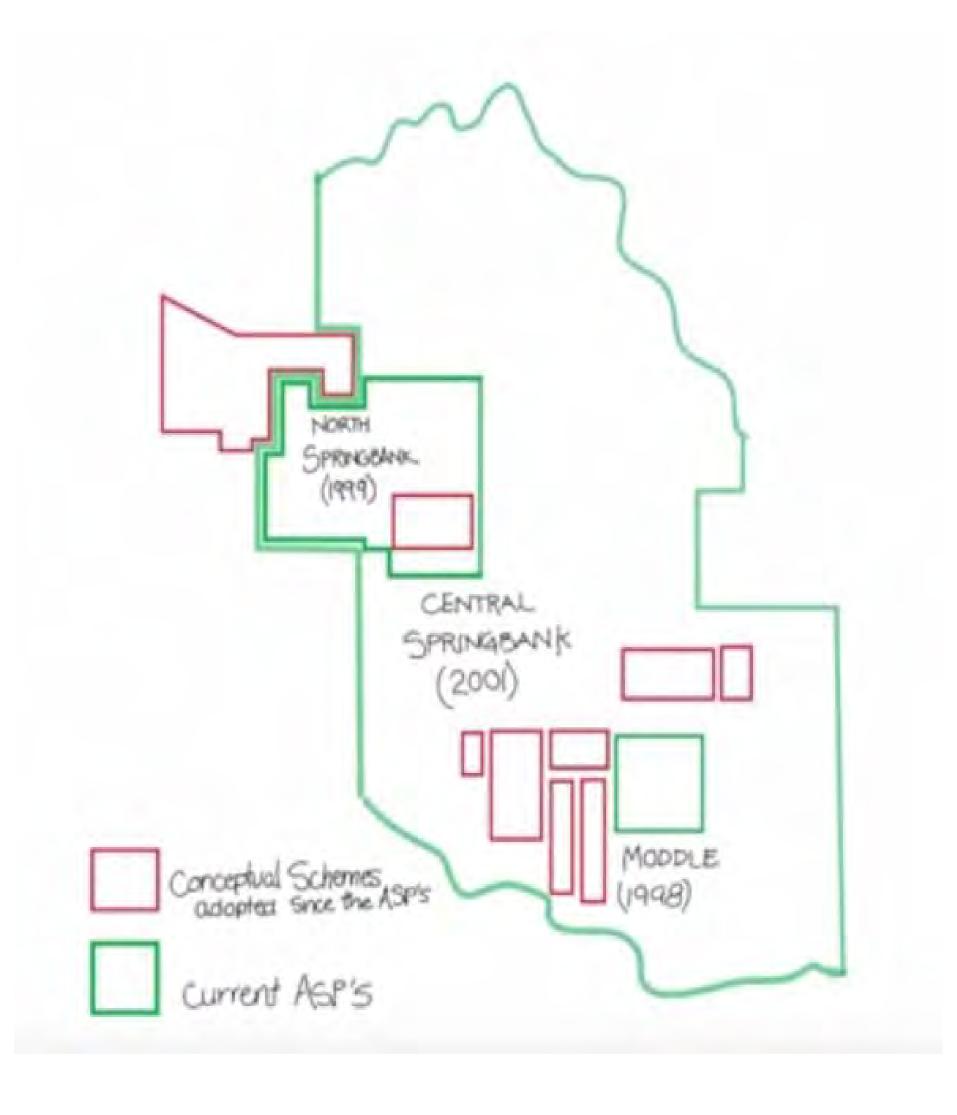
- No consensus from previous feedback.
- No decision has yet been made.
- Are there areas which require a separate ASP?





Servicing Issues and Opportunities

- The County commissioned a Servicing Strategy encompassing water and wastewater infrastructure
- The study reviewed all existing systems in the area.
- It provides a preliminary assessment and recommendations on servicing options.
- No negotiations are ongoing with The City of Calgary on potential extension of City services into Springbank.



Servicing Issues and Opportunities

WATER SERVICING OPTIONS

- Connection to The City of Calgary
- New Raw Water Intake
- Deep Water Aquifer

Servicing Issues and Opportunities

WASTEWATER SERVICING OPTIONS

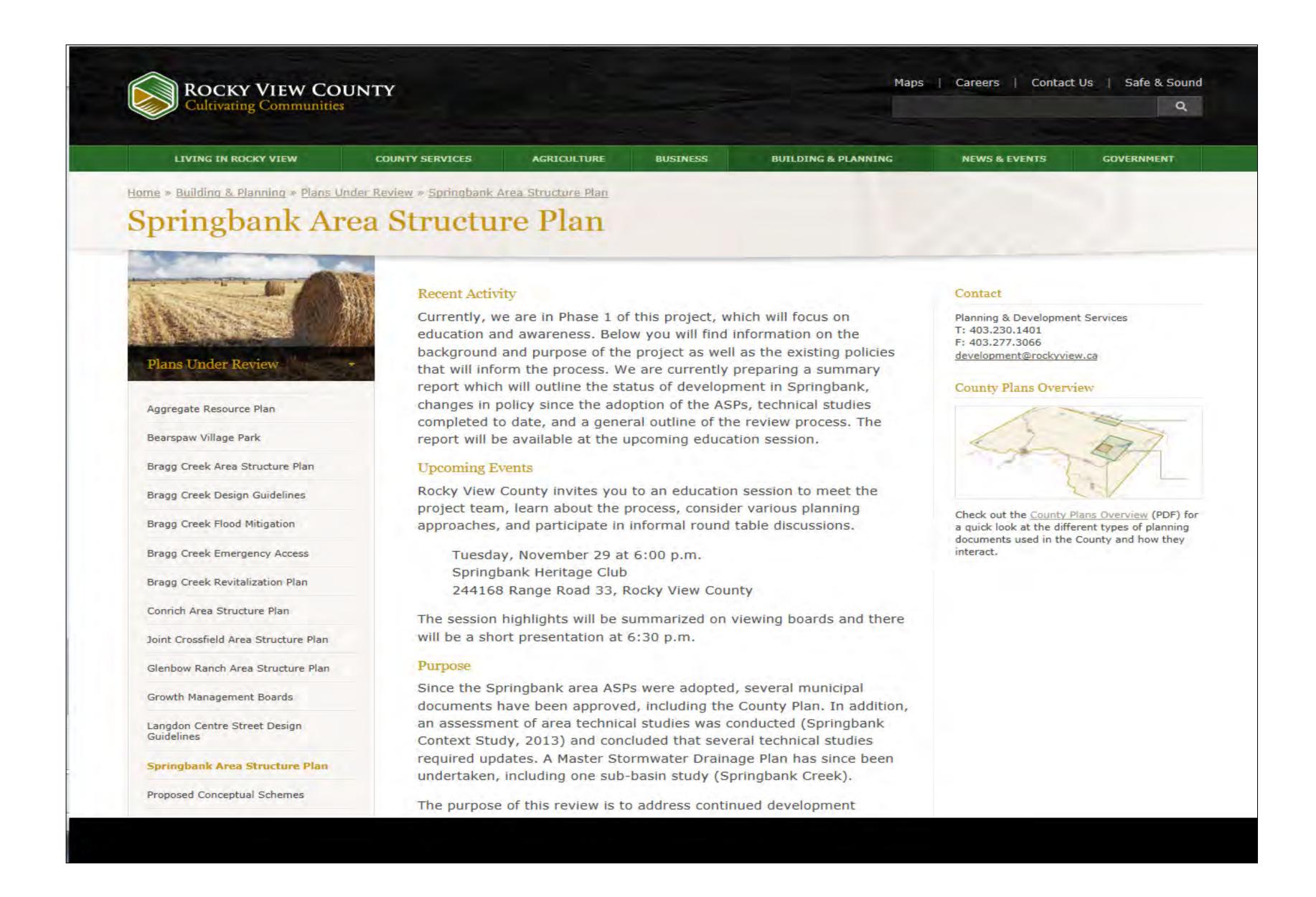
- Connection to The City of Calgary
- New Outfall to Bow or Elbow Rivers
- Sewage Lagoon
- Spray Effluent Disposal



Next Steps

- Vision, Goals and Objectives
- Land use scenarios
- Servicing
- Interim Growth Plan and Growth Management Board discussions.

Fedback



www.rockyview.ca/SpringbankASP

Springbank ASP Webpage

- Get project updates
- Review technical reports
- Sign up for project emails
- Provide feedback.

Dominic Kazmierczak

dkazmierczak@rockyview.ca

403-520-6291

Please provide feedback by Friday, July 13th, 2018



UPA = Units Per Acre

Low Development

Land Use Block	Scenario	Developable Area	Developable Area -30% roads/infrastructure	Residential Density/Lots	Population potential of developable area
Α	Remove from ASP area	1,453.78 acres	_	-	- -
B	Country Residential 1 UPA and 0.5 UPA calculation. 0.75 UPA average.	10,411.12 acres	7,287.78 acres	1 UPA = 7,287 lots Or 0.5 UPA = 3,643 lots	7,287 lots x 2.7 = 19,674 Or 3,643 x 2.7 = 9,836 Average 5,465 x 2.7 = 14,755
C	Business Industrial/Commercial	304.27 acres	212.99 acres	-	-
D	Business Transition Country Residential to Business Industrial and Business Commercial.	76.84 acres	53.79 acres	_	-
Е	Public Services	336.47 acres	235.53 acres	-	_
F	Business Commercial	614.69 acres	430.28 acres	-	-
G	Mixed Use 50% Business Commercial 50% Residential with average of 1 UPA.	154.04 acres 77.02 acres Business 77.02 acres Residential	107.83 acres Business 53.91 acres Residential 53.91 acres	1 UPA = 53 lots	53 lots x 2.7 = 143
Н	Transition Area 35% Business Commercial 65% Residential with average 2 UPA.	1,266.46 acres Business 443.26 acres Residential 823.20 acres	886.52 acres Business 310.28 acres Residential 576.24 acres	2 UPA = 1152 lots	1,152 lots x 2.7 = 3110
	Urban Development Area 20% Business Commercial 80% Residential with average 4 UPA	438.68 acres Business 87.74 acres Residential 350.94 acres	307.08 acres Business 61.42 acres Residential 245.66 acres	4 UPA = 982 lots	982 lots x 2.7 = 2,651
	Tota	ls: 15,056.35 acres	Business 1,122.67 acres Residential 8,163.59 acres Business and Residential 9,286.26 acres	9,474 lots (1 UPA Country Res.) or 5,830 lots (0.5 UPA Country Res.) 7,652 lots (average 0.75 UPA)	25,578 additional population or 15,740 additional population 20,659 people (Average 0.75 UPA)



UPA = Units Per Acre

Moderate Development

Land Use Block	Scenario	Developable Area	Developable Area -30% roads/	Residential	Population
			infrastructure	Density/Lots	of developable area
A	Remove from ASP area	1,186.45 acres	-	-	-
B	Country Residential 1 UPA and 0.5 UPA calculation. 0.75 UPA average.	8,000.25 acres	5,600.18 acres	1 UPA = 5,600 lots Or 0.5 UPA = 2800 lots	5,600 lots x 2.7 = 15,120 Or $2800 \times 2.7 = 7,560$ Average 4,200 x 2.7 = 11,340
C	Mixed Use 50% Business Commercial 50% Residential with average of 1 UPA.	771.88 acres Business 385.94 acres Residential 385.94 acres	540.32 acres Business 270.16 acres Residential 270.16 acres	1 UPA = 270 lots	270 lots x 2.7 = 729
D	Business Industrial/Commercial	304.27 acres	212.99 acres	_	_
E	Business Transition Residential to Business Industrial and Business Commercial.	76.84 acres	53.79 acres	_	_
F	Public Services	433.28 acres	303.30 acres	_	_
G	Business Commercial	614.69 acres	430.28 acres	_	_
Н	Cluster Residential Development 70% Residential with average of 1.5 UPA (net)(1.02 UPA gross) and minimum 30% Open Space	1967.71 acres – 30% Open Space = Residential 1377.40 acres	Residential 934.18 acres	1.5 UPA (net) = 1401 lots.	1401 lots x 2.7 = 3,782
	Transition Area 35% Business Commercial 65% Residential with average 4 UPA.	1287.55 acres 450.64 acres Business Residential 836.91 acres	901.29 acres 315.45 acres Business 585.84 acres Residential	4 UPA = 2,343 lots.	2343 lots x 2.7 = 6,326
J	Urban Development Area 20% Business Commercial 80% Residential with average 6 UPA	438.50 acres Business 87.7 acres Residential 350.8 acres	306.95 acres Business 61.39 acres Residential 245.56 acres	6 UPA = 1,473 lots.	1,473 lots x 2.7 = 3,977
	Total:	15,081.42 acres	Business 1,344.06 acres Residential 7,635.92 acres Business and Residential 8,979.86 acres	11,087 lots (1 UPA Country Res.) or 8,287 lots (0.5 UPA Country Res.). 9,687 lots (Average 0.75 UPA)	29,934 additional population or 22,374 additional population. 26,154 people (Average 0.75 UPA)





High Development

UPA = Units Per Acre

and Use Block	Scenario	Developable Area	Developable Area -30% roads/	Residential Density/Lets	Population of dovolopable area
A	Country Residential 1 UPA and 0.5 UPA calculation. 0.75 UPA average.	8,416.78 acres	infrastructure 5,891.75 acres	Density/Lots 1 UPA = 5,891 lots Or 0.5 UPA = 2,945 lots	of developable area 5,891 lots x 2.7 = 15,905 Or 2,945 x 2.7 = 7,951
		4070.00	754.04		Average 4,418 lots x 2.7 = 11,928
В	Mixed Use 50% Business Commercial 50% Residential with average of 1.5 UPA.	1073.30 acres Business 536.65 acres Residential 536.65 acres	751.31 acres Business 375.66 acres Residential 375.66 acres	1.5 UPA = 563 lots	563 lots x 2.7 = 1,520
С	Remove from ASP area.	299.40 acres	209.40 acres	-	-
D	Business Industrial/Commercial	459.80 acres	321.86 acres	-	-
E	Business Transition Residential to Business Industrial and Business Commercial.	76.84 acres	53.79 acres	-	_
F	Public Services	433.28 acres	303.30 acres	-	-
G	Business Commercial Add to ASP area.	145.60 acres	101.92 acres	-	-
Н	Business Commercial	634.53 acres	444.17 acres	-	-
	Cluster Residential Development 70% Residential with average of 2 UPA (net)(1.40 UPA gross) and minimum 30% Open Space	1967.64 acres – 30% Open Space = Residential 1377.35 acres	Residential 964.15 acres	2 UPA (net) = 1928 lots	1,928 lots x 2.7 = 5,205
J	Urban Development Area 20% Business Commercial. 80% residential with average 8 UPA	428.93 acres Business 85.79 acres Residential 343.14 acres	300.25 acres Business 60.05 acres Residential 240.20 acres	8 UPA = 1,921 lots	1,921 lots x 2.7 = 5,186
K	Mixed Use Add to ASP area. 50% Business Commercial 50% Residential with average of 1.5 UPA.	142.39 acres Business 71.20 acres Residential 71.20 acres	99.67 acres Business 49.84 acres Residential 49.84 acres	1.5 UPA = 106 lots	106 lots x 2.7 = 286
L	Country Residential Add to ASP area. 1 UPA and 0.5 UPA calculation. 0.75 UPA average.	575.96 acres	403.17 acres	1 UPA = 403 lots Or 0.5 UPA = 201 lots	403 lots x 2.7 = 1,088 201 lots x 2.7 = 542 Average 302 lots x 2.7 = 815
M	Transition Area 35% Business Commercial 65% Residential with average of 8 UPA.	1,274.46 acres Business 446.06 acres Residential 828.40 acres	892.12 acres Business 312.24 acres Residential 579.88 acres	8 UPA = 4,639 lots	4,639 lots x 2.7 = 12,525
	Total		Business 1,719.53 acres Residential 8,504.65 acres	15,451 lots (1 UPA Country Res.) or 12,303 lots (0.5 UPA Country Res.).	41,715 additional population or 33, additional population.
			Business and Residential 10,224.16 acres	13,877 lots (Average 0.75 UPA)	37,465 people (Average 0.75 UPA)





Information Booklet

Within this booklet you will find:

- The Crowdsource interactive mapping tool user guide;
- Three maps showing each of the proposed land use scenarios;
- A copy of the online survey.

Please access the Rocky View Cou nty / Plans Under Review / Springbank Area Structure Plan page to review the information panels presented at the open house and read information on the project and the process.

www.rockyview.ca/BuildingPlanning/PlansUnderReview/SpringbankAreaStructurePlan.aspx

From this webpage, you will also be able to obtain the links to the Crowdsource interactive mapping tool site and the survey.

In order to collect the most accurate and detailed data, it is preferred that the online tools be used; they are compatible with desktop computers as well as smartphones, so you can access them at your convenience.

If you are unable to get online to complete the mapping exercise or the survey, please use the hard copies in this booklet to provide your feedback, and submit the hard copies to Dominic Kazmierczak (dkazmierczak@rockyview.ca) at Rocky View County, 911-32 Ave NE, Calgary AB T2E 6X6.

Thank you for participating in this engagement session. Your input is important to this process and we look forward to hearing your thoughts and opinions.



CROWDSOURCE TOOL GUIDE

What is Crowdsource?

Crowdsource is an interactive mapping tool that allows you to put 'pins' on the map to identify your concerns and potential solutions. You will be able to see other respondents' anonymous comments and agree or disagree with their views. This tool will allow Rocky View County to obtain quantitative data on your opinions, suggestions, and concerns with regard to the three proposed land use scenarios for Springbank.

Step 1:

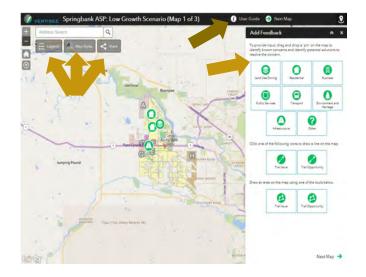
Log in to the Crowdsourcing tool (https://vertisee.mcelhanney.com/springbank, or go to the Rocky View County website to click on the link). You will see a screen that looks like this (image may appear slightly differently on your Smartphone):



After reading the information in the black forepanel, click the blue OK button to start marking up the maps

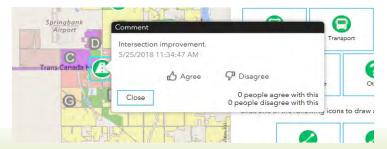
Step 2:

Notice in the upper left-hand corner of the screen that there are drop down menus for the map's legend, the map style options, and the sharing capabilities. Notice that there is an information icon at the top of the menu bar leading to a vendor-created user manual for Crowdsource. Finally, on the right-hand side of the screen, notice the drag-and-drop 'pins' you can use to mark up the maps.



Step 3:

You can zoom in or out on the map to get a closer view of a specific area, or a helicopter view of the whole area. If there are already 'pins' in the map, you can click on those pins to read the poster's comments. You can then click to agree or disagree with the comment within the pinned item.



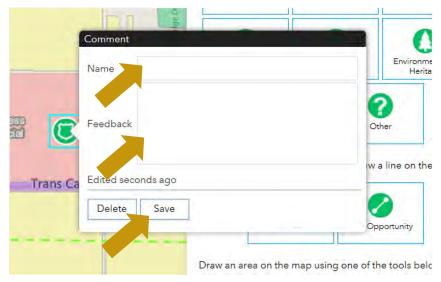


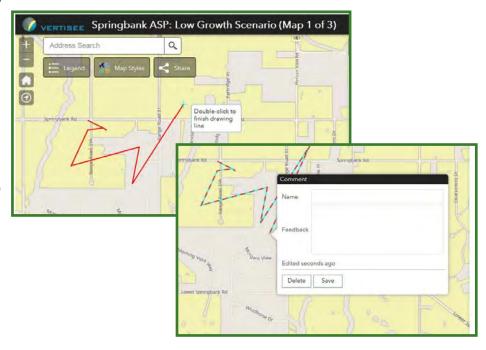
Step 4:

To create your own pin with your own comments, simply click on the pin of your choice from the right-hand feedback menu, drag the pin to the area on the map you desire, and release the pin. A pop-up menu will automatically appear. Enter your name (logged internally for GIS mapping purposes for internal use), and write your feedback in the box provided. Be sure to click 'save' when you are done.

You may drop as many pins and make as many comments as you wish. If someone has already put a pin, you cannot put the same pin within 100 metres of it.

The "Trail Issue" and "Trail Opportunity" allows you to draw lines on the map and make comments regarding those lines. This does not necessarily mean it can only be used tor trails and pathways, it can be used for anything you feel the need to mark with a line or a border. Once you drop that pin onto the map, you will be presented with a pop up that reads, "Click to start drawing line". As you continue to click and move your cursor, a line will be drawn. You will be directed to, "Double-Click to finish drawing line." Once you doubleclick, your line will end, and the comment box will appear.





Helpful hint:

To minimize the "Add Feedback" menu on the right-hand side of your screen, click the chevron icon in the upper corner. To close it completely, click the X. If you've closed it and want it back, click the "Add Feedback" icon in the upper right-hand corner.





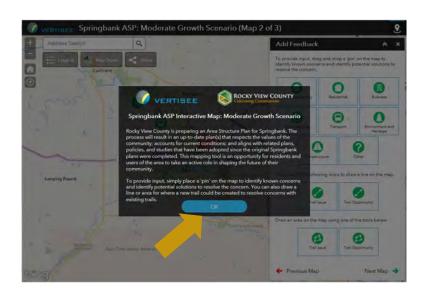
Step 5:

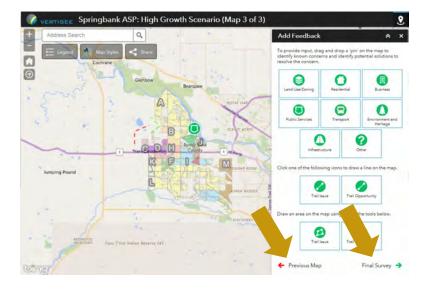
When you are done marking up the first map, click on the "Next Map →" indicator on the bottom right-hand side of your screen to advance to Map 2 of 3. You will be presented with an information screen again; this introduces the Moderate Growth Scenario map, requests that you read the information, and requires that you click the blue OK button to advance to Map 2. Follow the same steps as you did within Map 1, responding to existing comments if you wish, and adding your own pins and comments as you see fit.



Step 6:

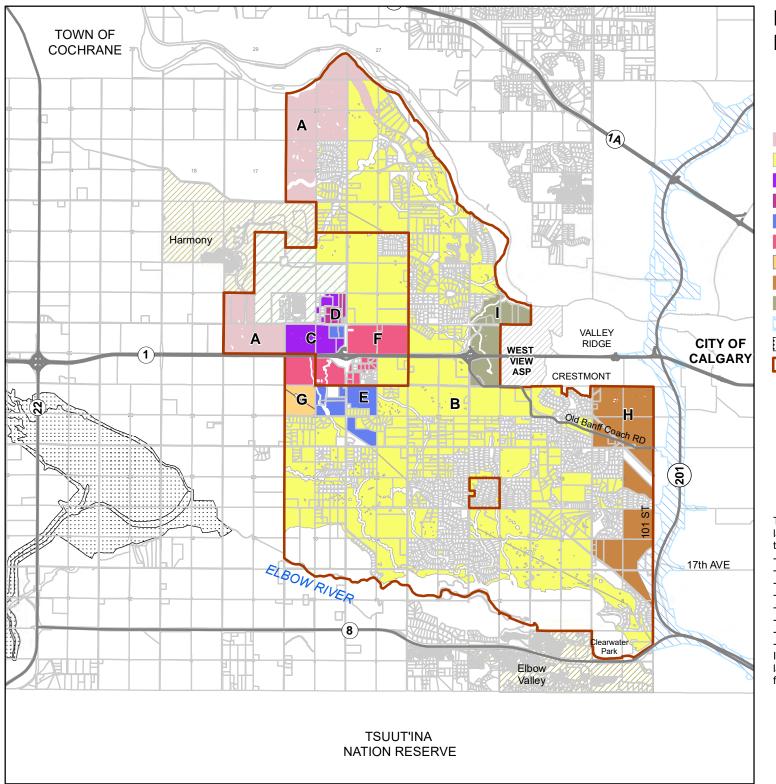
When you are done marking up the second map, click on the "Next Map →" indicator on the bottom right-hand side of your screen to advance to Map 3 of 3 (High Growth Scenario). If you would like to go back to the previous maps, click on the "←Previous Map" indicator. Either way, you will be presented with an information screen again. Follow the same steps as you did within Maps 1 and 2. When you are done marking up all the maps, click on the "Final Survey→" indicator on the bottom right hand side of your screen to advance to an eight-question survey about the Springbank ASP.





Step 7:

Please take the time to complete the survey, which is offered through Survey Monkey. It should take approximately 10-15 minutes to complete.



Draft Land Use Scenario 1 Low Development

	Land Use Areas	Area (ac)
	A-Remove from ASP area	1452.25
	B-Country Residential	10,411.00
	C-Business Industrial/Commercial	304.27
	D-Business Transition	76.84
	E-Public Services	336.04
	F-Business Commercial	614.69
	G-Mixed Use	154.04
	H-Transition Area	1266.46
	I-Urban Development Area	438.68
\overline{A}	Proposed Transportation and Utility C	Corridor

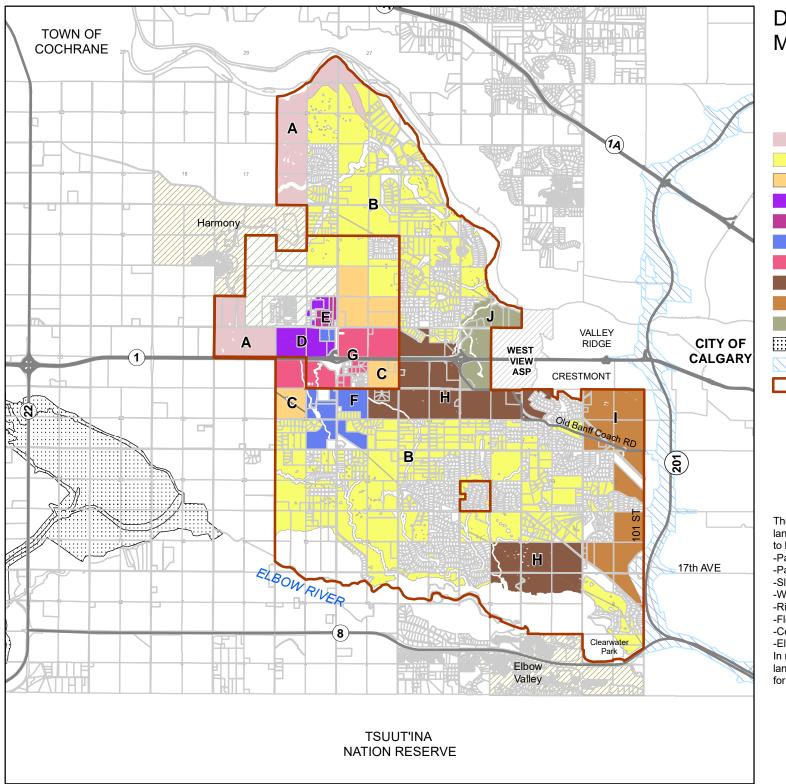
Proposed Springbank Off Stream Reservoir

Current Springbank ASP Boundaries (Central Springbank, North Springbank,

The following areas have been removed from the land use areas on this map as they are considered to have low potential for future development.

- -Parcels less than 3.5 ac -Parcels owned by County
- -Slope greater than 45%
- -Wetlands
- -Riparian Areas
- -Flood Fringe
- -Cemetary
- -Electric Transmission Line right of ways
 In no way is inclusion or exclusion of land within the land use areas confirmation of that land's suitability for development.





Draft Land Use Scenario 2 **Moderate Development**

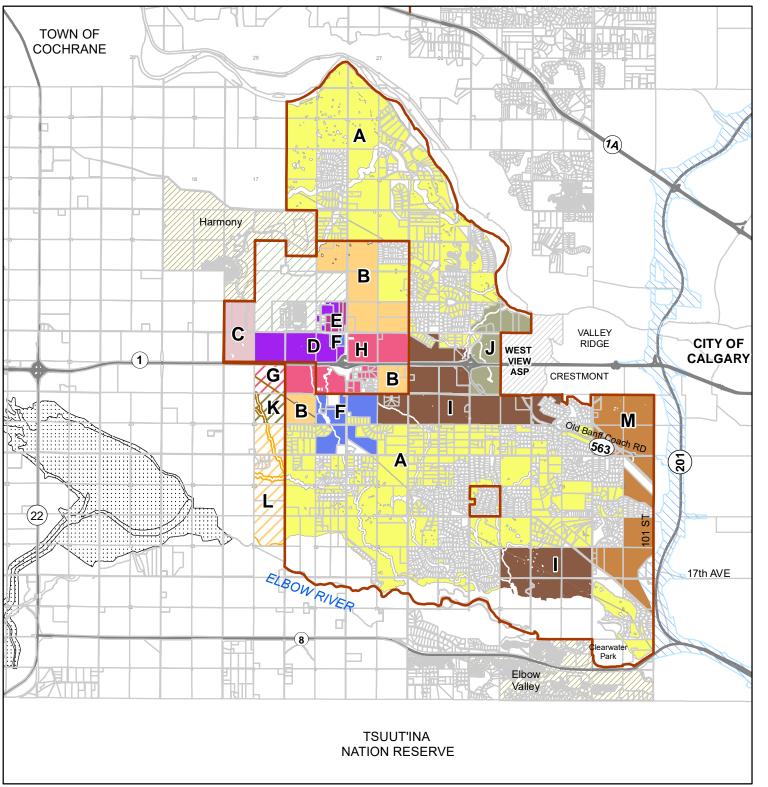
Land Use Areas	Area (ac)			
A-Remove from ASP area	1186.45			
B-Country Residential	7,977.49			
C-Mixed Use	771.88			
D-Business Industrial/Commercial	304.27			
E-Business Transition	76.84			
F-Public Services	433.28			
G-Business Commercial	614.89			
H-Cluster Residential Development	1967.71			
I-Transition Area	1266.21			
J-Urban Development Area	438.50			
Proposed Springbank Off Stream Rese	ervoir			
Proposed Transportation and Utility Corridor				

The following areas have been removed from the land use areas on this map as they are considered to have low potential for future development.

Current Springbank ASP Boundaries (Central Springbank, North Springbank,

- -Parcels less than 3.5 ac -Parcels owned by County
- -Slope greater than 45%
- -Wetlands
- -Riparian Areas
- -Flood Fringe
- -Cemetary
- -Electric Transmission Line right of ways
 In no way is inclusion or exclusion of land within the land use areas confirmation of that land's suitability for development.





Draft Land Use Scenario 3 **High Development**

Land Use Areas	Area (ac)
A-Country Residential	8424.28
B-Mixed Use	1073.3
C-Remove from ASP area	299.40
D-Business Industrial/Commercial	459.80
E-Business Transition	76.84
F-Public Services	433.28
G-Business Commercial (Add to ASP)	145.60
H-Business Commercial	614.69
I-Cluster Residential Development	1967.64
J-Urban Development Area	428.93
K-Mixed Use	142.39
L-Country Residential	575.96
M-Transition Area	1266.21
 Proposed Springbank Off Stream Reser	voir
Proposed Transportation and Utility Corr	idor

The following areas have been removed from the land use areas on this map as they are considered to have low potential for future development.

Current Springbank ASP Boundaries (Central Springbank, North Springbank,

Moddle)

- -Parcels less than 3.5 ac -Parcels owned by County
- -Slope greater than 45%
- -Wetlands
- -Riparian Areas
- -Flood Fringe
- -Cemetary
- -Electric Transmission Line right of ways In no way is inclusion or exclusion of land within the land use areas confirmation of that land's suitability for development.



Springbank ASP Land Use Scenarios, Vision, Goals, and Objectives

Springbank ASP Feedback (June 2018)

Thank you if you have already provided comments on the Land Use Scenarios using our mapping tool.

Below are eight questions asking for your opinion on the draft Springbank ASP vision, goals, and objectives that the County has developed. The survey should take 10 to 15 minutes to complete.

If you have any questions on this survey, please contact Dominic Kazmierczak (Municipal Planner) on 403-520-6291 or email: dkazmierczak@rockyview.ca

1.	Please check all that apply to you. I am a				
	☐ Springbank resident				
	☐ Springbank landowner				
	☐ Developer representative				
	□ Rocky View County resident not within Springbank				
	☐ City of Calgary resident				
	☐ Other (please specify)				
2.	Which of the three land use scenarios most closely matches your hopes for how Springbank will develop in the future? (Check one of the options below.)				
	□ Scenario 1 – Low Development				
	□ Scenario 2 – Moderate Development				
	☐ Scenario 3 – High Development				
3.	The vision for the Springbank Area Structure Plan is intended to capture how we would like to see the community in the future. ASPs often have a timeline of approximately 10 years before they are reviewed, so this vision looks forward to the late 2020s.				
	Do you agree with the draft ASP vision below?				
	"Straddled by the Bow and Elbow Rivers, Springbank will offer a tranquil rural lifestyle, with beautiful vistas and a strong sense of community rooted in its				

lifestyle, with beautiful vistas and a strong sense of community rooted in its agricultural heritage. Further development will safeguard Springbank's precious natural environment and will prioritise sensitive watershed management. Acreages will continue to be the predominant housing option in the community, but with further choice to serve residents as they progress through various stages of life.

Business uses and new forms of housing will be carefully managed and will be centered on the Highway 1 corridor and Springbank Airport. Residents and visitors will access a growing range of public uses on Range Road 33 and will enjoy an extensive active transportation network linked with open space and community

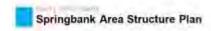
focal points. Transition planned to ensure com		•	• •		ctively
□ Yes					
□ No					
If you have any comments	on the draf	t vision, ple	ease write the	m below:	
The goals of the Springbar overall vision for the comm direction for the objectives	unity. They	are not us	ually measure		-
Do you agree with the dr				<u>Springbank</u>	ASP Goals)
	Agree	Partly Agree	Neither Agree nor Disagree	Partly Disagree	Disagree
Land Use Strategy					
Community Character and Appearance					
Housing					
Business					
Agriculture					
Transportation					
Servicing					
Environment					
If you think we should have improve one of the goals, p				□ bank ASP o	□ r that we

6. The objectives of the Springbank ASP set out specific and measureable tasks that will be implemented by the future ASP policies to achieve the Plan's vision and goals.

Do you agree with the draft Springbank ASP Objectives? (link: <u>Springbank ASP Objectives</u>)

	Agree	Partly Agree	Neither Agree nor Disagree	Partly Disagree	Disagree
Residential					
Business					
Mixed Use					
Agriculture					
Transition Area					
Interface Areas					
Design and Appearance					
Gateways					
Natural and Historic Environment					
Groundwater					
Active Transportation Network, Parks, and Open Space					
Public Services					
Reserves					
Emergency Services					
Natural Resources					
Transportation Network					
Utility Services					
Stormwater					
Solid Waste					
Implementation					
Intermunicipal Coordination and Cooperation					

Thank you for providing feedback on the Springbank ASP!	
Ware you happy with how we engaged with you?	
Were you happy with how we engaged with you?	
Yes No	
Website Content	
Open House	
Online Mapping Feedback/Survey	



APPENDIX B: RAW & COLLATED DATA

Letters/Spreadsheet

McElhanney maps and tables.

620306 Alberta Inc.

July 18, 2018

Rocky View County 911 – 32 Avenue NE Calgary, AB

Attention: Dominic Kazmierczak

Email: dkazmierczak@rockyview.ca

Dear Dominic:

Further to Birol Fisekci's (Bordeaux Properties Inc.) letter to you of July 12th, we wish to confirm that we would reiterate his comments included in the said correspondence.

Should you wish any further clarification, please do not hesitate to call me at

Regards,

Robert (Bob) Brawn

President

620306 Alberta Ltd

From: Bette & Klaus

Sent: Thursday, July 12, 2018 9:50 PM

To: Dominic Kazmierczak

Subject: RE: Comments on Springbank ASP

Hi Dominic:

A couple more things:

- Would you be able to develop a comparison of relative capital and operational costs for servicing country
 residential (i.e., acreage) vs cluster residential? This would include potable water, wastewater, roads, emergency
 services and school busing. If one of the ASP goals is to provide cost effective services, it would be useful to
 know the relative costs between the two options to see how close each option came to meeting those goals.
- Which of these options provide the best opportunity to meet the vision of protecting the "precious natural environment"? I do not consider expanses of mowed lawns to even remotely resemble "natural environment".

Bette

From: DKazmierczak@rockyview.ca [mailto:DKazmierczak@rockyview.ca]

Sent: July 10, 2018 8:52 AM

To:

Subject: RE: Comments on Springbank ASP

Hi Bette,

Thanks very much for your comments on the Springbank ASP project. We will make sure your comments are considered when we look at revising the ASP in the coming months.

In the meantime, if you have any further questions or comments on the project, please do not hesitate to get in touch.

Thanks, Dominic

DOMINIC KAZMIERCZAK

Municipal Planner | Planning Services

ROCKY VIEW COUNTY

911 - 32 Avenue NE | Calgary | AB | T2E 6X6

Phone: 403-520-6291

DKazmierczak@rockyview.ca | www.rockyview.ca

This e-mail, including any attachments, may contain information that is privileged and confidential. If you are not the intended recipient, any dissemination, distribution or copying of this information is prohibited and unlawful. If you received this communication in error, please reply immediately to let me know and then delete this e-mail. Thank you.

From: Bette & Klaus

Sent: Monday, July 09, 2018 8:49 PM

To: Dominic Kazmierczak

Subject: Comments on Springbank ASP

I would like to provide some comments on the draft Springbank ASP, based on the information provided in the slide pack presented at the June 7 Open House.

The aspiration to provide a "tranquil rural lifestyle" which is the rationale for continuing acreage development is completely at odds with the belief that it is "rooted in agricultural heritage". Acreage development is completely contrary to maintaining an agricultural base – it gobbles up land that could be used for agricultural purposes. Furthermore, acreage dwellers take exception and through NIMBY actions prevent agricultural activities which are smelly and often noisy. It is beyond my imagination that an acreage community would accept a silage pit, chicken barn or feedlot next door. Acreage development is, simply, completely opposite to an ASP Goal which "supports efficient use of land and encourages provision of accessible public space." Furthermore, acreage development is completely at odds with the goal to "provide for potable water, wastewater and stormwater infrastructure. . . in a safe, cost effective and fiscally sustainable manner." Low density acreage development is the most expensive way to provide those infrastructure services.

Bette Beswick

From: **Bob Bleaney** Sent: Wednesday, July 11, 2018 11:40 AM To: Dominic Kazmierczak Subject: Re: Springbank ASP Thanks for the quick response -I don't really have any comment to offer on the Springbank ASP per se. I would like to go on the record however that I view development outside of the Springbank ASP along Highway 8 should be curtailed until such time as appropriate infrastructure to accommodate such development is fully planned out. We can't afford piecemeal developments without adequate water and sewer services as such developments will have an adverse affect on the area. (I.e., until such time as an ASP is in place for Hiway 8) Regards, Bob **Bob Bleaney** Cell: > On Jul 11, 2018, at 9:41 AM, <<u>DKazmierczak@rockyview.ca</u>> <<u>DKazmierczak@rockyview.ca</u>> wrote: > Hi Bob, > Thanks for your email. There is currently no policy support for development in the Hwy 8 area west of Elbow Valley within the County Plan and similarly, there is no direction within the County Plan to develop an ASP for the area. > Hwy 8 is not included in the review of the existing Springbank ASPs, as any proposals for that area would be seen as a separate policy process. We currently have no intention of including any of the Hwy 8 lands in the current ASP process. Please see attached Map 1 of the County Plan which shows the identified growth areas for the County. In order to develop a Plan for the area, Administration would need to receive direction from Council. > > Although there is no current policy support for development of the Hwy 8 lands, this does not stop landowners submitting a proposal, as has occurred previously with the Gardner proposal. Council would have to consider the merits of any individual application in the absence of any County policies. > If you would like to submit feedback on the Springbank ASP relating to your concerns, we are still accepting feedback until Friday (13th July). Please see the link below to the webpage where you can access our mapping feedback tool and survey. If you prefer, you can submit a letter to us on the matter and we will record it with the Springbank ASP feedback. > > www.rockyview.ca/SpringbankASP > Let me know if you have any further questions or comments. > Thanks,

```
> DOMINIC KAZMIERCZAK
> Municipal Planner | Planning Services
> ROCKY VIEW COUNTY
> 911 - 32 Avenue NE | Calgary | AB | T2E 6X6
> Phone: 403-520-6291
> DKazmierczak@rockyview.ca | www.rockyview.ca
> This e-mail, including any attachments, may contain information that is privileged and confidential. If you are not the
intended recipient, any dissemination, distribution or copying of this information is prohibited and unlawful. If you
received this communication in error, please reply immediately to let me know and then delete this e-mail. Thank you.
> -----Original Message-----
> From: Bob Bleaney
> Sent: Tuesday, July 10, 2018 11:14 PM
> To: Dominic Kazmierczak
> Subject: Springbank ASP
> Dominique,
> I may have missed a reference but I do not see any mention of current or future ASP plans for the Highway 8 Area - to
the south of the currently proposed ASP.
> What is the status of Highway 8 planning?
> As it is not included in the Springbank ASP, does that mean that further developments along Hiway 8 West will not be
allowed to proceed?
> As a general comment, I am of the strong view that infrastructure plans need to be developed and implemented
before proceeding with developments - so as to avoid piecemeal developments that are not adequately supported. (eg
West Elbow Valley with sub-par private water delivery service capabilities and wastewater/sewage having to be trucked
for several years)
> I am looking for assurances that comprehensive infrastructure plans will be in place before new developments are
allowed to proceed - and in particular - the need for clarity on Highway 8 plans for future development - especially given
the area is excluded from the proposed ASP
>
> Please advise if I should be positioning these queries/comments as part of ASP feedback - and if so, how to do so.
> Regards,
>
> Bob
> Bob Bleaney
> Cell:
>
>
> < Pages from RVC-County-Plan (July 2017).pdf>
```



Rocky View County 911 – 32 Avenue NE Calgary, AB

Attention: Dominic Kazmierczak

July 12, 2018

Dear Dominic,

Firstly, I would like to compliment the efforts you and the team at Rocky View County are making on the ASP process for Springbank. The below information is a follow up to our meeting regarding the County's work on the Area Structure Plan. As this is a summary of our conversation I will <u>try</u> my best to be brief.

One overarching comment that I would like to offer is that consideration be given to incorporating some flexibility when defining the land use areas. I believe we will see pressure from the Province through the newly established Growth Management Committee to hold jurisdictions to task on the language within approved ASPs. This may mean that lands intended for future development under the ASP could be orphaned because of the land use for which they are defined by becomes unfeasible due to changing needs. As we are both aware best planning practices are evolving and changing how we live and do business. I believe Rocky View's greatest competitive strength will be its ability to be agile in adapting and capitalizing on best practices. Without seeing the language used in the draft ASP it is difficult for me to provide a specific comment but, in principle, I am suggesting that Rocky View County (RVC) ensure that they control the ability to blur the distinction between land use areas. For example, "transition areas" can be applied to any of the land use areas but it will be up to the landowner to defend why the proposed plan is in the best interests of the County to approve. This would allow large parcel owners to transition from adjacent boarder conditions into a comprehensive and holistic plan for their lands. While I appreciate the challenge this approach has, given the role of the growth management board I believe building in flexibility will be prudent and if properly worded would create no greater risk for the County.

In response to the question of which scenario do I recommend, it is scenario 3 (high development), for the key reason cited above but I also want to suggest expanding some areas. I have attached a legal map highlighting the areas I would appreciate consideration on. My suggestions impact three other landowners. I have spoken with them and they are aware that I am sending this correspondence to you. I have also copied them as you may want to speak to them directly.

620306 Alberta Inc. known as Bow River Ranch Lands (the area highlighted in orange) and M. Munro / Munro Ranching (the area highlighted in yellow). Scenario 3 incorporates a portion of Bow River Ranch lands and none of Munro lands but I strongly recommend RVC include all the lands owned by each party. Harmony Developments Inc. has a series of agreements with Bow River Ranch and the Munro's including; the ability to service the site for water, waste water, and storm as well as road connections into and through the land including Harmony's main entrance in the case of the Munros'. Also in both cases Harmony has infrastructure installed on their



lands just outside the boundary of the Scenario 3 lands. Given the lands proximity to Harmony and the agreements currently in place these lands have the opportunity to easily be serviced economically and in an environmentally sensitive manner.

The next suggestion is regarding the Bow Water and Land G.P (the area in blue) and Elbow River Ranch (area in green) land. While Scenario 3 includes Bow Water and Land G.P., which I support, I strongly suggest you expand the area out to RR 40. At a minimum I believe expansion of at least one quarter section to the west to include Elbow River Ranch lands be considered. The logic behind this recommendation is that the county currently has a fly-over located at RR 34 identified in its offsite levy bylaw. There are many reasons why it may be more logical that the flyover be moved to RR34A and converted to an interchange. Regardless if the overpass alignment occurs or remains, the infrastructure would be an important and major investment for the highway corridor. Facilitating connectivity from surrounding lands would help the county leverage this important piece of infrastructure and bring private investment into help pay for it.

Any future development within the ASP area will face two significant challenges:

- Water supply in the South Saskatchewan River basin (all of the proposed ASP land are in this basin) is extremely limited and therefore the further away lands are from any existing utility supplier the less feasible they become.
- The provincial and municipal model for funding transportation upgrades is changing and pushing more costs to private development. The county will need to consolidate more intense development in some areas to help pay for the needed infrastructure. The improved infrastructure will also support the ASP's vision to continue with Country Residential in some areas as they will also be able to benefit from the enhancements.

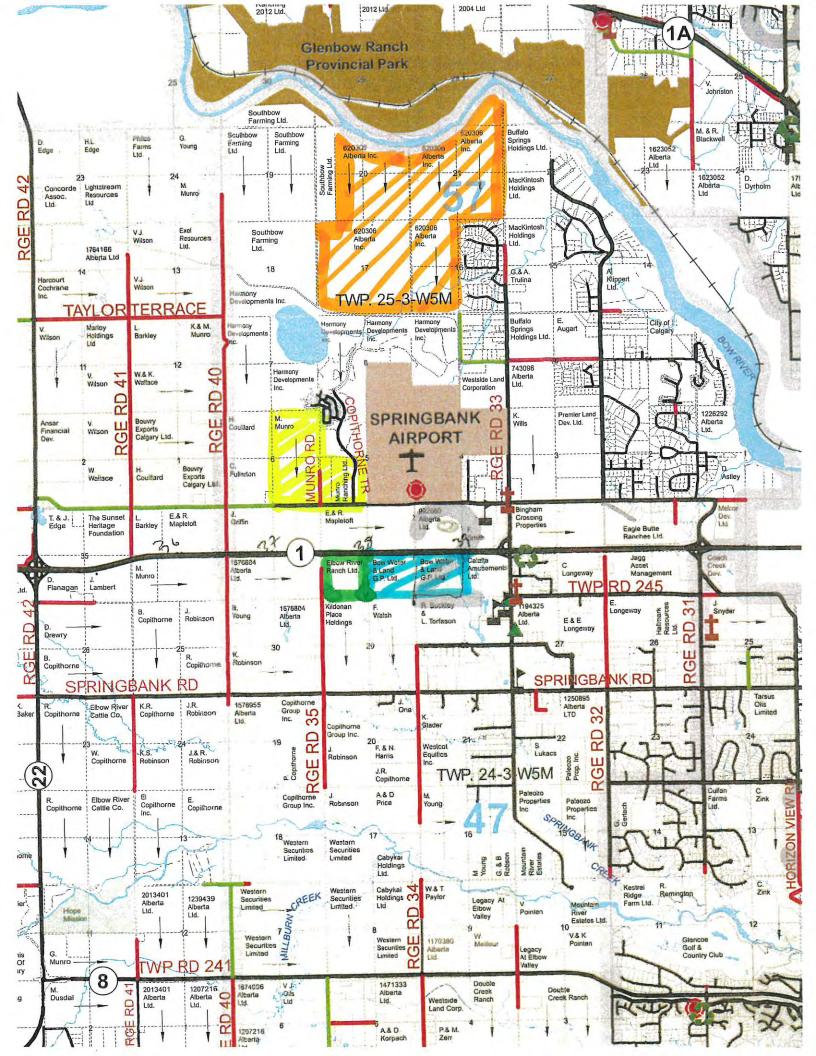
Should the County agree to expand the boundaries to include the above areas into the Springbank ASP both of the hurdles are overcome because:

- Harmony has developed a world-class regional water and waste water system that is in close proximity to all of the above mentioned lands. In two of the area Harmony even has agreements in place as well.
- The County could consolidate development around key offsite transportation infrastructure. This would provide both the land and the financial resources to participate in the construction of the required upgrades. These consolidated nodes of development also help preserve the County's vision of having a country residential offering at the edge of a large municipality.
- A final benefit is that we would be able to create some planning certainty on the lands around the Springbank Airport. The Airport is an important economical hub that offers great employment opportunities. However, land is limited at the airport so expanding the ASP to incorporate lands in the area help create opportunities which could further support airport operations.



Thank you for considering my suggestions. I look forward to discussing further.

Best regards, Birol Fisekci President and CEO Bordeaux Properties Inc.



From: Don Mortimer

Sent: Monday, July 09, 2018 6:12 PM

To:Dominic KazmierczakSubject:Springbank ASP

Thanks for our discussion of July 9, 2018 and your agreement that the three titles in NE5-24-2 W5M should be included in the recent East Springbank ASP scenarios as Transition Areas. I wish to add the following comments:

- 1. I represent the owners in this contiguous land block amounting to roughly 94 acres which includes two dwellings;
- 2. It is currently classified as Ranch and Farm;
- 3. Roughly 25 acres are in the Elbow River floodplain which includes a portion of Cullen Creek and the balance of the land is at least 70 ft above the floodplain with natural drainage provided by May Creek;
- 4. It is situated at the intersection of Highway 8, 101st street and the Elbow River and closely involved in the Calgary Ring Road ("CRR") project;
- 5. It is adjacent on the west side to the Calgary Clearwater Legacy Park on the Elbow River (roughly 140 acres)
- 6. It would seem reasonable to be developed to urban densities given the following:
 - a. It is adjacent to a major park and if developed could provide almost exclusive walking access, in particular to the NE half;
 - b. The other two sides are major transportation and utility corridors; the fourth is a golf course development (Pinebrook) which could benefit from additional future "walking distance" membership;
 - c. The east side of the land block is against an expansive TUC and could be suitable for a high-rise complex (possible seniors) with a commercial component;
 - d. Water could be provided from Discovery Ridge mains and sewer by way of the adjacent Pinebrook force main or Slopes gravity main.

I am pleased to hear you will be meeting with the City of Calgary soon, regarding these Transition Areas. The City is well aware of the strategic importance of my land block. It is of course urgent that servicing plans be advanced ahead of the newly announced West CRR funding. I would add that it is crucial that 101st Street remain continuously intact as a collector for these Transition Areas. Finally, I would be happy to speak about possible trail opportunities given access in this corner of East Springbank will soon be effectively cut off.

Please keep me apprised of any further developments in this regard.

Don Mortimer



July 13, 2018

Rockyview County 911 32 Avenue NE Calgary, AB

ATTENTION: Dominic Kazmierczak

SUBJECT: Response to Springbank Area Structure Plan (ASP) Land Use

Scenarios - Open House Presentation on June 7, 2018

Dear Dominic,

Thank you for the opportunity to provide shareholder concerns and comments regarding the Low, Moderate and High Development Scenarios presented for the Springbank ASP.

Bow Water & Land (BWL) owns approximately 300 acres of land in Springbank, bound by the Trans-Canada Highway to the north and Calaway Park to the East.

BWL has provided several comments using the Crowdsource Tool and submits this letter for additional information and emphasis on key points, including:

- Addition of BWL's westerly quarter section
- Facilitated services offered by BWL lands
- Transportation access and solutions for Springbank
- Compatible uses in proximity to RR33 and other community services
- Market demand / trade area and distance from Calgary
- Opportunity for complete evaluation of benefits BWL brings

BWL most strongly supports Land Use Scenario 3 – High Development *because Land Use Scenario 3 includes both quarter-sections of BWL* – the complete land ownership.

Inclusion of all BWL land in the ASP will help Springbank bring its ASP Vision to reality in three key ways:

1. Where "further development will safeguard Springbank's precious natural environment and will prioritise sensitive watershed management", BWL brings a

- significant water licence to the region, and solutions to manage sanitary and storm water for the site and watershed:
- 2. where, "Business uses ... will be centered on the Highway 1 corridor and Springbank Airport", BWL has presented key findings on the market feasibility for regionally-significant non-residential development at this location, which is directly impacted by the operations of the Springbank Airport, and is prepared to follow through;
- 3. and where, "Residents and visitors will Enjoy an extensive active transportation network...", BWL's entire land holding can accommodate a safe transportation solution with access to the planned flyover and potential full interchange which would facilitate regional traffic as well as connecting the north and central Springbank communities. BWL's future development will also contribute through levies to the region, significantly contributing to the transportation solutions with both access and funds, and as an interested and collaborative community shareholder.

Inclusion of the lands into the ASP, provides RVC and Springbank the opportunity for complete review and subsequent realization of the following benefits:

- Improved transportation safety for the region through consideration of an additional interchange located at Range Road 34A (to replace the planned flyover)
- Improved transportation access for the region that could include alleviating heavy traffic flows during peak periods, allowing pedestrian and cyclist movements, and connecting directly to the highway
- Possibility for the use of the 3rd most senior water licence in the Bow River basin, and 3rd largest on the Elbow River to provide water to the Springbank community, now and into the future
- Possibility for a regional sanitary system centered within the Springbank Creek drainage basin
- Possibility of financial contributions through development levies that would contribute to regionally-significant improvements in transportation, storm water management, utility services and recreation services
- Possibility of economic viability of the lands through development, providing opportunity for local jobs and recreation opportunities
- Possibility of significant **economic** benefits for the Springbank community to be achieved by increased non-residential assessment

These benefits meet key goals in the draft Springbank ASP for all factors: Land Use, Community Character and Appearance (significantly in providing attractive and high-quality gateway), Business, Agriculture, Transportation Network, Servicing, and Environment.

BWL appreciates that the ASP survey RVC provided asks for evaluation of the vision and goals of the ASP. BWL further appreciates that the vision statement and goals are high-level and intended to set direction and, as a result, are open to interpretation, particularly when a plan is developed and implementation is considered. BWL *generally supports* the vision, goals and objectives as written and at the high-level intended and, as stated above, thinks that BWL can achieve the goals of the ASP. However, we are concerned that interpretation and flexibility in how to achieve these key factors for Springbank is where we may diverge.

Because the ASP stage does not (and cannot) fully consider the site-specific details and is, by its nature, a high-level document, BWL urges RVC to include all of its lands in the ASP so that planning to achieve these goals may continue.

BWL has more to offer in meeting the ASP vision, goals and objectives when included in its entirety.

BWL does not support Land Use Scenarios 1 and 2 because they do not include BWL's entire land ownership. The exclusion of BWL's western most quarter section will not allow the County to achieve many of the key goals described in the draft ASP.

As Scenario 3 is the only one that includes BWL's entire land, the inference is that the land is required only in a High Development Land Use Scenario. Our discussions with Council, Administration and Community members to date have stressed these lands have *regional* significance and may be considered as a benefit to Springbank *regardless of land uses in the area.* As a result, BWL thinks it is efficient and expedient to include all BWL lands in the current ASP evaluation. We only support scenario three unless our second parcel is added to scenarios one and two, which we believe is warranted for all of the reasons set out in this letter.

Including all of BWL's holdings will contribute to servicing solutions for the region – and for all Land Use Scenarios - that are appropriate for consideration at the ASP level of planning, are appropriate for future considerations, and cannot be considered with only one quarter-section included. These include use of the third largest and most senior water licence in the region and potential transportation improvements, including upgrading the planned flyover to a full interchange at little or no additional cost to RVC.

The development potential for BWL's lands are of regional market significance as well: e.g. retailers are interested in the development opportunities in this location based on

regional support, need, and interest in non-residential provisions, rather than based on needs of existing or predicted households within the immediate area.

Finally, BWL believes inclusion of the entire BWL land holding and its resulting benefit also provides support for RVC to demonstrate autonomy through planning and reasonable consideration of servicing needs in the future. BWL wants to work with the County to maintain the integrity and unique identity of Springbank and not be absorbed by the City of Calgary.

The Springbank ASP should include all of BWL lands in its final draft because the lands are needed as part of the future big picture of Springbank. BWL should be an integral part of Springbank and RVC in creating self-sustaining solutions for water, sanitary, storm and roads. We need to consider the benefit of including more land so the control remains in RVC long term.

Thank you for your consideration of these concerns. I, along with the team for BWL, look forward to further discussion.

Sincerely,

Karin Finley (BA, BSc, Peng)

Durum Developments

KarinFinley

Cc: Jay Simmons – Durum Capital Inc.
Davin MacIntosh – Durum Developments
Amy Kramer – Durum Capital Inc.

Ken Venner - B&A Planning Group

From: Gloria

Sent: Wednesday, July 11, 2018 12:09 PM

To: Dominic Kazmierczak

Cc: 'Gloria'

Subject: Springbank ASP feedback

Dominic.

I Have provided input to map 1 of the interactive maps. I will not answer the framework and its limitations as laid out because I do not agree with some of the starting premises.

Working from the draft scenario 1, low development map:

The codes/colors for the map do not match the codes on the upa sheet

Both areas A must be removed from the map

The 2 pink 1/4s south of Hwy 1 and west of RR33 must be removed from the map (are they part of G?). They are land-locked, there are no water licenses, there is no central sewage, and they are at the head of Springbank Creek.

"H" should not be only business commercial. There must be full transitions from the existing residential areas.

"E" should not be only business transition. That is School Road and is treated/felt as the Springbank Community Centre – so appropriate additions would be more land added for the SPFAS to handle all the kids coming out of Harmony, more school space for those same kids, seniors housing to go with the Seniors Centre, and new multipurpose building to replace the condemned community hall, pathways connecting all our community centre activities.

"I" should not be designated as urban development. Both in RVC and Calgary there must be strong negotiations for appropriate transitions to protect both existing residents and that marvellous gully that runs down to the Bow River and the blue heron rookery.

This is very definitely an early draft document that needs much more input, both from the considerations recommended in the background documents and from the Springbankers themselves.

Respectfully,

Gloria

From: DKazmierczak@rockyview.ca [mailto:DKazmierczak@rockyview.ca]

Sent: July-05-18 9:06 AM

To:

Subject: RE: Springbank ASP materials

Hi Gloria,

Thanks for the comments and questions. I've set our my responses in red below.

If you have any further questions, please do let me know.

Thanks, Dominic

From: Gloria [mailto:gmwilky@shaw.ca] Sent: Wednesday, July 04, 2018 1:39 PM

To: Dominic Kazmierczak

Cc: 'Gloria'

Subject: RE: Springbank ASP materials

From: Jan Erisman

Sent: Sunday, July 08, 2018 9:39 PM

To: Dominic Kazmierczak

Subject:Emailing: Springbank ASP July 2018Attachments:Springbank ASP July 2018.pdf

Hi Dominic,

Thanks for all the work you are doing on the ASP!!

Please see attached my survey and attached comments.

I just realised there is one more item to include in the ASP and that is guidance on how the dry dam is going to be developed and maintained so that it is not an industrial site surrounded with chain link fence and full of weeds and dust. Also how the roads are going to be designed to hold the Canada Trail and bikers.

Again, Thanks for your time,

Jan Erisman

Your message is ready to be sent with the following file or link attachments:

Springbank ASP July 2018

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

SPRINGBANK ASP FEEDBACK

Cluster residential – I would love to see that cluster housing also promotes rural living with shared fields for horses, goats etc.

Seniors housing – Would like to see small clusters of bungalows in affordable range for seniors.

Business – I do not see that we need more regional commercial development but local could work if it is highly landscaped from all roadways with low lighting. I am concerned that township road 250 can not take more traffic with Harmony. I am very concerned with the traffic circle by the church and that it does not have adequate safe sidewalks designed into the plan. I am also concerned about the overpass and its ability to safely connect those biking and walking in our community. Right now it appears we are getting major highway development in the midst of our community without thought and design for safe walking and biking from the church, schools and Calaway. Could this be included in the ASP?

Transition Area – I do believe that we should be designing commercial areas on Stoney access points.

Should we not include that type of new development into the ASP?

Interface – Landscaping should be required to buffer. Should be required to be done at beginning of construction.

Development should not be allowed to bulldoze until they have all their permits in place so we do not have half finished eye sores.

Design and Appearance – Who will write the architectural and community guidelines? This should be outlined in the ASP. Or we could follow the system of Calgary where the design and appearance must be approved by the Community Association before going to the City.

Gateways – Signage is missing for Springbank. We can use the traffic circles to feature our heritage and add signage as traffic comes off the highway. Signage to all corners should be implemented especially on Stoney for Springbank.

We could landscape the highway and feature heritage items and behind spruce trees have businesses but we do not want to look like Airdrie. I think small shopping areas off Stoney heading out to Springbank would be more successful.

Natural and Historical Environment – Require historical signage where appropriate to enhance our history. Consider wildlife corridors in design. Consider only bulldozing the building sites as per Elbow Valley as it reduces flooding and supports the natural environment.

Active Transportation – The Active Transportation Plan is going to be looking at the broader issues.

Require each development to integrate pathways, parks and open spaces for connectivity for animals and people in each development.

Not sure where MR fits in this? We really need a regulation size gym and land should be set aside by a school for this. Most important school need at this time.

Public Services - seems like a lot of land for public services and I am not clear what it includes? Gym?

The main issue we need in the Asp is to show how the school buses can go west now by Calaway and drive behind the schools for safer access to the schools with a loop that is off the main road.

Reserves – Linear reserves should be encouraged for beautiful pathways that do not run along roads and in ditches.

Transportation— Encourage winding roads and character roads in subdivisions. Encourage pathways to not be in right of ways or ditches as they are not useable half of year. Encourage wider shoulders for safer walking and biking and pathways that do not run by roads.

Encourage signage and educational booklets by the County for new home buyers to educate on the country rules of the road.

Stormwater – Encourage dry creek bed landscaping and ponds for high flooding areas such as the land behind the Park for all Seasons.

Springbank ASP Land Use Scenarios, Vision, Goals, and Objectives

Springbank ASP Feedback (June 2018)

Thank you if you have already provided comments on the Land Use Scenarios using our mapping tool.

Below are eight questions asking for your opinion on the draft Springbank ASP vision, goals, and objectives that the County has developed. The survey should take 10 to 15 minutes to complete.

If you have any questions on this survey, please contact Dominic Kazmierczak (Municipal Planner) on 403-520-6291 or email: dkazmierczak@rockyview.ca

1.	Please check all that apply to you. I am a
	Springbank resident
	☑ Springbank landowner
	☐ Developer representative
	□ Rocky View County resident not within Springbank
	☐ City of Calgary resident
	☐ Other (please specify)
2.	Which of the three land use scenarios most closely matches your hopes for hospingbank will develop in the future? (Check one of the options below.)
	Scenario 1 – Low Development
	☐ Scenario 2 – Moderate Development
	☐ Scenario 3 – High Development

3. The vision for the Springbank Area Structure Plan is intended to capture how we would like to see the community in the future. ASPs often have a timeline of approximately 10 years before they are reviewed, so this vision looks forward to the late 2020s.

Do you agree with the draft ASP vision below?

"Straddled by the Bow and Elbow Rivers, Springbank will offer a tranquil hural lifestyle, with beautiful vistas and a strong sense of community rooted in its agricultural heritage. Further development will safeguard Springbank's precious natural environment and will prioritise sensitive watershed management. Acreages will continue to be the predominant housing option in the community, but with further choice to serve residents as they progress through various stages of life.

Business uses and new forms of housing will be carefully managed and will be centered on the Highway 1 corridor and Springbank Airport. Residents and visitors will access a growing range of public uses on Range Road 33 and will enjoy an extensive active transportation network linked with open space and community

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Springbank ASP Land Use Scenarios, Vision, Goals, and Objectives

2 of 4

6. The objectives of the Springbank ASP set out specific and measureable tasks that will be implemented by the future ASP policies to achieve the Plan's vision and goals.

Do you agree with the draft Springbank ASP Objectives? (link: Springbank ASP Objectives)

	Agree	Partly Agree	Neither Agree nor Disagree	Partly Disagree	Disagree
Residential	PIP			0/	
Business					
Mixed Use				9	
Agriculture					
Transition Area					
Interface Areas	9				
Design and Appearance					
Gateways					
Natural and Historic Environment					CORRIDORS
Groundwater					
Active Transportation Network, Parks, and Open Space		400.0			
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Comments & Concerns with Potential Revisions to the Springbank Area Structure Plans

Submitted by: Janet Ballantyne, July 13, 2018

The following document summarizes the key concerns I have with the direction in which this project is heading. Specific comments on the draft goals for the revised Springbank ASP are included at the end of this document.

Which of the three development scenarios is acceptable?

If one were forced to choose between the development scenarios presented, the only one that is even conceivably acceptable would be the "low" development scenario. However, even it includes unjustifiable assumptions about both residential growth and the need for incremental commercial development in the Springbank area.

Servicing for the higher density housing alternatives proposed in any of the scenarios is also seriously problematic.

Given population projections and servicing constraints, there is no rationale for expanding the boundaries of the ASP area as is proposed in the "high" development scenario.

What is the justification for increasing the population in the ASP areas? The existing ASPs have the potential for just under 20,000 residents in the Springbank area. At the County's most optimistic growth rate assumption (2.53%) it will take 50 years to reach that population level. At more realistic growth rate assumptions (1.57%) it will take 80 years to reach that level.

In the face of this reality, the "low" development scenario assumes a population 36% higher than what already exists in the current ASPs. The "medium" development scenario assumes a population that is 64% higher and the "high" development assumes that the population will more than double (123% higher).

Given that Area Structure Plans have never been intended to plan 50 – 100 years into the future, what is the logic in providing for population growth that will not occur even in our grandchildren's lifetimes?

Where is the demand coming from for additional commercial development? The "low" development scenario proposes to allocate 1,123 acres for business development (1,344 acres in the "medium" scenario and 1,720 acres in the "high" scenario). Existing and already-approved commercial space within the ASP boundaries accounts for only a small fraction of this acreage, at most about one-third in the "low" development scenario.

The ASP needs to be realistic about how much business development is viable in the Springbank area. The County has already approved significant commercial development in Bingham Crossing and in Harmony. There is also unused space in Commercial Court.

The Tate study, done for the County in 2016, concluded that once these already-approved commercial developments are built, there will be no need for any additional commercial development to meet the demands of Springbank area residents for at least the next 15 – 20 years.

It is irresponsible to propose additional commercial development when all it will do is siphon off demand from already-approved commercial development. Encouraging the cannibalization of commercial development the County has already approved should not be an acceptable component of any County policy.

In terms of other business development, there may be opportunities to expand the amount of light industrial development around the Springbank Airport. This would have the added benefit of providing a noise buffer between the airport and residential communities.

Should there be one, two, or three ASPs covering the Springbank area? Springbank has three distinct ASPs largely by historic accident. At this point, there is little logic in keeping them separate. It should be somewhat easier to address and co-ordinate development within one ASP than multiple ASPs.

Land in what is currently the North Springbank ASP is the only appropriate location for the proposed light industrial development. This can be accommodated as a specified land use within a consolidated ASP at least as easily as in a separate ASP. This is especially true given that both ASP areas also include residential and commercial land uses. The existing and future residential communities in the North Springbank ASP are difficult to distinguish from the parallel communities in the Central Springbank ASP that are also north of Highway 1.

If there was any logic and/or desire to maintain more than one ASP, the Trans-Canada provides a much more reasonable dividing line than does the current boundary between the North and Central Springbank ASPs.

Is there a need for alternative housing options?

There is some anecdotal "evidence" that suggests that 2 – 4 acre country residential parcels may not be as attractive to potential purchasers as they were in the past. However, I do not believe that there have been any actual studies done to confirm these anecdotes.

If one examines previously approved developments within Rocky View, most of the 2 – 4 acre developments have built out quite successfully while many of the smaller parcel developments (for example, Silverhorn, Watermark, Harmony) are taking longer to build out than initially anticipated.

Even assuming that the anecdotes have some validity, before shifting away from the long-standing 2 – 4 acre parcel development model, far more work should be done to identify the constraints and realities associated with denser development and the ability to address those constraints in the Springbank area.

How will servicing constraints be addressed?

I am disappointed that the County appears to have chosen not to release the Servicing Strategy that was prepared in support of the review of the Springbank ASPs. Residents would have been able to provide far more productive feedback on servicing issues had they had the opportunity to review the complete report rather than only the two pages summarizing its conclusions.

However, even given the minimal information released on this critical issue, it appears that servicing limitations must be acknowledged in the revised ASPs as a binding constraint on future development. These constraints also argue strongly against moving towards any increase in densification.

If the proposed revisions to the Springbank ASPs continued to rely on the existing 2 – 4 acre development model, these constraints would not be as relevant. The basic underlying assumption of the country residential model was to provide residential housing that can viably exist without significant investment in infrastructure. Once development intensifies beyond that level, there must be shared water and wastewater infrastructure. As a result, if higher density residential development is going to be proposed, it is critical that it be accompanied by viable servicing strategies.

Potable Water

The Servicing Strategy appears to have identified three options for the provision of potable water to new development in Springbank and concluded than none of them are viable, at least not in the near term.

- Extending potable water servicing from the City is not a realistic expectation at this point.
- The transfer and repurposing of existing water licences is problematic given the Province's concerns about the sustainability of the Bow and Elbow watersheds and the likelihood of Calgary objecting to such initiatives.
- Accessing a potential deep water aquifer does not sound realistic.

Given these conclusions, it is essential that the ASP revisions address and identify where potable water will come from for any new development that it is

proposing. Development that might otherwise be appropriate in the area becomes unacceptable if there are not viable servicing options readily available.

The revised ASPs must not present possible future residential and/or business development as consistent with County policy if there are no viable options for securing potable water for those developments.

Waste Water

As with potable water, the Servicing Strategy appears to have identified options only to conclude that none of them are particularly viable.

- Extending waste water servicing from the City might be slightly more viable than extending potable water servicing. But, that does not mean it is a realistic option at this point.
- Constructing new waste water treatment plants with new outfalls to the Bow or Elbow Rivers is unlikely to gain approval. The County needs to acknowledge that the City is almost certain to object to any such initiative because of the risk to its water sources.
- Sewage lagoons these are a highly questionable choice for waste water disposal/treatment for many reasons. The County had used a sewage lagoon in Langdon before building its waste water treatment plant. Sewage lagoons are very land-intensive, are complicated to operate successfully, and never make an attractive "neighbour".
- Spray effluent discharge should never be considered as appropriate for anything other than very isolated areas. There are significant health risks associated with its use and it is questionable from an environmental perspective.

The constraints with these options for waste water disposal clearly illustrate the need for caution in considering any development that cannot be safely serviced through stand-alone septic systems. It is not sufficient to state a preference for connection to piped services when available.

Do higher density residential developments create more *public* **open space?** The County's material indicates that one of the attractions of higher density residential developments is that it will leave more open space for public access and use. The validity of this assertion is questionable.

At least in past higher density developments in Rocky View, the open space within those developments has been restricted to residents of the specific development. It is critical to acknowledge that any open space land controlled by a development's homeowners association is not publicly accessible land. Access to land controlled by homeowners' associations is almost always restricted to members of that homeowners' association. It is misleading, at best, to present such developments as a means of acquiring more publicly accessible open space for all County residents.

It is not clear how the County could mandate true public access to the open spaces within these developments while still permitting the homeowners' associations to charge its residents for services that the County would otherwise provide. Typically, these developments are only financially neutral for the County with a homeowners' association providing services that would otherwise be provided by the County (e.g. snow removal).

How will "orderly" development be ensured?

The County's material speaks to a need for and a desire to achieve orderly development. However, the material does not define what the County sees as "orderly" or provides any guidance on how the ASP will mandate orderly development.

Most residents would define "orderly development" as development that minimized fragmentation of land by building out from already existing development. Leapfrogging over not-yet-developed land to build a new "community" would not fit within any reasonable person's definition of orderly development.

To ensure that there actually is orderly development within the Springbank area, it is critical that the ASP includes controls to ensure that developments are only approved in a contiguous manner, with new developments either infilling between already existing developments or being constructed immediately adjacent to already existing developments.

In the past, once land has been identified within an ASP as potential residential land, no controls have been imposed on the order in which that land is developed. This has resulted in the inappropriate fragmentation of agricultural land.

The concerns regarding the need for orderly development are particularly acute in the "high" development scenario, which proposed a needless expansion of the ASP's boundaries.

What rules will be in place to ensure responsible development in the Transition Area and Urban Development Area?

As buffer zones between the higher densities in Calgary and the more rural environment which attracts people to live in Rocky View, these areas have a great deal of logic. However, because of the higher proposed densities, they face the most significant servicing constraints. They are also the locations that would be most easily serviced by extending Calgary infrastructure.

The ASP policies need to mandate that development at the proposed densities in these areas will only be approved if accompanied by an iron-clad agreement

from the City of Calgary to extend water and waste water servicing to those developments.

It should also be acknowledged that a significant fraction of what is identified as residential transition area is currently an active gravel pit. Any shift to the uses proposed under the ASP would have to be part of the reclamation activities once the gravel pit ceased operation.

Draft Goals for Revised ASP - Comments and Concerns

Goal #1

Continue to develop Springbank as a distinct and attractive country residential community with peaceful neighbourhoods and thriving business areas developed in appropriate locations.

The ASP needs to assess how much business development is viable in the Springbank area. The County has already approved significant commercial development in Bingham Crossing and in Harmony. As well, there is unused commercial space in Commercial Court.

The Tate study, done for the County in 2016, concluded that once these already-approved commercial developments were built, there would not be need for any additional commercial development to meet the demands of Springbank area residents.

In terms of other business development, there may be opportunities to expand the amount of light industrial development around the Springbank Airport. This would have the added benefit of providing a noise buffer between the airport and residential communities.

Goal #2

Promote a strong sense of place by preserving heritage assets and expanding community focal points, open space connections, and recreational opportunities.

What is meant by "expanding community focal points"? If this is a reference to some peoples' desire to have a community centre in Springbank, the wording needs to acknowledge that any such focal points must be financially sustainable.

Goal #3

Ensure an orderly approach to development through the implementation of well-defined land use areas together with appropriate transition between land uses.

This is a "motherhood" goal in that it is difficult to argue against the appropriateness of orderly development. The critical question is whether adequate provisions will be put in place to ensure that orderly development occurs.

For development to be orderly, there must be controls in place to ensure that already-approved developments are built out before new developments are approved. There must also be controls to ensure that developments are approved in a contiguous manner, with each new development building out from those that have already been built. Leapfrogging over not-yet-developed land to build a new development should not be allowed if the objective is "orderly development".

Goal #4

Support the County's goal of achieving financial sustainability through rational extensions of development and diversification of the tax base in the Springbank area.

See comments under Goal #2 with respect to Springbank's capacity to absorb more non-residential development. This is a limiting factor in its ability to contribute to the County's objectives for tax base diversification.

Goal #5 & #6

Ensure that new development aligns with the direction of municipal and regional policies and plans.

Collaborate and engage with landowners and adjoining jurisdictions throughout the planning process to build consensus on new development.

These goals should be such basic concepts as to not need to be stated. It says very bad things about past development practices in the County that these goals are necessary.

Goal #7

Complement the character and appearance of Springbank through high quality design that:

- a. Preserves and enhances the existing landscape, sightlines, and natural environment;
- b. Recognizes and blends with the immediate surroundings and vistas;
- c. Supports efficient use of land and encourages provision of accessible public spaces.

The concepts in (a) and (b) are also so basic that they should not need to be stated. As with Goals 5 & 6, it reflects badly on past practice that they are seen as necessary.

The wording of 7c sounds like code for higher density housing alternatives. It is critical to recognize that open space in most higher density areas is not true public space in that access is usually restricted to residents of the immediate development. Selling the higher density with an implied promise of increased open space is misleading in these circumstances.

Goal #8

Provide for attractive and high-quality gateways into the Springbank community along the Highway 1 corridor and from Stoney Trail intersections.

"Attractive, high quality gateways" suggests commercial development as the gateways into the community. As has been noted above, there is extremely limited need for incremental commercial development. Vacant commercial space does not provide an attractive gateway.

Goal #9

Respect the existing built environment, but explore the use of alternative forms of residential development – such as cluster and mixed use development – in new development areas.

The County needs to critically evaluate how much housing is actually needed and in what forms. The County has already approved a significant amount of alternative forms of residential development both in Bingham Crossing and in Harmony. There will be a limited number of people who are interested in giving up the conveniences of urban life to life in rural communities that are almost as densely populated without the conveniences.

Also, it is essential that any alternative housing options that increase density must be accompanying by financially, technologically, and environmentally viable servicing.

Goal #10

Sensitively manage the subdivision of larger parcels within existing residential areas to accommodate the incorporation of further acreage development.

It is not obvious what the intent is behind this goal.

Goal #11

Ensure sustainable and sensitive growth of the business areas in a way that is supported by market projections, desired growth size, and limitations of servicing.

This goal should be able to be assumed. Why would the County want to encourage anything that did not satisfy this statement? Given that, it is not clear that if this goal is actually followed there will be any incremental non-residential development since market projections and servicing constraints both argue strongly against the need and/or appropriateness of further commercial development in Springbank. The possible exception would be for a small amount of incremental light industrial development adjacent to the Airport.

Goal #12

Support agricultural uses until alternative forms of development are determined to be appropriate. Support diversification of agricultural operations as a means of retaining an agricultural land base.

Supporting agricultural uses until other development demand justifies a change in land use is a laudable goal. However, to achieve this goal there needs to be controls on the location of residential development to ensure that it moves out

on a sequential basis. Each sequential incursion into agricultural land must only occur after the last has been fully built out. Permitting residential developments to leapfrog over undeveloped agricultural land is a clear violation of this important goal.

Goal #13

Promote the development of smaller agricultural operations within residential, community, and business uses to maintain the rural character of Springbank.

What is the County's expectation in this area? There will need to be controls to address the risk of conflicts between what residents used to more urban lifestyles will see as incompatible land uses. The reality of most agricultural operations is that they are noisier and smellier than residential uses.

People who come to Springbank and chose to live on 4-acre plus parcels typically have a mindset that is much more accommodating to agricultural operations near them than do people who chose to live in more densely populated communities. As a result, the County needs to seriously consider the appropriateness of encouraging both small scale agricultural operations and denser residential communities in close proximity to each other.

Goal #14

Create a well-designed, safe, and interconnected transportation network that addresses the needs of residents, motorists, pedestrians, and cyclists.

Again, the wording and intent of this goal are not as clear as they should be. If the intent is to encourage walking and cycling pathways and to prohibit oneway-in-one-way-out developments, these are both appropriate goals for the ASP.

Goal #15

Provide for potable water, wastewater, and stormwater infrastructure within the Plan in a safe, cost effective, and fiscally sustainable manner.

Servicing also needs to be environmentally responsible. The servicing goals should also require a demonstration that viable servicing is readily available for the fully built-out proposal before any approvals will be granted. This critical issue cannot be left to later approval stages.

Goal #16

Demonstrate sensitivity and respect for environmental features, particularly through strong protection of the existing groundwater resource and drainage patterns within the watersheds of the Bow and Elbow rivers.

This goal needs to be much broader. Environmental concerns cover far more than groundwater and drainage.

Rocky View County 911 – 32nd Avenue N.E. Calgary, Alberta T2E 6X6

July 19, 2018

Attn: Dominic Kazmierczak, Senior Planner

Re: Springbank Area Structure Plan (ASP) and the Joan Snyder Lands

Dear Mr. Kazmierczak:

This letter is submitted with respect to the Snyder Lands and responds to the information that was presented at the Springbank ASP Open House that was held on June 7, 2018.

Thank you for the opportunity to provide stakeholder comments in response to the Low, Moderate and High Development scenarios presented at that Open House. While my team has provided comments on-line using the Crowdsource tool, I prefer to convey my concerns by way of this letter, for which I would appreciate your serious consideration.

My property, the Snyder Lands, legally described as N½ 25-24-03-W5, consists of 294 undeveloped acres that are currently farmed. They are located in Rocky View County, immediately adjacent to Calgary's western city limit and one-half mile south of Highway 1. The land has been in the Snyder name for almost 60 years and during that time my family has witnessed extensive growth and development in the surrounding Springbank area. Also, during that span of years, I have been an active, willing and patient participant in all planning opportunities presented by the County and the City. I and my team of consultants have participated extensively in many planning, land use and annexation exercises at considerable time and expense.

During our participation in the ASP-related 'coffee chats' my team presented constructive comments and supporting rationale related to land use intensity, servicing solutions and the potential for annexation to the city of Calgary. Accordingly, we were disappointed to learn that the ASP process is now proposing that my land be considered for 'Country Residential' and 'Cluster' development only, with densities ranging from 0.75 upa under the Low Development scenario to 1.4 upa under the High Development scenario.

We do not support any of the land uses currently proposed for the Snyder Lands under the three land use scenarios. Instead, we formally request that the Snyder Lands be designated for 'Urban Development' in all three scenarios, same as the proposed treatment of nearby lands owned by Qualico, Melcor and Truman, allowing for 20% commercial, 80% residential and 8.0 upa.

There is existing housing development east and south of the Snyder Lands and impending construction to the north has resulted in new paved vehicular access to Old Banff Coach Road, immediately opposite my land. Furthermore, the proposed City of Calgary West View ASP envisions future urban development right up to Old Banff Coach Road and, in turn, the Snyder Lands.

All of the aforementioned development will further constrain our ability to continue farming the subject lands, something that has become increasingly costly and inefficient over time.

There are no natural or constructed constraints on the Snyder Lands that would impact or prevent Urban Development. There are also no environmental features that would require 'clustered' housing. The land is an open field that is currently farmed. It is gently undulating and slopes downward to the west, offering unobstructed views for everyone concerned.

My engineer has reviewed the Snyder Lands contextually and advises that servicing naturally flows to the north and logically extends to and from the city (See attached). This is the same as for lands owned by Qualico, Melcor and Truman, which have been designated for 'Urban Development' under all three land use scenarios.

A review conducted by my engineer indicates that an 'Urban Development' land use designation for my lands will provide Rocky View County with the best opportunity to achieve sensitive watershed management and effective environmental safeguards and, at the same time, facilitate water, wastewater and stormwater infrastructure in a safe, cost effective and fiscally sustainable manner.

The Snyder Lands are strategically situated between urban and rural jurisdictions. With sensitive design, planning and *transition policies* my land can provide an effective interface

between existing country residential and urban development. However, a more intensive land use on my land must be included in the ASP in order achieve this objective.

My team has prepared extensive background materials and we are prepared to share our thoughts on the potential the Snyder Lands offer to the benefit of the Springbank area and Rocky View County in general.

Thank you for your consideration of our request to change to 'Urban' the proposed form of development for the Snyder Lands under all three land use scenarios in the Springbank Area Structure Plan.

Yours sincerely,

J. C. Longder

Joan C. Snyder



Snyder Lands West Calgary

Water Servicing Concept Plan

Land Owners Snyder Lands Qualico/Partners Lands Melcor Lands Crestmont Valley Ridge City of Calgary Boundary Proposed Feedermain Future Feedermain Broadcast Hill PZ Big Hills West PZ Crestmont PZ

Highway 1

Highway 1 & RR30 Interchange



City of Calgary
Rocky View Count

Township Road 245

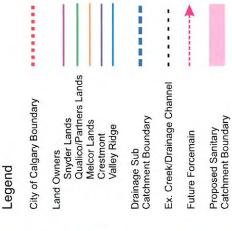
Range Road 31

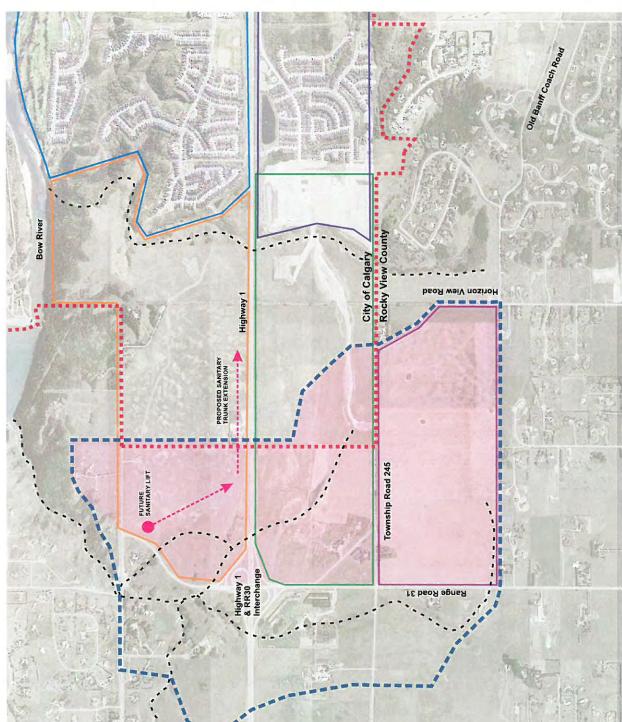
Horizon View Road



Snyder Lands West Calgary

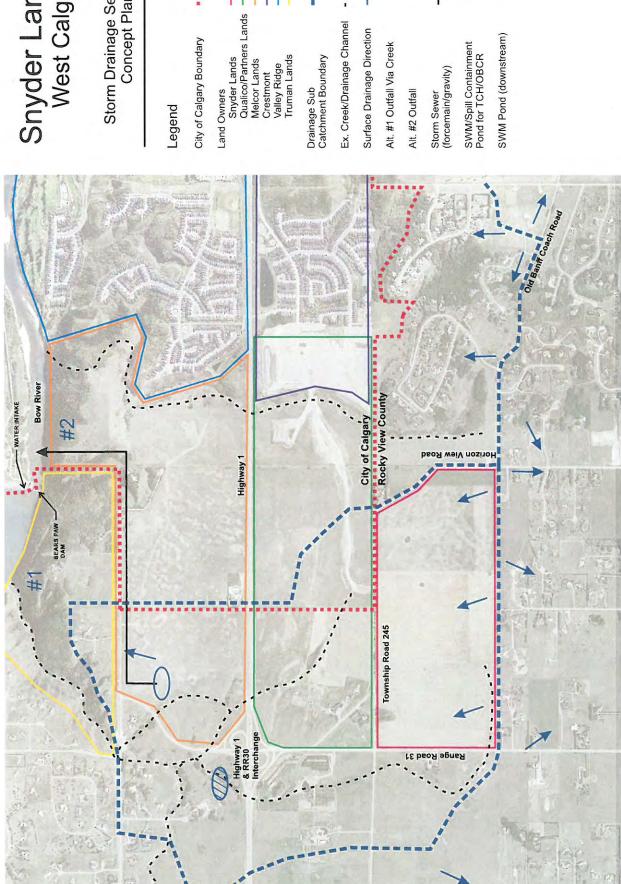
Sanitary Sewage Servicing Concept Plan





Snyder Lands West Calgary

Storm Drainage Servicing Concept Plan



From: Larry Strong

Sent: Sunday, July 29, 2018 7:41 AM

To:Dominic KazmierczakSubject:Springbank ASP

Dominic. Sorry to be late with Feedback. I am a bit confused on your mapping. You have a letter on the map (eg) H. The colour on the map is light brown and labeled "M" Transition Area. However H on the legend is a pink area called business commercial. Are you saying all the transition area will become Business Commercial in the low development plan? Scenario 2 makes sense with the letters and colors lining up. In Scenario 3 there is a mis match again of colors and letters.

Please clarify Thanks Larry Strong From: Larry Strong

Sent: Sunday, July 29, 2018 8:01 AM

To:Dominic KazmierczakSubject:Springbank ASP

Dominic I would also add the Transition area seems too wide. You are pushing it directly against Westridge Estates where I live. I think you should have at a 1/2 mile boundary around us. As it stands now it looks like our immediate neighbors will be expropriated.

Thanks Larry

Milo and Maureen Munro

August 2, 2018

To:

County of Rocky View Planning Staff

Dear Sir or Madam:

Re:

Springbank Area Structure Plan

Draft Vision Statement

Milo and Maureen Munro wish to confirm their request that their three quarter sections legally described as the SW of Section 5 and the SE and NE of Section 6, Township 25, Range 3, West of the Fifth Meridian (the Munro lands), be included in the area structure plan currently under consideration. We also wish to confirm and reiterate the submissions of Bordeaux Properties in the letter from Birol Fisekci dated July 12, 2018.

Those lands are located immediately west of the Springbank Airport and immediately south and west of Harmony. In particular, it should be noted that the Munros have an agreement with Bordeaux Development, pursuant to which the access to Harmony traverses through the Munro lands and pursuant to which utility services shall be extended into the Munro lands from Harmony. The access and extension of such utility services from the adjacent Harmony development will facilitate future development of the Munro lands.

We provided Rocky View County with our views by email dated March 20, 2017 following the coffee chat with Rocky View Staff, as well as in a further meetings with Rocky View Staff in 2018. Thank you for the opportunity to provide our views. As we discussed, the Munro lands are adjacent to a major residential development and to the airport with its increasing commercial development. Having regard to the significant changes to the area from that development, a key objective is to allow for potential future commercial and residential development.

The draft ASP Vision Statement expressly references residential and commercial development in the area in which the Munro lands are located:

"Business uses and new forms of housing will be carefully managed and will be centered on the Highway 1 corridor and the Springbank Airport."

In addition to the other justifications noted above, we note further that where lands around the airport will be considered for business uses and new forms of housing, it would be consistent with the draft ASP Vision Statement to include those lands. Excluding the very area referenced in the Vision Statement as being lands with the potential for future development runs counter to that Vision Statement. Given all the factors noted, we see no basis for the Munro lands not to be included in the proposed area structure plan for planning purposes at this time.

In addition, we note that the SW 5 is already included in the North Springbank Area Structure Plan, and particularly given all of the foregoing, we do not see a reasonable basis for it to now be removed such that it is no longer subject to an area structure plan.

We understand that any development should occur having regard to good land-use planning principles. Recognizing that Rocky View County is updating the area structure plans, we strongly believe that it is important to apply best planning practice to these lands. Respectfully we suggest that our lands are already significantly impacted by adjacent development, and are in the immediate area of existing infrastructure with access to utilities as noted above, and accordingly should be considered as developable lands. As such, preserving this development potential not only meets the County's objectives, but is of the highest importance to our family as well.

Our family has owned and been stewards of these lands since the 1890's, and our son Corbin and his family also reside on those lands. Our family is hopeful that full consideration will be given to our request and that the Munro lands will be included in the area structure plan currently being developed.

Will Mlunes Maureen Imunto

Milo and Maureen Munro

cc. Corbin Munro

From: Jim

Sent: Thursday, June 07, 2018 9:55 PM

To: Dominic Kazmierczak
Cc: Jim McGillivray;

Subject: Concerns about potential Water Aquifer Pollution

Attachments: ASC Draft letter Feb 8 2017B.rtf

Dominic

First of all thank you, and Rocky View Planning staff, for the presentation this evening.

Attached please find the letter, as discussed after the presentation, that was sent to Rocky View Planning in March 2017 regarding concerns related to future potential development on the terrace areas sloping toward the Bow River in the general Emerald Bay, Springbank Links area. This would be upslope of raw water supply wells that supply the North Springbank Water Co-op and other Co-ops in the area.

As outlined one of the main concerns is that fractures and gravels identified in the surface rock outcrop and overburden along the terraces above the water supply aquifer could act as conduits to transport pollutants into the aquifer. Issue is that due to erosion toward the Bow River the thickness of overburden from surface to the aquifer is reduced considerably compared to the area to the west. The result is that pollutants from septic treatment fields and facilities would be in closer vertical proximity to the aquifer. As a matter of interest Rocky View County had a gravel pit in operation for several years on one of the terraces.

If you need further information or have any questions, please advise

Jim McGillivray
General Manager North Springbank Water Co-op

Sent from Mail for Windows 10

NORTH SPRINGBANK WATER CO-OP LIMITED

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 From: rick edna

Sent: Wednesday, June 20, 2018 6:42 PM

To: Dominic Kazmierczak

Subject: Re: Springbank Area Structure Plan

Thank you for your e mail to enlighten us on the different proposals. We like the agricultural aspect not commercial, business or residential; can see our taxes going sky high!! I know this in planning stage and we hope that you will keep us informed as we did not receive any correspondence personally like some of our neighbors. Thx

Sent from my iPhone

On Jun 11, 2018, at 3:54 PM, "DKazmierczak@rockyview.ca" < DKazmierczak@rockyview.ca > wrote:

Hi Richard and Edna,

Thanks very much for your email and I'm sorry that you could not make it to the open house. All of the materials from the open house are available on the County webpage at:

https://www.rockyview.ca/BuildingPlanning/PlansUnderReview/SpringbankAreaStructurePlan.aspx

If you have any issues with downloading/printing any of the documents, please let me know and I can post them out to you.

We have produced three land use scenario maps which show different development options for Springbank and it is important to note that these are draft scenarios which are intended to create discussion and generate feedback from the community. Council will make the final decision on adopting a revised Area Structure Plan (ASP), but the newly formed regional Growth Management Board would also need to approve the final plan.

With respect to your two quarter sections on Township Road 250, they currently form part of the North Springbank ASP, with the western quarter designated for potential residential uses and the eastern quarter for uses compatible with the Airport (e.g. agriculture, business parks, airport hangers, recreational uses etc.).

Two of the land use scenarios we've proposed show both of the quarters being removed from the Springbank ASP area. If this were to happen, your lands would fall under the policies of the County Plan and would be considered to be within the agricultural area. This does not affect your current land use and you would not be affected unless you decided to redesignate your land.

With the third scenario (High Development Scenario 3), your eastern quarter would be included within the revised ASP and would be designated for potential business industrial/commercial uses.

It is important to note that we are still early on in the ASP review process and I would definitely encourage you to provide feedback on the ASP project through the interactive land use maps and online survey. I'm also happy to meet with you both if you would like to go through any concerns you have with the plan in further detail.

Thanks,

DOMINIC KAZMIERCZAK

Municipal Planner | Planning Services

ROCKY VIEW COUNTY

911 - 32 Avenue NE | Calgary | AB | T2E 6X6

Phone: 403-520-6291

DKazmierczak@rockyview.ca | www.rockyview.ca

This e-mail, including any attachments, may contain information that is privileged and confidential. If you are not the intended recipient, any dissemination, distribution or copying of this information is prohibited and unlawful. If you received this communication in error, please reply immediately to let me know and then delete this e-mail. Thank you.

From: rick edna

Sent: Sunday, June 10, 2018 10:41 PM

To: Dominic Kazmierczak

Subject: Springbank Area Structure Plan

We reside along township 250 34121 and just wondering what the impact is going to be on us if we are removed from the area structure plan? Who will decide this and do we not have a say? We were not able to attend the meeting, did you have any handouts? If so could you mail us a copy at 34121 Township Road 250, postal code T3Z 2P4. Thank you Richard and Edna Mapletoft

Sent from Mail for Windows 10

From: Shelley Willson

Sent: Tuesday, June 12, 2018 8:50 PM

To:Dominic KazmierczakSubject:Springbank ASP

Hi Dominic,

I just looked at the maps and info online and low, medium and high density options.

As a long time (40 year) springbank resident, my vote is definitively for the low density option, I hope this can be taken into account.

Thanks Shelley Willson From: Shelley Willson

Sent: Friday, June 08, 2018 7:05 AM

To: Dominic Kazmierczak

Subject: comments on Springbank ASP

Hello Dominic

I'm a Springbank resident, I was unable to attend the Open House last night. I have two comments/suggestions:

- 1. many residents are unable to attend physical open houses for a variety of reasons: parents with young children to put to bed, older people whose driving licenses don't allow them to drive at night, busy professionals whose work schedules mean they are on call or travelling. This does not mean we are not interested and we would like to have a voice. I suggest your department use something like Survey Monkey to ask people for their feedback online within say, a 4 week period.
- 2. Personally I am very opposed to high density developments such as Harmony because they fundamentally change the feel of what is supposed to be a rural area. Acreages are one thing. High density city developments with sidewalks, streetlights and etc. do not belong in Springbank, lower the property values of the rest of us, and overcrowd our schools. I'm not sure if the council is aware that recently the Springbank Middle School closed its admission to all kids outside the Springbank catchment area, because of Harmony. This included kids who has just spent 5 years in Elbow Valley with the expectation they could continue in Springbank. Yes, Harmony promises a school will be built there. When? there are schools in Calgary scheduled where the parents have been waiting decades for them to receive the provincial matching funding to go ahead.

One of the biggest reasons Springbank property is so expensive is that we can get our kids into the top (and public) school system here. we don't need overcrowded classrooms like they have in the city. We certainly don't need more Harmony style developments.

Many thanks for your attention to my input, I hope it will be considered along with the feedback from the open house.

Thanks
Shelley Willson

Springbank ASP Land Use Scenarios, Vision, Goals, and Objectives

Springbank ASP Feedback (June 2018)

Thank you if you have already provided comments on the Land Use Scenarios using our mapping tool.

Below are eight questions asking for your opinion on the draft Springbank ASP vision, goals, and objectives that the County has developed. The survey should take 10 to 15 minutes to complete. 3 hows.

If you have any questions on this survey, please contact Dominic Kazmierczak (Municipal Planner) on 403-520-6291 or email: dkazmierczak@rockyview.ca

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

□ Springbank resident

Springbank landowner

□ Rocky View County resident not within Springbank
 □ City of Calgary resident
 □ Other (please specify)

2. Which of the three land use scenarios most closely matches your hopes for how Springbank will develop in the future? (Check one of the options below.)

Scenario 1 – Low Development

□ Developer representative

☐ Scenario 2 - Moderate Development

☐ Scenario 3 – High Development

3. The vision for the Springbank Area Structure Plan is intended to capture how we would like to see the community in the future. ASPs often have a timeline of approximately 10 years before they are reviewed, so this vision looks forward to the late 2020s.

Do you agree with the draft ASP vision below?

"Straddled by the Bow and Elbow Rivers, Springbank will offer a tranquil rural lifestyle, with beautiful vistas and a strong sense of community rooted in its agricultural heritage. Further development will safeguard Springbank's precious natural environment and will prioritise sensitive watershed management. Acreages will continue to be the predominant housing option in the community, but with further choice to serve residents as they progress through various stages of life.

Business uses and new forms of housing will be carefully managed and will be centered on the Highway 1 corridor and Springbank Airport. Residents and visitors will access a growing range of public uses on Range Road 33 and will enjoy an extensive active transportation network linked with open space and community

Agree Agree nor Disagree Disagree Land Use Strategy	If you have any comments					
The vision Sounds good but is not coursely as a superior of the Springbank ASP set out general guidelines on how we might achieve overall vision for the community. They are not usually measureable, but rather offer direction for the objectives and policies of the ASP. To you agree with the draft Springbank ASP Goals (link: Springbank ASP Goals Agree Agree nor Disagree Disagree Disagree Housing Disagree Housing Disagree Housing Disagree Housing Disagree Disagree Disagree Disagree Housing Disagree Disagree Disagree Housing Disagree Disagree Disagree Disagree Disagree Disagree Housing Disagree Disagree Disagree Housing Disagree	if you have any comments				4.40	
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The goals of the Springbank ASP set out general guidelines on how we might achieve overall vision for the community. They are not usually measureable, but rather offer direction for the objectives and policies of the ASP. Do you agree with the draft Springbank ASP Goals (link: Spr	The VISION	Som	ids g	ood b	rit is	not
Agree Partly Neither Partly Disagree Disagree Disagree Disagree Disagree Housing Business Agriculture Transportation Servicing Disagree Di	Coupatible	WiH	Scal	Maxio:	5/2+	3.
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Agree Partly Neither Partly Disagree Disagree Disagree Disagree Disagree Housing Business Agriculture Transportation Servicing Disagree Di	The goals of the Springha	nk ASD set	out general	auidelines es	how wo m	ight achiev
Agree Partly Neither Partly Disagree Agree Partly Neither Partly Disagree Agree Agree nor Disagree Land Use Strategy						
Agree Partly Neither Partly Disagree Di		nunity. They			eable, but ra	ther offer
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Agree Partly Neither Partly Disagree Di			s of the AS	P.		
Agree Agree nor Disagree Disagree Land Use Strategy	direction for the objectives	and policie			Springbank	ASP Goals
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Land Use Strategy	direction for the objectives	and policie raft Springl	pank ASP Partly	Goals (link: Neither	Partly	ASP Goals Disagree
Community Character and Appearance Housing	direction for the objectives	and policie raft Springl	pank ASP Partly	Goals (link: Neither Agree nor	Partly	
and Appearance Housing	direction for the objectives Do you agree with the d	and policies raft Springl Agree	Partly Agree	Goals (link: Neither Agree nor Disagree	Partly Disagree	Disagree
Business	direction for the objectives Do you agree with the d Land Use Strategy	and policies raft Springt Agree	Partly Agree	Goals (link: Neither Agree nor Disagree	Partly Disagree	Disagree
Agriculture	direction for the objectives Do you agree with the d Land Use Strategy Community Character	and policies raft Springt Agree	Partly Agree	Goals (link: Neither Agree nor Disagree	Partly Disagree	Disagree
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Transportation	Do you agree with the d Land Use Strategy Community Character and Appearance Housing	and policies raft Springt Agree	Partly Agree	Goals (link: Neither Agree nor Disagree	Partly Disagree	Disagree
	Do you agree with the d Land Use Strategy Community Character and Appearance Housing	and policies raft Springt Agree	Partly Agree	Neither Agree nor Disagree	Partly Disagree	Disagree
	Land Use Strategy Community Character and Appearance Housing Business Agriculture	and policies raft Springt Agree	Partly Agree	Goals (link: Neither Agree nor Disagree	Partly Disagree	Disagree
	Land Use Strategy Community Character and Appearance Housing Business Agriculture Transportation	and policies raft Springs Agree	Partly Agree	Goals (link: Neither Agree nor Disagree	Partly Disagree	Disagree
	Land Use Strategy Community Character and Appearance Housing Business Agriculture	and policies raft Springt Agree	Partly Agree	Goals (link: Neither Agree nor Disagree	Partly Disagree	Disagre

6. The objectives of the Springbank ASP set out specific and measureable tasks that will be implemented by the future ASP policies to achieve the Plan's vision and goals.

Do you agree with the draft Springbank ASP Objectives? (link: <u>Springbank ASP Objectives</u>)

	Agree	Partly Agree	Neither Agree nor Disagree	Partly Disagree	Disagree
Residential			×		
Business				X	
Mixed Use		'Q			
Agriculture	₽	7			
Transition Area	₽		X		
Interface Areas	D				
Design and Appearance	(D)				
Gateways	D D D				
Natural and Historic Environment	Ŋ.				
Groundwater	TOK				
Active Transportation Network, Parks, and Open Space			×		
Public Services					
Reserves			P		
Emergency Services	X		Ó		
Natural Resources	V				
Transportation Network	Ó		A		
Utility Services	×		[D]		
Stormwater	X				
Solid Waste	7				
Implementation			×		
Intermunicipal Coordination and Cooperation	Ä				

7.	If you think we should have any additional objectives for the Springbank ASP or that we
	can improve one of the objectives, please let us know below.

No more developments Should be allowed until current projects are done rempty Commercial Space is used up. Minor regrests from individual landowners Should be considered.

8. Thank you for providing feedback on the Springbank ASP!

Were you happy with how we engaged with you?

r de la companya del companya de la companya del companya de la co	Yes	No
Website Content		
Open House	X	
Online Mapping Feedback/Survey		×

If you have any comments on the engagement process, please write them below:
The Sung is premature - wait 10 yrs! Il am ho good at the web or online
class ho good at the web or online
feedback.
Many questions had items I agreed with, but also as a bunch I died not not agree with - which is different from agree with agree or disagree! It took a long time to do, looking bach I foth.
but also as a bunch cloted not
agree with - which is different from
il de andisagree: elt took
Weither agree to be land to forth.
a long time to de, working buch form
by phone It is
email is
if you wish to discuss any thing

Springbank ASP Land Use Scenarios, Vision, Goals, and Objectives

Springbank ASP Feedback (June 2018)

Thank you if you have already provided comments on the Land Use Scenarios using our mapping tool.

Below are eight questions asking for your opinion on the draft Springbank ASP vision, goals, and objectives that the County has developed. The survey should take 10 to 15 minutes to complete.

If you have any questions on this survey, please contact Dominic Kazmierczak (Municipal Planner) on 403-520-6291 or email: dkazmierczak@rockyview.ca

0-6	6291 or email: dkazmierczak@rockyview.ca
1.	Please check all that apply to you. I am a
	☐ Springbank resident
	Springbank landowner
	☐ Developer representative
	☐ Rocky View County resident not within Springbank
	☐ City of Calgary resident
	☐ Other (please specify)
2.	Which of the three land use scenarios most closely matches your hopes for how Springbank will develop in the future? (Check one of the options below.)
	□ Scenario 1 – Low Development
	Scenario 2 – Moderate Development
	Scenario 3 – High Development
3.	The vision for the Springbank Area Structure Plan is intended to capture how we would like to see the community in the future. ASPs often have a timeline of approximately 10 years before they are reviewed, so this vision looks forward to the late 2020s.
	Do you agree with the draft ASP vision below?
	"Straddled by the Bow and Elbow Rivers, Springbank will offer a tranquil rural lifestyle, with beautiful vistas and a strong sense of community rooted in its agricultural heritage. Further development will safeguard Springbank's precious natural environment and will prioritise sensitive watershed management. Acreages will continue to be the predominant housing option in the community, but with further choice to serve residents as they progress through various stages of life.
	Business uses and new forms of housing will be carefully managed and will be centered on the Highway 1 corridor and Springbank Airport. Residents and visitors will access a growing range of public uses on Range Road 33 and will enjoy an

extensive active transportation network linked with open space and community

The goals of the Springba overall vision for the comn direction for the objectives	nunity. They	are not us	ually measure		
Oo you agree with the d	raft Springl	oank ASP	Goals (link:	Springbank	ASP Goals)?
	Agree	Partly Agree	Neither Agree nor Disagree	Partly Disagree	Disagree
Land Use Strategy	×				
Community Character and Appearance	<u></u>	×			
Housing					
Business	DARAD				
Agriculture	DZ				
Transportation	×				
Servicing					
Environment					
	V 2 5 5 5 6 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				r that we can

focal points. Transition from urban development in Calgary will be effectively

6. The objectives of the Springbank ASP set out specific and measureable tasks that will be implemented by the future ASP policies to achieve the Plan's vision and goals.

Do you agree with the draft Springbank ASP Objectives? (link: <u>Springbank ASP Objectives</u>)

	Agree	Partly Agree	Neither Agree nor Disagree	Partly Disagree	Disagree
Residential	×		ŭ		
Business	X C		1000		
Mixed Use	B		W		
Agriculture					
Transition Area					
Interface Areas					
Design and Appearance					
Gateways					
Natural and Historic Environment	×				
Groundwater	×				
Active Transportation Network, Parks, and	×				
Open Space Public Services	(Sr				П
Reserves	Ø	The state of the s			
Emergency Services				П	П
Natural Resources			28/		
Transportation Network					
Utility Services		No.		- I	
Stormwater					
Solid Waste					
					727
Implementation Intermunicipal Coordination and Cooperation			×		

	TU ALME	or disperse
hank you for providing feedback on the S	Springbank ASP!	
Vere you happy with how we engaged wit	h you?	
	Yes	No
Website Content	Ø	
Open House	D	
Online Mapping Feedback/Survey		
you have any comments on the engager	a m	KTICIPATE &
AND DOMINIC AND the V	n. p. Has	DONE A GOOD!
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Comment / Question	Topic	Sub	Sub2
Further to Birol Fisekci's (Bordeaux Properties Inc.) letter to you of July 12th, we wish to confirm that we would reiterate his comments included in the said correspondence	ASP Boundaries	Expand ASP area	
Would you be able to develop a comparison of relative capital and operational costs for servicing country residential (i.e., acreage) vs cluster residential? This would include potable water, wastewater, roads, emergency services and school busing. If one of the ASP goals is to provide cost effective services, it would be useful to know the relative costs between the two options to see how close each option came to meeting those goals. Which of these options provide the best opportunity to meet the vision of protecting the "precious natural environment"? I do not consider expanses of mowed lawns to even remotely resemble "natural environment".	Servicing	Financial matters	Environmental concerns
The aspiration to provide a "tranquil rural lifestyle" which is the rationale for continuing acreage development is completely at odds with the belief that it is "rooted in agricultural heritage". Acreage development is completely contrary to maintaining an agricultural base – it gobbles up land that could be used for agricultural purposes. Furthermore, acreage dwellers take exception and through NIMBY actions prevent agricultural activities which are smelly and often noisy. It is beyond my imagination that an acreage community would accept a silage pit, chicken barn or feedlot next door. Acreage development is, simply, completely opposite to an ASP Goal which "supports efficient use of land and encourages provision of accessible public space."	Agriculture	Preserving Agricultural Lands	
Furthermore, acreage development is completely at odds with the goal to "provide for potable water, wastewater and stormwater infrastructure in a safe, cost effective and fiscally sustainable manner." Low density acreage development is the most expensive way to provide those infrastructure services.	Agriculture	Servicing	
I don't really have any comment to offer on the Springbank ASP per se. I would like to go on the record however that I view development outside of the Springbank ASP along Highway 8 should be curtailed until such time as appropriate infrastructure to accommodate such development is fully planned out. We can't afford piecemeal developments without adequate water and sewer services as such developments will have an adverse affect on the area. (I.e., until such time as an ASP is in place for Hiway 8)	ASP Boundaries	Highway 8	Servicing
	ASP Boundaries	Highway 8	
As a general comment, I am of the strong view that infrastructure plans need to be developed and implemented before proceeding with developments - so as to avoid piecemeal developments that are not adequately supported. (eg West Elbow Valley with sub-par private water delivery service capabilities and wastewater/sewage having to be trucked for several years)	Servicing		
I am looking for assurances that comprehensive infrastructure plans will be in place before new developments are allowed to proceed - and in particular - the need for clarity on Highway 8 plans for future development - especially given the area is excluded from the proposed ASP	ASP Boundaries	Highway 8	Servicing
One overarching comment that I would like to offer is that consideration be given to incorporating some flexibility when defining the land use areas. I believe we will see pressure from the Province through the newly established Growth Management Committee to hold jurisdictions to task on the language within approved ASPs. This may mean that lands intended for future development under the ASP could be orphaned because of the land use for which they are defined by becomes unfeasible due to changing needs. As we are both aware best planning practices are evolving and changing how we live and do business. I believe Rocky View's greatest competitive strength will be its ability to be agile in adapting and capitalizing on best practices. Without seeing the language used in the draft ASP it is difficult for me to provide a specific comment but, in principle, I am suggesting that Rocky View County (RVC) ensure that they control the ability to blur the distinction between land use areas. For example, "transition areas" can be applied to any of the land use areas but it will be up to the landowner to defend why the proposed plan is in the best interests of the County to approve. This would allow large parcel owners to transition from adjacent boarder conditions into a comprehensive and holistic plan for their lands. While I appreciate the challenge this approach has, given the role of the growth management board I believe building in flexibility will be prudent and if properly worded would create no greater risk for the County.	Document Language/Clarity		

Comment / Question	Topic	Sub	Sub2
In response to the question of which scenario do I recommend, it is scenario 3 (high development), for the key reason cited above but I also want to suggest expanding some areas. I have attached a legal map highlighting the areas I would appreciate consideration on. My suggestions impact three other landowners. I have spoken with them and they are aware that I am sending this correspondence to you. I have also copied them as you may want to speak to them directly.	Land Use Scenario 3 preferred		
	ASP Boundaries	Expand ASP area	Servicing
The next suggestion is regarding the Bow Water and Land G.P (the area in blue) and Elbow River Ranch (area in green) land. While Scenario 3 includes Bow Water and Land G.P., which I support, I strongly suggest you expand the area out to RR 40. At a minimum I believe expansion of at least one quarter section to the west to include Elbow River Ranch lands be considered. The logic behind this recommendation is that the County currently has a fly-over located at RR 34 identified in its offsite levy bylaw. There are many reasons why it may be more logical that the flyover be moved to RR34A and converted to an interchange. Regardless if the overpass alignment occurs or remains, the infrastructure would be an important and major investment for the highway corridor. Facilitating connectivity from surrounding lands would help the county leverage this important piece of infrastructure and bring private investment into help pay for it.	ASP Boundaries	Expand ASP area	Transportation
Any future development within the ASP area will face two significant challenges: - Water supply in the South Saskatchewan River basin (all of the proposed ASP land are in this basin) is extremely limited and therefore the further away lands are from any existing utility supplier the less feasible they become.	Servicing	Water	
The provincial and municipal model for funding transportation upgrades is changing and pushing more costs to private development. The county will need to consolidate more intense development in some areas to help pay for the needed infrastructure. The improved infrastructure will also support the ASP's vision to continue with Country Residential in some areas as they will also be able to benefit from the enhancements.	Transportation	More intense development	
	ASP Boundaries	Expand ASP area	Servicing
The County could consolidate development around key offsite transportation infrastructure. This would provide both the land and the financial resources to participate in the construction of the required upgrades. These consolidated nodes of development also help preserve the County's vision of having a country residential offering at the edge of a large municipality.	ASP Boundaries	Expand ASP area	Transportation
	ASP Boundaries	Expand ASP area	Airport area
Thanks for our discussion of July 9, 2018 and your agreement that the three titles in NE5-24-2 W5M should be included in the recent East Springbank ASP scenarios as Transition Areas. I wish to add the following comments:	ASP Boundaries	Expand ASP area	Transition Areas

Comment / Question	Topic	Sub	Sub2
	1		
I represent the owners in this contiguous land block amounting to roughly 94 acres which includes two dwellings;	ASP Boundaries	Expand ASP area	Urban Developmen
2. It is currently classified as Ranch and Farm;			
3. Roughly 25 acres are in the Elbow River floodplain which includes a portion of Cullen Creek and the balance of			
the land is at least 70 ft above the floodplain with natural drainage provided by May Creek;			
4. It is situated at the intersection of Highway 8, 101st street and the Elbow River and closely involved in the			
Calgary Ring Road ("CRR") project;			
5. It is adjacent on the west side to the Calgary Clearwater Legacy Park on the Elbow River (roughly 140 acres)			
6. It would seem reasonable to be developed to urban densities given the following:			
a. It is adjacent to a major park and if developed could provide almost exclusive walking access, in particular to the NE half;			
b. The other two sides are major transportation and utility corridors; the fourth is a golf course			
development (Pinebrook) which could benefit from additional future "walking distance" membership;			
c. The east side of the land block is against an expansive TUC and could be suitable for a high-rise complex			
(possible seniors) with a commercial component;			
d. Water could be provided from Discovery Ridge mains and sewer by way of the adjacent Pinebrook force			
main or Slopes gravity main.			
I am pleased to hear you will be meeting with the City of Calgary soon, regarding these Transition Areas. The City is			
well aware of the strategic importance of my land block.			
was aware of the strategic importance of my land block.			
It is of course urgent that servicing plans be advanced ahead of the newly announced West CRR funding.	Servicing		
I would add that it is crucial that 101st Street remain continuously intact as a collector for these Transition Areas.	Transportation	Connectivity	
Finally, I would be happy to speak about possible trail opportunities given access in	Pathways		
this corner of East Springbank will soon be effectively cut off.			
BWL most strongly supports Land Use Scenario 3 – High Development because Land	Land Use Scenario 3 preferred		
Use Scenario 3 includes both quarter-sections of BWL – the complete land ownership.			
Inclusion of all BWL land in the ASP will help Springbank bring its ASP Vision to reality	Land Use Scenario 3 preferred	Servicing	
in three key ways:			
1. Where "further development will safeguard Springbank's precious natural environment and will prioritise sensitive			
watershed management", BWL brings a significant water licence to the region, and solutions to manage sanitary and			
storm water for the site and watershed;			
2. where, "Business uses will be centered on the Highway 1 corridor and Springbank Airport", BWL has presented	Land Use Scenario 3 preferred	Airport area	
key findings on the market feasibility for regionally-significant non-residential development at this location, which is		'	
directly impacted by the operations of the Springbank Airport, and is prepared to follow through			
3. and where, "Residents and visitors will Enjoy an extensive active transportation network", BWL's entire land	Land Use Scenario 3 preferred	Transportation	
holding can accommodate a safe transportation solution with access to the planned flyover and potential full			
interchange which would facilitate regional traffic as well as connecting the north and central Springbank communities.			
BWL's future development will also contribute through levies to the region, significantly contributing to the			
transportation solutions with both access and funds, and as an interested and collaborative community shareholder.			
Inclusion of the lands into the ASP, provides RVC and Springbank the opportunity for complete review and subsequent	Land Use Scenario 3 preferred	Transportation	
realization of the following benefits:		'	
- Improved transportation safety for the region through consideration of an additional interchange located at Range			
Road 34A (to replace the planned flyover)			
Improved transportation access for the region that could include alleviating heavy traffic flows during peak periods,	Land Use Scenario 3 preferred	Transportation	
allowing pedestrian and cyclist movements, and connecting directly to the highway		'	
Possibility for the use of the 3rd most senior water licence in the Bow River basin, and 3rd largest on the Elbow River to	Land Use Scenario 3 preferred	Water	
 provide water to the Springbank community, now and into the future	<u> </u>		
Possibility for a regional sanitary system centered within the Springbank Creek drainage basin	Land Use Scenario 3 preferred	Servicing	
Possibility of financial contributions through development levies that would contribute to regionally-significant	Land Use Scenario 3 preferred	Financial matters	
improvements in transportation, storm water management, utility services and recreation services	1	1	1

	Comment / Question	Topic	Sub	Sub2
1	Possibility of economic viability of the lands through development, providing opportunity for local jobs and recreation opportunities	Land Use Scenario 3 preferred	Financial matters	
1	Possibility of significant economic benefits for the Springbank community to be achieved by increased non-residential assessment	Land Use Scenario 3 preferred	Financial matters	
1	These benefits meet key goals in the draft Springbank ASP for all factors: Land Use, Community Character and Appearance (significantly in providing attractive and highquality gateway), Business, Agriculture, Transportation Network, Servicing, and Environment.	Land Use Scenario 3 preferred		
1	BWL appreciates that the ASP survey RVC provided asks for evaluation of the vision and goals of the ASP. BWL further appreciates that the vision statement and goals are high-level and intended to set direction and, as a result, are open to interpretation, particularly when a plan is developed and implementation is considered. BWL generally supports the vision, goals and objectives as written and at the high-level intended and, as stated above, thinks that BWL can achieve the goals of the ASP.	Land Use Scenario 3 preferred		
1	However, we are concerned that interpretation and flexibility in how to achieve these key factors for Springbank is where we may diverge.	Land Use Scenario 3 preferred		
1	Because the ASP stage does not (and cannot) fully consider the site-specific details and is, by its nature, a high-level document, BWL urges RVC to include all of its lands in the ASP so that planning to achieve these goals may continue. BWL has more to offer in meeting the ASP vision, goals and objectives when included in its entirety.	Land Use Scenario 3 preferred		
1	BWL does not support Land Use Scenarios 1 and 2 because they do not include BWL's entire land ownership. The exclusion of BWL's western most quarter section will not allow the County to achieve many of the key goals described in the draft ASP.	Land Use Scenario 3 preferred		
1	As Scenario 3 is the only one that includes BWL's entire land, the inference is that the land is required only in a High Development Land Use Scenario. Our discussions with Council, Administration and Community members to date have stressed these lands have regional significance and may be considered as a benefit to Springbank regardless of land uses in the area. As a result, BWL thinks it is efficient and expedient to include all BWL lands in the current ASP evaluation. We only support scenario three unless our second parcel is added to scenarios one and two, which we believe is warranted for all of the reasons set out in this letter.	ASP Boundaries	Expand ASP area	
1	Including all of BWL's holdings will contribute to servicing solutions for the region – and for all Land Use Scenarios - that are appropriate for consideration at the ASP level of planning, are appropriate for future considerations, and cannot be considered with only one quarter-section included. These include use of the third largest and most senior water licence in the region and potential transportation improvements, including upgrading the planned flyover to a full interchange at little or no additional cost to RVC.	ASP Boundaries	Expand ASP area	Servicing
1	The development potential for BWL's lands are of regional market significance as well: e.g. retailers are interested in the development opportunities in this location based on regional support, need, and interest in non-residential provisions, rather than based on needs of existing or predicted households within the immediate area.	ASP Boundaries	Expand ASP area	Regional Business Opportunity
1	Finally, BWL believes inclusion of the entire BWL land holding and its resulting benefit also provides support for RVC to demonstrate autonomy through planning and reasonable consideration of servicing needs in the future. BWL wants to work with the County to maintain the integrity and unique identity of Springbank and not be absorbed by the City of Calgary.	ASP Boundaries	Expand ASP area	Annexation
1	The Springbank ASP should include all of BWL lands in its final draft because the lands are needed as part of the future big picture of Springbank. BWL should be an integral part of Springbank and RVC in creating self-sustaining solutions for water, sanitary, storm and roads. We need to consider the benefit of including more land so the control remains in RVC long term.	ASP Boundaries	Expand ASP area	Servicing
1	I Have provided input to map 1 of the interactive maps. I will not answer the framework and its limitations as laid out because I do not agree with some of the starting premises.	Feedback on Mapping	Land Use Scenario 1 preferred	
1	Working from the draft scenario 1, low development map: The codes/colors for the map do not match the codes on the upa sheet	Feedback on Mapping		
1	Working from the draft scenario 1, low development map: Both areas A must be removed from the map	ASP Boundaries	Shrink Boundary	

Comment / Question	Topic	Sub	Sub2
	ASP Boundaries	Shrink Boundary	
Working from the draft scenario 1, low development map: The 2 pink 1/4s south of Hwy 1 and west of RR33 must be			
removed from the map (are they part of G?). They are land-locked, there are no water licenses, there is no central			
 sewage, and they are at the head of Springbank Creek. Working from the draft scenario 1, low development map:	Transition areas		
"H" should not be only business commercial. There must be full transitions from the existing residential areas.	Transition areas		
 Working from the draft scenario 1, low development map:	Business Development	Schools	Pathways
"E" should not be only business transition. That is School Road and is treated/felt as the Springbank	'		,
Community Centre – so appropriate additions would be more land added for the SPFAS to handle all the kids coming			
out of Harmony, more school space for those same kids, seniors housing to go with the Seniors Centre, and new			
multipurpose building to replace the condemned community hall, pathways connecting all our community centre			
activities.	T- ***		
Working from the draft scenario 1, low development map: "I" should not be designated as urban development. Both in RVC and Calgary there must be strong negotiations	Transition areas	Intermunicipal Collaboration	Environmental concerns
for appropriate transitions to protect both existing residents and that marvellous gully that runs down to the Bow River		Collaboration	concerns
and the blue heron rookery.			
and the blee he on testion.			
This is very definitely an early draft document that needs much more input, both from the considerations recommended in the background documents and from the Springbankers themselves.	General Feedback on Draft		
 MPE report clearly maps out all the water, wastewater and storm water issues. Can these be combined onto one map	Feedback on Mapping	Servicing	
so we can see what is available, for future uses, after all the overlaps are shown?	l coabaok on mapping	Convioling	
The airport master plan indicates where limited considerations are available. What are they?	Feedback on Mapping	Airport area	
TECs two reports say there is no market demand for industrial – so why are "industrial uses" still in the draft ASP?	Business Development	No new development	
Their commercial report states all demand would be encompassed in Harmony and Bingham – so why do the County			
maps in low, med and high options show more locations (including an isolated from road-access ¼ west of Calaway)?			
There are good gravel seams in this area – why are they not up for development?	Gravel		
There is reference to the Agricultural Boundary Design Guidelines. Does this exist? What is the link?	Agriculture		
ASP pages: When and who will do the biophysical and heritage inventory?	General Feedback on Draft		
Is the Active Transportation Plan in the works? Is the regional road network part of that?	Transportation		
When will the RVW Recreation Master Plan be available?	Recreation		
All transition areas with Calgary need to be negotiated on both sides of the boundary. NOW. Do not wait for the	Transition areas		
regional board.			
 I just realised there is one more item to include in the ASP and that is guidance on how the dry dam is going to be	Springbank Dry Dam		<u> </u>
developed and maintained so that it is not an industrial site surrounded with chain link fence and full of weeds and dust.	g		
Also how the roads are going to be designed to hold the Canada Trail and bikers.	Transportation	Pathways	
Cluster residential - I would love to see that cluster housing also promotes rural living with fields for horses, goats etc.	Cluster Residential	Maintain Rural Feel	
Seniors Housing - Would like to see small clusters of bungalows in affordable range for seniors	Cluster Residential	Seniors Housing	
Business - I do not see that we need more regional commercial development but local could work if it is highly	Business Development	Transportation	
landscaped from all roadways with low lighting. I am concerned that township road 250 can not take more traffic with		'	
Harmony. I am very concerned with the traffic circle by the church and that it does not have adequate safe sidewalks			
designed into the plan. I am also concerned about the overpass and its ability to safely connect those biking and			
walking in our community. Right now it appears we are getting major highway development in the midst of our			
community without thought and design for safe walking and biking from the church, schools and Calaway. Could this be			
included in the ASP? Transition Area - I do believe that we should be designing commercial areas on Stoney access points. Should we not	Transition areas		
include that type of new development into the ASP?	Transition areas		
Interface - Landscaping should be required to buffer. Should be required to be done at beginning of construction.	Landscaping		
Development should not be allowed to bulldoze until they have all their permits in place so we do not have half finised			
eye sores.			

	Comment / Question	Topic	Sub	Sub2
l	Design and Appearance - Who will write the architectural and community guidelines? This should be outlined in the ASP. Or we could follow the system of Calgary where the design and appearance must be approved by the Community Association before going to the City.	Design Guidelines		
	Gateways - Signage is missing for Springbank. We can use the traffic circules to feature our heritage and add signage as traffic comes off the highway. Signage to all corners should be implemented especially on Stoney for Springbank.	Signage		
	We could landscape the highway and featureheritage items and behind spruce trees have businesses but we do not want to look like Airdrie. I think small shopping areas off Stoney heading out to Springbank would be more successful.	Landscaping	Transitional areas	
	Natural and Historical Environment - Require historical signage where appropriate to enhance our history. Consider wildlife corridors in design. Consider only bulldozing the building sites as per Elbow Valley as it reduces flooding and supports the natural environment.	Signage	Environmental concern	IS
	Active Transportation - The Active Transportation Plan is going to be looking at the broader issues.	Transportation		
	Require each development to integrate pathways, parks and open spaces for connectivity for animals and people in each development.	Pathways	Open Space	
	Not sure where MR fits in this? We really need a regulation size gym and land should be set aside by a school for this. Most important school need at this time.	Recreation	Schools	
	Public Services - Seems like a lot of land for public services and I am not clear what it includes? Gym?	Feedback on Mapping	Document Language/Clarity	
	The main issue we need in the Asp is to show how the school buses can go west now by Calaway and drive behind the schools for safer access to the schools with a loop that is off the main road.	Transportation	Connectivity	
	Reserves - Linear reserves should be encouraged for beautiful pathways that do not run along roads and in ditches	Pathways		
	Transportation - Encourage winding roads and character roads in subdivisions. Encourage pathways to not be in the right of ways or ditches as they are not useable half of the year. Encourage wider shoulders for safer walking and bking and pathways that do not run by roads.	Transportation	Pathways	
	Encourage signage and educational booklets by the County for new home buyers to educate on the country rules of the road	Signage		
	Stormwater - Encourage dry creek bed landscaping and ponds for high flooding areas such as the land behind the Park for all Seasons	Stormwater	Landscaping	
(Jan Eris	Springbank does not want to become a commercial strip. Developing along Highway #1 would need a setback, landscaping, lighting control. Springbank should look beautiful from the highway	Design Guidelines		
(Jan Eris	create streetscape for Heart of Springbank with décor/landscaped roundabouts c/w signage & lighting on RR33 c/w walking & biking connection	Design Guidelines	Pathways	
(Jan Eris	Objectives - Natural and Historic Environment - Wildlife corridors	ASP Objectives	Environmental concerns	
(Jan Eris	Objectives - Transportation Network - Wider shoulders to walk on roads	ASP Objectives	Transportation	Safety
(Jan Eris	Objectives - Stormwater - Design ponds to collect run-off dry river beds	ASP Objectives		
	Looking forward to our plan on how Stony affects us and how we can make it work for us	Transportation		
	If one were forced to choose between the development scenarios presented, the only one that is even conceivably acceptable would be the "low" development scenario. However, even it includes unjustifiable assumptions about both residential growth and the need for incremental commercial development in the Springbank area.	Land Use Scenario 1 preferred	General Opposition	
	Servicing for the higher density housing alternatives proposed in any of the scenarios is also seriously problematic.	Servicing		
	Given population projections and servicing constraints, there is no rationale for expanding the boundaries of the ASP area as is proposed in the "high" development scenario.	ASP Boundaries	Maintain existing boundaries	
	What is the justification for increasing the population in the ASP areas? The existing ASPs have the potential for just under 20,000 residents in the Springbank area. At the County's most optimistic growth rate assumption (2.53%) it will take 50 years to reach that population level. At more realistic growth rate assumptions (1.57%) it will take 80 years to reach that level. In the face of this reality, the "low" development scenario assumes a population 36% higher than what already exists in the current ASPs. The "medium" development scenario assumes a population that is 64% higher and the "high" development assumes that the population will more than double (123% higher). Given that Area Structure Plans have never been intended to plan 50 – 100 years into the future, what is the logic in	Density concerns		

Comment / Question	Topic	Sub	Sub2
Where is the demand coming from for additional commercial development? The "low" development scenario proposes to allocate 1,123 acres for business development (1,344 acres in the "medium" scenario and 1,720 acres in the "high" scenario). Existing and already-approved commercial space within the ASP boundaries accounts for only a small fraction of this acreage, at most about one-third in the "low" development scenario. The ASP needs to be realistic about how much business development is viable in the Springbank area. The County has already approved significant commercial development in Bingham Crossing and in Harmony. There is also unused space in Commercial Court. The Tate study, done for the County in 2016, concluded that once these already-approved commercial developments are built, there will be no need for any additional commercial development to meet the demands of Springbank area residents for at least the next 15 – 20 years. It is irresponsible to propose additional commercial development when all it will do is siphon off demand from already-approved commercial development. Encouraging the cannibalization of commercial development the County has already approved should not be an acceptable component of any County policy.	Business Development	No new development	
In terms of other business development, there may be opportunities to expand the amount of light industrial development around the Springbank Airport. This would have the added benefit of providing a noise buffer between the airport and residential communities.	Business Development	Airport area	
Should there be one, two, or three ASPs covering the Springbank area? Springbank has three distinct ASPs largely by historic accident. At this point, there is little logic in keeping them separate. It should be somewhat easier to address and co-ordinate development within one ASP than multiple ASPs.	Combine into 1 ASP		
Land in what is currently the North Springbank ASP is the only appropriate location for the proposed light industrial development. This can be accommodated as a specified land use within a consolidated ASP at least as easily as in a separate ASP. This is especially true given that both ASP areas also include residential and commercial land uses. The existing and future residential communities in the North Springbank ASP are difficult to distinguish from the parallel communities in the Central Springbank ASP that are also north of Highway 1.	Business Development	Airport area	
If there was any logic and/or desire to maintain more than one ASP, the Trans-Canada provides a much more reasonable dividing line than does the current boundary between the North and Central Springbank ASPs.	Combine into 1 ASP		
Is there a need for alternative housing options? There is some anecdotal "evidence" that suggests that 2 – 4 acre country residential parcels may not be as attractive to potential purchasers as they were in the past. However, I do not believe that there have been any actual studies done to confirm these anecdotes. If one examines previously approved developments within Rocky View, most of the 2 – 4 acre developments have built out quite successfully while many of the smaller parcel developments (for example, Silverhorn, Watermark, Harmony) are taking longer to build out than initially anticipated.	Maintain Country Residential		
Even assuming that the anecdotes have some validity, before shifting away from the long-standing 2 – 4 acre parcel development model, far more work should be done to identify the constraints and realities associated with denser development and the ability to address those constraints in the Springbank area.	Maintain Country Residential	Servicing	
How will servicing constraints be addressed? I am disappointed that the County appears to have chosen not to release the Servicing Strategy that was prepared in support of the review of the Springbank ASPs. Residents would have been able to provide far more productive feedback on servicing issues had they had the opportunity to review the complete report rather than only the two pages summarizing its conclusions.	Servicing	Transparency	
However, even given the minimal information released on this critical issue, it appears that servicing limitations must be acknowledged in the revised ASPs as a binding constraint on future development. These constraints also argue strongly against moving towards any increase in densification.	Servicing		
If the proposed revisions to the Springbank ASPs continued to rely on the existing 2 – 4 acre development model, these constraints would not be as relevant. The basic underlying assumption of the country residential model was to provide residential housing that can viably exist without significant investment in infrastructure. Once development intensifies beyond that level, there must be shared water and wastewater infrastructure. As a result, if higher density residential development is going to be proposed, it is critical that it be accompanied by viable servicing strategies.	Maintain Country Residential	Servicing	

Comment / Question	Торіс	Sub	Sub2
The Servicing Strategy appears to have identified three options for the provision of potable water to new development in Springbank and concluded than none of them are viable, at least not in the near term. • Extending potable water servicing from the City is not a realistic expectation at this point. • The transfer and repurposing of existing water licences is problematic given the Province's concerns about the sustainability of the Bow and Elbow watersheds and the likelihood of Calgary objecting to such initiatives. • Accessing a potential deep water aquifer does not sound realistic. Given these conclusions, it is essential that the ASP revisions address and identify where potable water will come from for any new development that it is proposing. Development that might otherwise be appropriate in the area becomes unacceptable if there are not viable servicing options readily available.	Servicing	Water	
The revised ASPs must not present possible future residential and/or business development as consistent with County policy if there are no viable options for securing potable water for those developments.	Servicing	Water	
As with potable water, the Servicing Strategy appears to have identified options only to conclude that none of them are particularly viable. • Extending waste water servicing from the City might be slightly more viable than extending potable water servicing. But, that does not mean it is a realistic option at this point. • Constructing new waste water treatment plants with new outfalls to the Bow or Elbow Rivers is unlikely to gain approval. The County needs to acknowledge that the City is almost certain to object to any such initiative because of the risk to its water sources. • Sewage lagoons – these are a highly questionable choice for waste water disposal/treatment for many reasons. The County had used a sewage lagoon in Langdon before building its waste water treatment plant. Sewage lagoons are very land-intensive, are complicated to operate successfully, and never make an attractive "neighbour". • Spray effluent discharge should never be considered as appropriate for anything other than very isolated areas. There are significant health risks associated with its use and it is questionable from an environmental perspective. The constraints with these options for waste water disposal clearly illustrate the need for caution in considering any development that cannot be safely serviced through stand-alone septic systems. It is not sufficient to state a preference for connection to piped services when available.	Servicing	Waste Water	
Do higher density residential developments create more public open space? The County's material indicates that one of the attractions of higher density residential developments is that it will leave more open space for public access and use. The validity of this assertion is questionable. At least in past higher density developments in Rocky View, the open space within those developments has been restricted to residents of the specific development. It is critical to acknowledge that any open space land controlled by a development's homeowners association is not publicly accessible land. Access to land controlled by homeowners' associations is almost always restricted to members of that homeowners' association. It is misleading, at best, to present such developments as a means of acquiring more publicly accessible open space for all County residents.	Open Space	Homeowners Associations	
It is not clear how the County could mandate true public access to the open spaces within these developments while still permitting the homeowners' associations to charge its residents for services that the County would otherwise provide. Typically, these developments are only financially neutral for the County with a homeowners' association providing services that would otherwise be provided by the County (e.g. snow removal).	Open Space	Homeowners Associations	
The County's material speaks to a need for and a desire to achieve orderly development. However, the material does not define what the County sees as "orderly" or provides any guidance on how the ASP will mandate orderly development. Most residents would define "orderly development" as development that minimized fragmentation of land by building out from already existing development. Leapfrogging over not-yet-developed land to build a new "community" would not fit within any reasonable person's definition of orderly development.	Orderly development	Provisions/controls required	
To ensure that there actually is orderly development within the Springbank area, it is critical that the ASP includes controls to ensure that developments are only approved in a contiguous manner, with new developments either in-filling between already existing developments or being constructed immediately adjacent to already existing developments.	Orderly development	Provisions/controls required	

Comment / Question	Topic	Sub	Sub2
Comment / Question	Торіс	Sub	Subz
In the past, once land has been identified within an ASP as potential residential land, no controls have been imposed on the order in which that land is developed. This has resulted in the inappropriate fragmentation of agricultural land. The concerns regarding the need for orderly development are particularly acute in the "high" development scenario, which proposed a needless expansion of the ASP's boundaries.	Orderly development	Maintain existing boundaries	
What rules will be in place to ensure responsible development in the Transition Area and Urban Development Area? As buffer zones between the higher densities in Calgary and the more rural environment which attracts people to live in Rocky View, these areas have a great deal of logic. However, because of the higher proposed densities, they face the most significant servicing constraints. They are also the locations that would be most easily serviced by extending Calgary infrastructure.	Transition areas	Regulations required	Servicing
The ASP policies need to mandate that development at the proposed densities in these areas will only be approved if accompanied by an iron-clad agreement from the City of Calgary to extend water and waste water servicing to those developments.	Transition areas	Regulations required	Servicing
It should also be acknowledged that a significant fraction of what is identified as residential transition area is currently an active gravel pit. Any shift to the uses proposed under the ASP would have to be part of the reclamation activities once the gravel pit ceased operation.	Transition areas	Gravel	
Goal #1: The ASP needs to assess how much business development is viable in the Springbank area. The County has already approved significant commercial development in Bingham Crossing and in Harmony. As well, there is unused commercial space in Commercial Court. The Tate study, done for the County in 2016, concluded that once these already-approved commercial developments were built, there would not be need for any additional commercial development to meet the demands of Springbank area residents.	Business Development	No new development	
Goal #1: In terms of other business development, there may be opportunities to expand the amount of light industrial development around the Springbank Airport. This would have the added benefit of providing a noise buffer between the airport and residential communities.	Business Development	Airport area	
Goal #2: What is meant by "expanding community focal points"? If this is a reference to some peoples' desire to have a community centre in Springbank, the wording needs to acknowledge that any such focal points must be financially sustainable.	Document Language/Clarity	Financial matters	
Goal #3: This is a "motherhood" goal in that it is difficult to argue against the appropriateness of orderly development. The critical question is whether adequate provisions will be put in place to ensure that orderly development occurs. For development to be orderly, there must be controls in place to ensure that already-approved developments are built out before new developments are approved. There must also be controls to ensure that developments are approved in a contiguous manner, with each new development building out from those that have already been built. Leapfrogging over not-yet-developed land to build a new development should not be allowed if the objective is "orderly development".	Orderly development	Provisions/controls required	
Goal #4: See comments under Goal #2 with respect to Springbank's capacity to absorb more non-residential development. This is a limiting factor in its ability to contribute to the County's objectives for tax base diversification.	Business Development	No new development	
Goal #5 & #6: These goals should be such basic concepts as to not need to be stated. It says very bad things about past development practices in the County that these goals are necessary	Document Language/Clarity		
Goal #7: The concepts in (a) and (b) are also so basic that they should not need to be stated. As with Goals 5 & 6, it reflects badly on past practice that they are seen as necessary.	Document Language/Clarity		
Goal #7: The wording of 7c sounds like code for higher density housing alternatives. It is critical to recognize that open space in most higher density areas is not true public space in that access is usually restricted to residents of the immediate development. Selling the higher density with an implied promise of increased open space is misleading in these circumstances.	Open Space	Transparency	

	Comment / Question	Topic	Sub	Sub2
". b	Goal #8: Attractive, high quality gateways" suggests commercial development as the gateways into the community. As has been noted above, there is extremely limited need for incremental commercial development. Vacant commercial space loss not provide an attractive gateway.	Business Development	No new development	
C T a H in	Goal #9: The County needs to critically evaluate how much housing is actually needed and in what forms. The County has already approved a significant amount of alternative forms of residential development both in Bingham Crossing and in Harmony. There will be a limited number of people who are interested in giving up the conveniences of urban life to life in rural communities that are almost as densely populated without the conveniences. Also, it is essential that any alternative housing options that increase density must be accompanying by financially, echnologically, and environmentally viable servicing.	Density concerns	Servicing	
	Goal #10: t is not obvious what the intent is behind this goal.	Document Language/Clarity		
C T s d	This goal #11: This goal should be able to be assumed. Why would the County want to encourage anything that did not satisfy this statement? Given that, it is not clear that if this goal is actually followed there will be any incremental non-residential levelopment since market projections and servicing constraints both argue strongly against the need and/or appropriateness of further commercial development in Springbank. The possible exception would be for a small amount of incremental light industrial development adjacent to the Airport.	Business Development	No new development	Airport area
S H n b	Goal #12: Supporting agricultural uses until other development demand justifies a change in land use is a laudable goal. However, to achieve this goal there needs to be controls on the location of residential development to ensure that it noves out on a sequential basis. Each sequential incursion into agricultural land must only occur after the last has been fully built out. Permitting residential developments to leapfrog over undeveloped agricultural land is a clear foliation of this important goal.	Agriculture	Provisions/controls required	
V v c F a	What is the County's expectation in this area? There will need to be controls to address the risk of conflicts between what residents used to more urban lifestyles will see as incompatible land uses. The reality of most agricultural operations is that they are noisier and smellier than residential uses. People who come to Springbank and chose to live on 4-acre plus parcels typically have a mindset that is much more accommodating to agricultural operations near them than do people who chose to live in more densely populated communities. As a result, the County needs to seriously consider the appropriateness of encouraging both small scale agricultural operations and denser residential communities in close proximity to each other.	Agriculture	Provisions/controls required	
A	Goal #14: Again, the wording and intent of this goal are not as clear as they should be. If the intent is to encourage walking and cycling pathways and to prohibit one-way-in-one-way-out developments, these are both appropriate goals for the ASP.	Document Language/Clarity	Connectivity	
S	Goal #15: Servicing also needs to be environmentally responsible. The servicing goals should also require a demonstration that riable servicing is readily available for the fully built-out proposal before any approvals will be granted. This critical issue cannot be left to later approval stages.	Servicing	Environmental concerns	
C	Goal #16: This goal needs to be much broader. Environmental concerns cover far more than groundwater and drainage.	Document Language/Clarity	Environmental concerns	
r: # "	During our participation in the ASP-related "coffee chals' my team presented constructive comments and supporting ationale related to land use intensity, servicing solutions and the potential for annexation to the city of Calgary. Accordingly, we were disappointed to learn that the ASP process is now proposing that my land be considered for Country Residential" and "cluster development only with densities ranging from 0.75 upa under the Low Development Scenario and 1.4 upa under the High Development Scenario. We do not support any of the land uses currently proposed for the Snyder lands under the three land use scenarios	Site-Specific	General Opposition	

Comment / Question	Topic	Sub	Sub2
Instead, we formally request that the Snyder Lands be designated for "Urban Development' in all three scenarios, same as the proposed treatment of nearby lands owned by Qualico, Melcor and Truman, allowing for 20% commercial, 80% residential and 8.0 upa. There is existing housing development east and south of the Snyder Lands and impending construction to the north has resulted in new paved vehicular access to Old Banff Coach Road, immediately opposite my land. Furthermore, the proposed City of Calgary West View ASP envisions future urban development right up to Old Banff COach Road and, in turn, the Snyder Lands. All of the aforementioned development will further constrain our ability to continue farming the subject lands, something that has become increasingly costly and inefficient over time.	Site-Specific	Urban Development	
There are no natural or constructed constraints on the Snyder Lands that would impact or prevent Urban Development. There are also no environmental features that would require "clustered" housing. The land is an open field that is currently farmed. It is gently undulating and slopes downward to the west, offering unobstructed views for everyone concerned.	Site-Specific	Urban Development	
My engineer has reviewed the Snyder Lands contextually and advises that servicing naturally flows to the north and logically extends to and from the city (see attached). This is the same as for lands owned by Qualico, Melcor and Truman, which have been designated for "Urban Development' under all three land use scenarios	Site-Specific	Servicing	
A review conducted by my engineer indicates that an "Urban Development' land use designation for my lands will provide Rocky View County with the best opportunity to achieve sensitive watershed management and effective environmental safeguards and, at the same time, facilitate water, wastewater and stormwater infrastructure in a safe, cost effective and fiscally sustainable manner.	Site-Specific	Servicing	
The Snyder Lands are strategically situated between urban and rural jurisdictions. With sensitive design, planning and transition policies my land can provide an effective interface between existing country residential and urban development. However, a more intensive land use on my land must be included in the ASP in order achieve this objective.	Site-Specific	Urban Development	
I am a bit confused on your mapping. You have a letter on the map (eg) H. The colour on the map is light brown and labeled "M" Transition Area. However H on the legend is a pink area called business commercial. Are you saying all the transition area will become Business Commercial in the low development plan? Scenario 2 makes sense with the letters and colors lining up. In Scenario 3 there is a mis match again of colors and letters.	Feedback on Mapping		
I would also add the Transition area seems too wide. You are pushing it directly against Westridge Estates where I live. I think you should have at a 1/2 mile boundary around us. As it stands now it looks like our immediate neighbors will be expropriated.	Transition areas		
Milo and Maureen Munro wish to confirm their request that their three quarter sections legally described as the SW of Section 5 and the SE and NE of Section 6, Township 25, Range 3, West of the Fifrth Meridian (the Munro Lands), be included in the area structure plan currently under consideration. We also wish to confirm and reiterate the submissions of Bordeaux Properties in the letter from Birol Fisekci dated July 12, 2018	ASP Boundaries	Expand ASP area	
We also wish to confirm and reiterate the submissions of Bordeaux Properties in the letter from Birol Fisekci dated July 12, 2018	Land Use Scenario 3 preferred		
Those lands are located immediately west of the Springbank Airport and immediately south and west of Harmony. In particular, it should be noted that the Munros have an agreement with Bordeaux Development, pursuant to which the access to Harmony traverses throught he Munro lands and purusant to which utility services shall be extended into the Munro lands from Harmony. The access and extension of such utility services from the adjacent Harmony development will facilitate future development of the Munro lands.	Site-Specific	Servicing	
We provided Rocky View County with our views by email dated March 20, 2017 following the coffee chat with Rocky View Staff, as well as in a further meetings with Rocky View Staff in 2018. Thank you for the opportunity to provide our views. As we discussed, the Munro lands are adjacent to a major residential development and to the airport with its increasing commercial development. Having regard to significant changes to the area from that development, a key objective is to allow for potential future commercial and residential development.	Site-Specific	Urban Development	

Comment / Question	Topic	Sub	Sub2
The draft ASP Vision Statement expressly references residential and commercial development in the area in which the Munro lands are located. "Business uses and new forms of housing will be carefully managed and will be centered on the Highway 1 corridor and the Springbank Airport." In addition to the other justifications noted above, we note further that where lands around the airport will be considered for business uses and new forms of housing, it would be consistent with the draft ASP Vision Statement of include those lands. Excluding the very area referenced in the Vision Statement as being lands with the potential for future development runs counter to that Vision Statement. Given all the factors noted, we see no basis for the Munro lands not to be included in the proposed area structure plan for planning purposes at this time.	Site-Specific	Expand ASP area	
In addition, we note that the SW 5 is already included in the North Springbank Area Structure Plan, and particularly given all of the foregoing, we do not see a reasonable basis for it to now be removed such that it is no longer subject to an area structure plan.	Site-Specific	Expand ASP area	
We understand that any development should occur having regard to good land-use planning principles. Recognizing that Rocky View County is updating the area structure plans, we strongly believe that it is important to apply best planning practice to these lands. Respectfully we suggest that our lands are already significantly impacted by adjacement development, and are in the immediate area of existing infrastructure with access to utilities as noted above, and accordingly should be considered as developable lands. As such, preserving this development potential not only meets the County's objectives, but is of the highest importance to our family as well.	Site-Specific	Expand ASP area	
Our family has owned and been stewards of these lands since the 1890's, and our son Corbin and his family also reside on those lands. Our family is hopeful that full consideration will be given to our request and that the Munro lands will be included in the area structure plan currently being developed	Site-Specific	Expand ASP area	
Attached please find the letter, as discussed after the presentation, that was sent to Rocky View Planning in March 2017 regarding concerns related to future potential development on the terrace areas sloping toward the Bow River in the general Emerald Bay, Springbank Links area. This would be upslope of raw water supply wells that supply the North Springbank Water Co-op and other Co-ops in the area. As outlined one of the main concerns is that fractures and gravels identified in the surface rock outcrop and overburden along the terraces above the water supply aquifer could act as conduits to transport pollutants into the aquifer. Issue is that due to erosion toward the Bow River the thickness of overburden from surface to the aquifer is reduced considerably compared to the area to the west. The result is that pollutants from septic treatment fields and facilities would be in closer vertical proximity to the aquifer. As a matter of interest Rocky View County had a gravel pit in operation for several years on one of the terraces.	Water Quality Issues	Environmental concerns	
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.	Water Quality Issues	Environmental concerns	

	Comment / Question	Topic	Sub	Sub2
	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.	Water Quality Issues	Environmental concerns	
	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.	Water Quality Issues	Environmental concerns	
	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)?	Water Quality Issues	Financial matters	
	Thank you for your e mail to enlighten us on the different proposals. We like the agricultural aspect not commercial, business or residential; can see our taxes going sky high!!	Agriculture	Preserving Agricultural Lands	
	I know this in planning stage and we hope that you will keep us informed as we did not receive any correspondence personally like some of our neighbors.	Engagement Process		
	We reside along township 250 34121 and just wondering what the impact is going to be on us if we are removed from the area structure plan? Who will decide this and do we not have a say? We were not able to attend the meeting, did you have any handouts? If so could you mail us a copy at	ASP Boundaries		
	I just looked at the maps and info online and low, medium and high density options. As a long time (40 year) springbank resident, my vote is definitively for the low density option, I hope this can be taken into account.	Land Use Scenario 1 preferred		
	many residents are unable to attend physical open houses for a variety of reasons: parents with young children to put to bed, older people whose driving licenses don't allow them to drive at night, busy professionals whose work schedules mean they are on call or travelling. This does not mean we are not interested and we would like to have a voice. I suggest your department use something like Survey Monkey to ask people for their feedback online within say, a 4 week period.	Engagement Process		
	Personally I am very opposed to high density developments such as Harmony because they fundamentally change the feel of what is supposed to be a rural area. Acreages are one thing. High density city developments with sidewalks, streetlights and etc. do not belong in Springbank, lower the property values of the rest of us, and overcrowd our schools. I'm not sure if the council is aware that recently the Springbank Middle School closed its admission to all kids outside the Springbank catchment area, because of Harmony. This included kids who has just spent 5 years in Elbow Valley with the expectation they could continue in Springbank. Yes, Harmony promises a school will be built there. When? there are schools in Calgary scheduled where the parents have been waiting decades for them to receive the provincial matching funding to go ahead.	Density concerns	Schools	
	One of the biggest reasons Springbank property is so expensive is that we can get our kids into the top (and public) school system here, we don't need overcrowded classrooms like they have in the city. We certainly don't need more Harmony style developments.	Density concerns	Schools	
1(Alice Pa	The vision sounds good but is not compatible with Scenarios 2 & 3/maps (Goals) Items 4, 5, & 6 in the land use strategy are questionable: no more new development is needed for the next 10	Land Use Scenario 1 preferred No new development		
1(Alice Pa				

	Comment / Question	Topic	Sub	Sub2
	No more developments should be allowed until current approved projects are done & empty commercial space is used up. Minor requests from individual landowners should be considered	No new development		
1(Alice Pay	The survey is premature - wait 10 yrs!	Engagement Process		
1(Alice Pay	I am no good at the web or online feedback	Engagement Process		
	Many questions had items I agreed with, but also a bunch I did not agree with - which is different from "Neither agree or disagree." It took a long time to do, looking back & forth	Engagement Process		
	Ensure to maximize the use of current utility operations that have proven to support the Springbank community, ie: Calalta waterworks ltd.	Servicing		
1 (Calaway	Objectives - Some points at this time do not provide enough information to agree or disagree	ASP Objectives	Textual clarity requested	
	Appreciate the opportunity to participate & that Dominic and the M.D has done a good job in engaging with the community	Engagement Process		
			·	



Low Growth Scenario

Land Use

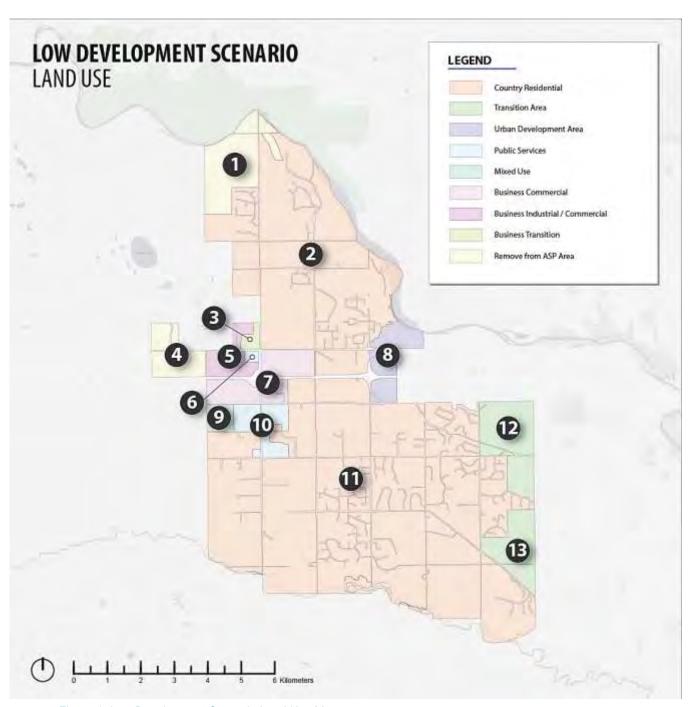


Figure 1: Low Development Scenario Land Use Map

Area Number	Proposed Land Use Zone	Agrees	Disagrees
1	Remove from ASP Area	2	4
2	Country Residential	26	15
3	Business Transition	0	0
4	Remove from ASP Area	0	7
5	Business Industrial / Commercial	3	1
6	Public Service	1	0
7	Business Commercial	16	2
8	Urban Development Area	7	7
9	Mixed Use	1	1
10	Public Service	14	1
11	Country Residential	26	15
12	Transition Area	18	3
13	Transition Area	7	1

Pinned Feedback

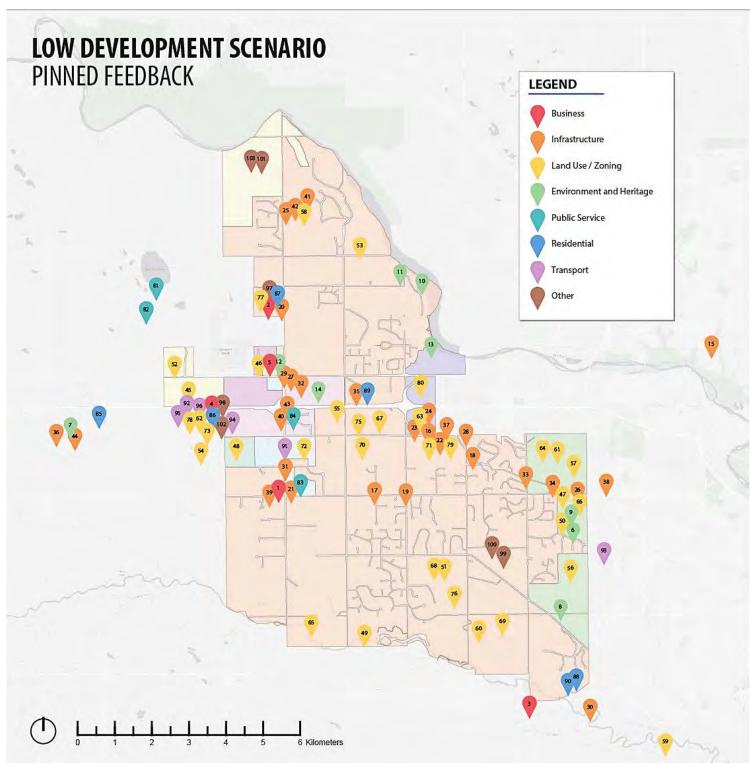


Figure 2: Low Development Scenario Pinned Feedback Map

Business

Comment Number	Feedback	Agrees	Disagrees	Land Use
1	It would be nice to see zoning for commercial business open up here. A Coffee Shop or some other community focal point for residents to be able to meet with their neighbours in the community somewhere other than the Centre for All Seasons.	17	8	Public Services
2	Goal of the County Plan is to increase business assessment. Business use (retail or light industrial) around the airport node is an appropriate use and meets the County goal. Definition of business use needs to be broadened to include light industrial.	4	0	Country Residential
3	This is a high visibility infill location with immediate access to the ring road. It is logical to develop as business and mixed use hub for the benefit of communities in both Calgary and RVC.	1	0	-
4	If Copithorne Trail could be extended to 245, which would take pressure off of RR33, then it would make sense to include this parcel in the ASP.	17	1	-
5	The five residents in this quarter originally requested this designation in 2010now after a further 8 years it is appropriate to go directly to Business use - the same that largely surrounds us	3	1	Business Transition

Environment and Heritage

Comment Number	Feedback	Agrees	Disagrees	Land Use
5	Should be planning for river access into the future with pathways and parkland.	0	0	Country Residential
6	Should be left as green space, no development.	14	4	Cluster Residential Development
7	(No comment was included with this pin)	2	3	Transition Area
8	Springbank needs green spaces to not only keep its atheistic appeal, but to provide areas	4	0	Cluster Residential

	for wildlife to live and be protected. This is an area that should be left as is for its natural beauty and for the wildlife that springbank residents currently sha			Development
9	Ensure pathways and open space are public in Cluster Development	3	1	Cluster Residential Development
10	This should be a reserve/break from the City of Calgary	4	7	Transition Area
11	The Bingham Crossing development has been approved to utilize a wastewater treatment method that does not produce potable water to spray on the East quarter. The water will contain coliforms and biological contaminates. The runoff should be of great con	1	0	Business Commercial
12	(No comment was included with this pin)	0	1	Transition Area
13	If cluster development ensure open space and pathways are public	3	0	Cluster Residential Development
14	Add some public access to the area,	1	0	Urban Development

Infrastructure

Comment Number	Feedback	Agrees	Disagrees	Land Use
16	Great to see the West Ring road go ahead to divert traffic from all area roads. OBCR is similar width to other area roads. Wonderful drive.	4	1	Urban Development
17	Look at the Rocky Active Transportation Plan where separate paths are discussed. The whole SB area attracts bike events - great area promotion.	1	0	Country Residential
18	Old Banff Coach Road does a great job in handling traffic in the area. Provides a good alternative access to the neighbourhood.	5	1	Country Residential
19	Extremely dangerous intersection. A roundabout should be installed.	4	0	
20	Light industrial compliments and is an appropriate use around an active airport. The	4	0	Country

Comment Number	Feedback	Agrees	Disagrees	Land Use
	type of development would require less water and servicing than residential or retail uses. Due to limited servicing requirements there would be less need for connection to City of Calgary services.			Residential
21	Install roundabout at Range Road 33 and Springbank Road	5	1	Public Services
22	Servicing of these lands flows naturally to the city. The ASP does not currently have servicing studies completed but should consider the most effective and efficient ways of servicing lands, particularly adjacent to the city and in the context of upcoming regional growth plans. Land use should be urban density or combination of urban and transitional.	1	2	Country Residential
23	For those who comment Old Banff Coach Road is adequate. Look at the proposed density of Westview within the city. This is why Alberta Transportation recommended culde-sac and up to a six lane road to rr 31. OBC is totally unable to handle.	0	0	-
24	Old Banff Coach Road in its current configuration will be unable to carry traffic loads from increased development in the city (Westview ASP). Alberta Transportation study needs to be implemented - cul-desacing Old Banff Coach Road	6	5	Urban Development
25	Need better infrastructure to allow this area to develop.	0	0	Country Residential
26	This area between OBCR and 101 St. Is ridiculous. Approaching 101st eastward is a huge safety hazard. Particularly in the Winter. No possible way to slow down to make the turn right onto 101st St. Also most storms this does not get cleared. there should be a turning lane here for Eastbound traffic. In addition it should be widening at the intersection to have a left turning lane for Westward bound traffic. This intersection fails with heavy volume at peak hours. Shouldn't be waiting at a	0	0	-
27	The traffic at the 4-way stop can be untenable particularly when Edge School hosts an event	11	0	Business Commercial

Comment Number	Feedback	Agrees	Disagrees	Land Use
	where guests park on the road. With the eventual Malzac like structure at Bingham the Springbank roads and possibly HWY1 interchange will burgeon to gridlock.			
28	RV should be forcing the developers, hand to get the overpass built in line with Horizon View Road and Trans Canada. The new traffic from Crestmont will deteriorate the roads in Springbank.	0	1	-
29	This intersection MUST be upgraded by the developers now, not 10 years from now. The traffic from Harmony and the airport, as well as Edge School, is creating dangerous situations. Bingham promised a round-about. Where is it??	0	0	-
30	OBC Rd is not built or designed to accommodate traffic from urban developments such as Westview ASP/Crestmont/Valley Ridge. The AB Transportation 2014 Study recommendations should be implemented - this study had the input and support of RVC residents.	0	0	-
31	Infrastructure needs must be kept in mind for safety for the students if adding commercial spaces.	7	0	-
32	Bingham Crossing should only be allowed to expand if the effluent and waste water is disposed of into the adjacent city sewage line.	1	0	Business Commercial
33	Speed limit is ridiculous. TOO SLOW	1	1	Country Residential
34	Unsure of the process that allowed the speed limit to be reduced to 50kph. Seemed to be no discussion. At least 60 k should be comfortable. The road is similar to other area roads 7+ meters wide	1	1	-
35	(No comment was included with this pin)	0	0	County Residential
36	Banff coach rd needs to be dealt with strategically. It is a country road that can't take the multitude of cars that may be coming. We need to control traffic, taking it down to Springbank Rd which is wider and designed to	0	1	-

Comment Number	Feedback	Agrees	Disagrees	Land Use
	take more traffic than OBCR			
37	These lands are immediately adjacent to and affected by urban development in the city. Transportation access to OBC Road from the city has to consider the effect on these lands now and in the future. These lands could be part of the transportation solution in the area, allowing for internal roads, safer roads and major roads along Springbank Road.	0	2	-
38	The West ring road is anticipated to lower traffic volumes in the SB area - SB road and OBCR Thx	2	0	-
39	(No comment was included with this pin)	0	0	Public Service
40	Commercial Court, Harmony (whenever it shows up), lands under the airport restricted zones are all the business, commercial needed. RR 33 between the school sites should be all community centre infrastructure. Remove the land-locked 1/4s west of Calaway	3	2	Business Commercial
41	What infrastructure and for what purpose? Too early to allocate unless the City agrees to share the sewage line to Cochrane. Remove	1	0	Country Residential
42	(No comment was included with this pin)	0	1	County Residential
43	(No comment was included with this pin)	0	0	-
44	OBCR is a perfectly capable road that handles traffic just fine, provides a diversion of routes and spreads traffic. Moving traffic to other roads will create more dangers. The West Ring Road will remove traffic from the SB area. Note: SB road is 10cm	1	0	-

Land Use

Commen Number	Feedback	Agrees	Disagrees	Land Use
45	This should in ASP - I doubt this would be an Harmony expansion plans, quarter north of should come out so it can easily move into	6	5	Remove from ASP Area

Comment Number	Feedback	Agrees	Disagrees	Land Use
	Harmony Conceptual Scheme			
46	This residential area is where Kim McKylor, our councillor lives. She is cashing out, as are the other residents here.	0	2	Business Transition
47	This area should capitalize on its proximity to the urban edge of Calgary and offer a mixed use transition zone to begin filling the amenity void on Calgary's western edge.	6	2	Transition Area
48	This is perfect for country residential, not mixed use with commercial in it.	0	0	Mixed Use
49	No to little residential development should be considered along Highway 8 until the province twins it. When that happens, the developers should pay for all interchanges.	1	0	Country Residential
50	I believe for continuity and final community look and feel it would make the most sense to zone all the transition area the same. Specifically, Land Use/Zoning	1	1	Transition Area
51	This should remain farm land!	9	10	Country Residential
52	Add Back in to ASP. Already adjacent to Harmony, makes little sense to remove a likely growth area	17	3	Remove from ASP Area
53	this property should be zoned to accommodate future residential development	0	0	Country Residential
54	Crestmont is going to add 20 times the amount of vehicles to Old Banff Coach Road. We should not change any other zoning that might increase residential accommodation for at least 10 years to see how this will work.	0	1	-
55	Country residential to the Hwy 1 edge is a poor land-use for this area - should be mixed use to offer development flexibility. There are many other areas to preserve a country residential dominance in Springbank - not along Hwy 1.	2	4	Country Residential
56	How about an environmental reserve as a transition.	1	6	Transition Area
57	This should strictly be country residential. There is no need to transition. Just an excuse by Burnco to leverage its lands in the future to	1	0	Transition

Comment Number	Feedback	Agrees	Disagrees	Land Use
	another developer. given the fact we have put up with the dust, noise and traffic for decades, it would seem peace			Area
58	Need to allow for higher density here to allow for development.	0	0	Country Residential
59	This land should not be developed at urban density but rather to complement adjacent country residential communities.	0	0	-
60	Preserve as much of the farming heritage in the community as possible. Support families dedicated to continuing farming legacy in the area.	0	0	Country Residential
61	Artists View, Burnco, RVC and Calgary all need to negotiate the appropriate transitions for this area.	1	1	Transition Area
62	This quarter should be added into the ASP. Irrespective of demand from within Springbank, the TCH provides a massive potential market. RVC has the opportunity to secure its future and access a non-residential tax base.	22	3	-
63	Should be country residential an not urban development.	15	3	Urban Development
64	The existing use of the land for the production of Concrete and Asphalt is critical to aid in the building of the community and infrastructure in the Springbank ASP. Allowing this use to continue to support future development is beneficial to a cost effective build out of the area.	10	5	Transition Area
65	Propose 6 to 8 upa in the transitional area. Collaboratively negotiate City's utilities to service this area.	0	3	Country Residential
66	I believe for continuity and final community look and feel it would make the most sense to zone all the transition area the same. Specifically Land Use/Zoning	2	2	Transition Area
67	Overall this is clearly the best scenario	3	2	Country Residential

Comment Number	Feedback	Agrees	Disagrees	Land Use
71	nice land use	11	2	Country Residential
73	The plan should include additional lands to ensure RVC and Springbank may benefit from the water licence attached to the lands	4	1	-
74	this area needs to be jointly planned with the development of the Burnco Springbank gravel lands and in conjunction with the TUC. City of Calgary recently approved the lands directly to the eastside on 101 to automotive car dealership. These lands need land use /zoning to reflect the ring road!!!	0	0	-
77	The Country Plan identifies the subject parcel as having a Regional Business Centre overlay which Country Residential does not comply. Very few if any people will want to live next to an airport nor is it appropriate to show residential as a future use.	4	0	Country Residential
78	Adding more business here will be completely destructive to our community. Drawing traffic off #[1]. No one except our councillor anticipated more commercial growth outside of Harmony and Bingham. It is completely dangerous to create a cityscape in a rural	1	1	-
79	The land use should provide transition between Calgary, Crestmont and Valley Ridge communities at a range of densities that sensitively interface with existing acreages and urban densities.	2	1	Country Residential
80	disagree that this area should be Urban Development Area. Suggest that it mainly Environment and Heritage (original water hole for horses along the Old Banff Coach Road).	18	4	Urban Development Area

Public Service

Comment Number	Feedback	Agrees	Disagrees	Land Use
81	There is a bylaw that compels Harmony to construct a school. This bylaw is not being complied with, which is adding to an increase in the student to teacher ratio at the Springbank schools.	7	0	

82	Is this the "village centre" for Harmony that is not planned to serve their residents or the rest of Springbank for 20 years, market dependent? What good is that?	2	0	
83	SPFAS could use some more infrastructure that isn't ice-centric. An aquatic facility would be welcome.	9	3	Public Services
84	We need a convenience store and gas/diesel station in this area	12	3	Business Commercial

Residential

Comment Number	Feedback	Agrees	Disagrees	Land Use
85	There will be thousands more homes coming in the next few years with Crestmont and Valley Ridge build out. We need to go slow and see how this works before building more	0	0	-
86	(No comment was included with this pin)	0	0	-
87	Adding more residential/people in close proximity to the airport will only result in more noise complaints creating problems for the efficient operation of an airport. Inappropriate for entire quarter to be for country residential	5	0	Country Residential
88	This area should be classified as Transition Area. It is adjacent to a major under-utilized City of Calgary river park, Clearwater Legacy Park, and on two other sides by major Transportation Utility Corridors	3	0	Country Residential
89	This area should be cluster residential or business/commercial.	3	5	Country Residential
90	(No comment was included with this pin)	1	0	Country Residential

Transportation

Comment Number	Feedback	Agrees	Disagrees	Land Use
91	Range Road 33 should be more like a boulevard, with planters, maybe a median, so people slow down. Wouldn't look like a highway.	3	2	-
92	Extension of Copithorne Trail and a new interchange would provide ideal access to Harmony and non-residential uses South of the highway, while taking pressure off of RR33.	16	3	Remove from ASP Area
93	Access/Egress to Stoney Trail	0	0	-
94	The Transportation Off-site Levy should be structured such as developers of large potential for increased traffic (Harmony, Bingham) pay the appropriate percentage of costs. It should be based on the future traffic of a development.	1	0	Business Commercial
95	An interchange or flyover here from Harmony's Copithorne Trail MAY be necessary here to alleviate congestion on RR 33. If it is necessary, let the Harmony developers pay for the entire thing please.	2	0	Remove from ASP Area

Other

Comment Number	Feedback	Agrees	Disagrees	Land Use
96	An additional highway access here would benefit all of Springbank and make internal roads more safe, especially for the schools/children. Therefore, more lands should be included so this can be properly evaluated	0	1	
97	The best use for this quarter section would be light industrial, RV storage, storage lockers etc., some small retail, gas station, Tim Hortons etc. The north side of this quarter could be clustered residential to buffer the existing residential north of Rockyview Road. A business park will use limited services and will compliment an area close to Springbank Airport where people can purchase the land outright.	2	0	Country Residential
98	This is a good location for non-residential uses as shown, keeping traffic on the outskirts of the community while giving Springbank	4	1	-

Comment Number	Feedback	Agrees	Disagrees	Land Use
	residents access to amenities, services, and jobs.			
99	This steep hill in the rural side of a glacial erratic zone and needs to be preserved as such.	2	0	Country Residential
100	Our concern is the amount of additional traffic Lower Springbank Rd will receive with the additional development in the area.	6	0	Country Residential
101	Remove from ASP	0	0	Remove from ASP Area
102	The owners of this parcel have a large water licence that will help Springbank.	20	2	-
103	suggest this area not removed from the ASP and become part of the South Glenbow Ranch Provincial Park with a pedestrian bridge across the Bow River.	17	1	Remove from ASP Area

Trail Feedback

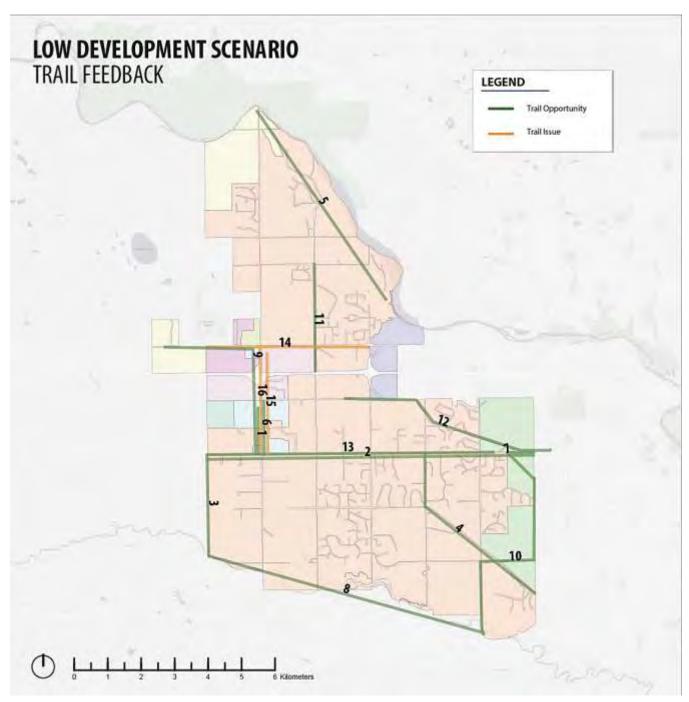


Figure 3: Low Development Scenario Trail Feedback Map

Trail Opportunity

Commen	Feedback	Agrees	Disagree
t Number			s

1	Need a better pathway here!	6	1
2	Pathway to reduce bike/pedestrian impacts on road	17	2
3	Pathway for River Access	1	0
4	Bike/Pedestrian Pathway	3	0
5	Suggest to put a trail opportunity along the Bow River and access to Glenbow Ranch Provincial Park via a pedestrian bridge across the Bow River.	2	3
6	Would like to see pathway between the schools	5	0
7	This area has MR lands that is currently used for walking (with or without dogs.	2	1
8	Natural pathway along the river with a few access points	3	0
9	Pathway connecting Range Road 33 to Harmony	1	0
10	If pathway along West Ring Road built than connecting points between City and Springbank. Pathway MR land by Pinebrook with a crossing over the Elbow to Clearwater Park and Highway 8 proposed pathway	1	0
11	Wider shoulder to accommodate walkers/bicycles. It would be much safer as there are a lot of speeding vehicles on this road. They also run the stop sign at the corner of Twp rd 250 and RR 32.	1	0
12	Look at the Rocky View Active Transportation plan for ideas on a separated trail gvansoest@rockyview.ca RV and SB have opportunity to promote the area as a bike route destination. Thx	2	0
13	Much needed cycling / pedestrian pathway from City limits to Hwy 22 to support eco-tourism traffic and maintain safety of all involved. This is a tremendous pain point and also opportunity for our community!	1	0

Trail Issue

Comment Number	Feedback	Agrees	Disagrees
14	Given the number of acreages in the area along 250 there should be a safe and wider shoulder for bicycles and walkers/runners.	2	0
15	Bingham and Harmony should pay to widen the RR 33/Hwy 1 interchange to include a pathway, from	1	0

	TWP 250 to Springbank Road.		
16	Much needed for safety of commuters and pedestrians / cyclists	0	0

Moderate Growth Scenario

Land Use

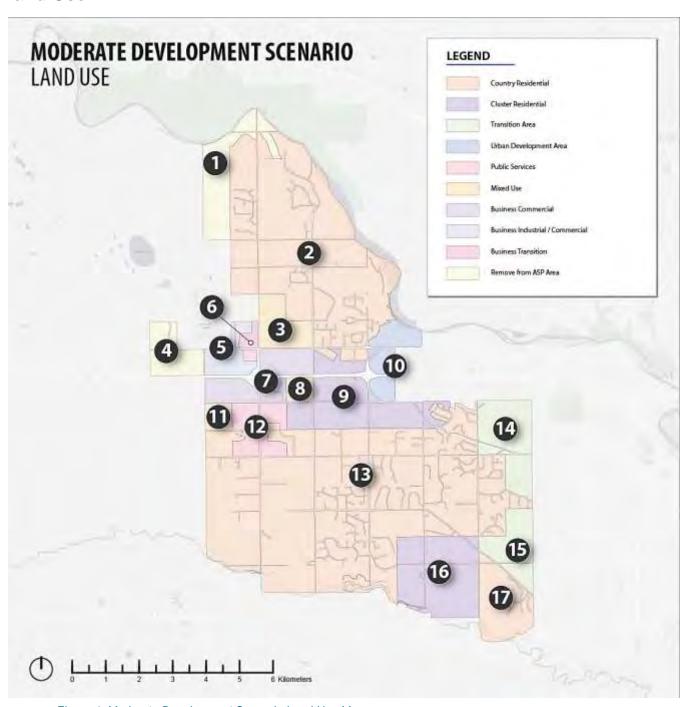


Figure 4: Moderate Development Scenario Land Use Map

Land Use

Block ID	Proposed Land Use Zone	Agrees	Disagrees
1	Remove from ASP Area	0	2
2	Country Residential	2	6
3	Mixed Use	0	0
4	Remove from ASP Area	2	6
5	Business Industrial / Commercial	6	1
6	Business Transition	1	0
7	Business Commercial	16	0
8	Mixed Use	3	0
9	Cluster Residential Development	5	10
10	Urban Development Area	4	6
11	Mixed Use	0	1
12	Public Service	9	1
13	Country Residential	13	6
14	Transition Area	9	5
15	Transition Area	4	1
16	Cluster Residential Development	6	3
17	Country Residential	0	0

Pinned Feedback

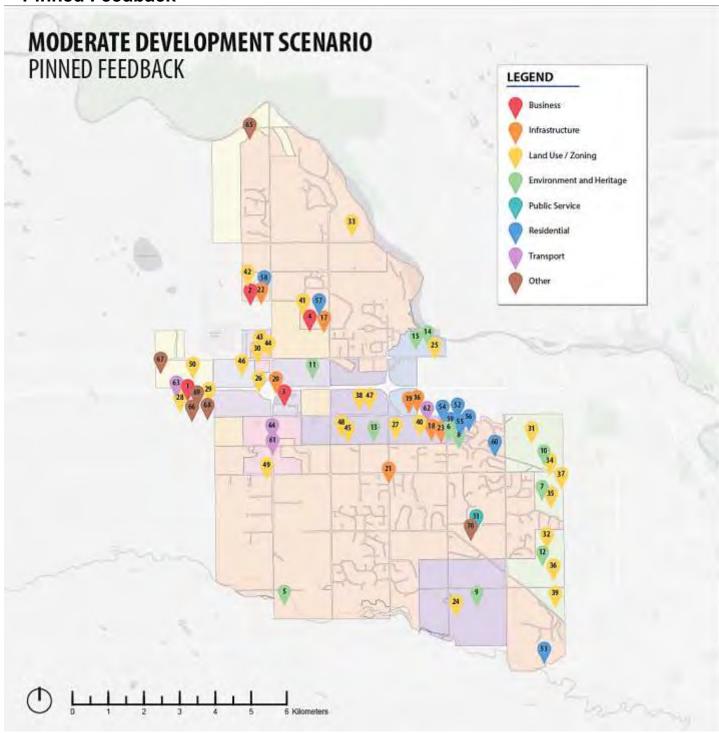


Figure 5: Moderate Development Scenario Pinned Feedback Map

Business

Comment Number	Feedback	Agrees	Disagrees	Land Use
1	If Copithorne Trail could be extended to 245, which would take pressure off of RR33, then it would make sense to include this parcel in the ASP.	16	1	
2	Goal of the County Plan is to increase business assessment. Business use (retail or light industrial) around the airport node is an appropriate use and meets the County goal. Definition of business use needs to be broadened to include light industrial.	3	0	Country Residential
3	This is an excellent area for a community centre. The lots are big and the roads are built. ****The Wild West Centre has been completely overlooked as a venue for adding after-school care, community activities, meetings and a small cafe or restaurant.	0	0	
4	Goal of the County Plan is to increase business assessment. Business use (retail or light industrial) around the airport node is an appropriate use and meets the County goal. Definition of business use needs to be broadened to include light industrial.	0	1	Country Residential

Environment and Heritage

Comment Number	Feedback	Agrees	Disagrees	Land Use
5	Should be planning for river access into the future with pathways and parkland.	0	0	Country Residential
6	Should be left as green space, no development.	14	4	Cluster Residential Development
7	(No comment was included with this pin)	2	3	Transition Area
8	Springbank needs green spaces to not only keep its atheistic appeal, but to provide areas for wildlife to live and be protected. This is an area that should be left as is for its natural beauty and for the wildlife that springbank residents	4	0	Cluster Residential Development

Comment Number	Feedback	Agrees	Disagrees	Land Use
	currently share land with.			
9	Ensure pathways and open space are public in Cluster Development	3	1	Cluster Residential Development
10	This should be a reserve/break from the City of Calgary	4	7	Transition Area
11	The Bingham Crossing development has been approved to utilize a wastewater treatment method that does not produce potable water to spray on the East quarter. The water will contain coliforms and biological contaminates. The runoff should be of great concern to Springbank residents. Ideally the wastewater system should be connected to the City of Calgary sewer system.	1	0	Business Commercial
12	(No comment was included with this pin)	0	1	Transition Area
13	If cluster development ensure open space and pathways are public	3	0	Cluster Residential Development
14	Add some public access to the area,	1	0	Urban Development
15	This area should be designated as Environment, and natural habitat reserve.	13	1	Urban Development

Infrastructure

Comment Number	Feedback	Agrees	Disagrees	Land Use
16	It is flawed logic to make OBCR a cul de sac as it transfers load to other roads, cuts off access and under utilizes a good road. The West Ring Road will reduce volume in the SB area. A separate trail can be parallel the road	0	1	Urban Development
17	Light industrial compliments and is an appropriate use around an active airport. The type of development would require less water and servicing than residential or retail uses. Due to limited servicing requirements there would be less need for connection to City of	0	1	Country Residential

Comment Number	Feedback	Agrees	Disagrees	Land Use
	Calgary services.			
18	Servicing naturally flows to the city from these lands. Some consideration of city services and opportunities under the new regional growth board should be considered.	0	1	Cluster Residential Development
19	Old Banff Coach Road in its current configuration will be unable to carry traffic loads from increased development in the city (Westview ASP). Alberta Transportation study needs to be implemented - cul-desacing Old Banff Coach Road	3	3	Urban Development
20	(No comment was included with this pin)	0	0	Business Commercial
21	Extremely dangerous intersection. Roundabout installation needed.	2	1	-
22	Light industrial compliments and is an appropriate use around an active airport. The type of development would require less water and servicing than residential or retail uses. Due to limited servicing requirements there would be less need for connection to City of Calgary services.	3	0	Country Residential
23	OBCR does a good job handling traffic, providing an alternate route to the neighbourhood and dispersing traffic. The West Ring road will dramatically reduce traffic.	3	3	-

Land Use / Zoning

Comment Number	Feedback	Agrees	Disagree s	Land Use
24	Preserve as much of the farming heritage in the community as possible. Support families dedicated to continuing farming legacy in the area.	0	0	Cluster Residential Development
25	This area should not be Urban Development Area. It should be mainly Environment and Heritage with some acreage development.	10	2	Urban Development
26	Makes sense that this area be all	18	1	Business

Comment Number	Feedback	Agrees	Disagree s	Land Use
	commercial business as it is around the airport.			Industrial/ Commercial
27	Why do we need high density or cluster residential?	13	6	Cluster Residential Development
28	There should be no more increase in any mixed use or residential until we understand the implications of the planned increase of Crestmont and Valley Ridge.	0	0	-
29	"The plan should include additional lands to ensure RVC and Springbank may benefit from the water licence attached to the lands.	4	2	-
	This land is along the highway, it makes sense to include in ASP for commercial development."			
30	same comments as recorded on Map 1	0	0	Business Transition
31	Would like to see 8 UPA	6	1	Transition Area
32	Should be an Environmental reserve as a buffer zone.	2	3	Transition Area
33	suggest cluster residential development be explored in this area	1	2	Country Residential
34	I believe for continuity and final community look and feel it would make the most sense to zone all the transition area the same. Specifically Land Use/Zoning	1	2	Transition Area
35	I believe for continuity and final community look and feel it would make the most sense to zone all the transition area the same. Specifically Land Use/Zoning	2	2	Transition Area
36	I believe for continuity and final community look and feel it would make the most sense to zone all the transition area the same. Specifically Land Use/Zoning	0	0	Transition Area
37	Should be 8 UPA - mixed use transition from Calgary's urban edge (along Stoney corridor)massive opportunity for Rocky	3	1	Transition Area

Comment Number	Feedback	Agrees	Disagree s	Land Use
	View to capitalize on Stoney infrastructureensure flexibility and density.			
38	Clustered residential is not the right land-use for along this busy transportation corridorshould be mixed-usestepping density back down towards country residentialtier from high to medium to low density.	1	1	Cluster Residential Development
39	Future use of surplus land	0	0	Transition Area
40	These lands should be Urban Development or Transition to appropriately create a mix of uses compatible with the city-type of development to the north and acreage residential to the south. At the same time, solutions for transportation on OBC Rd may be accommodated, especially as access is now permitted from the city.	0	2	Cluster Residential Development
41	The Country Plan identifies the subject parcel as having a Regional Business Centre overlay which Country Residential does not comply. Very few if any people will want to live next to an airport nor is it appropriate to show Country Residential as a future use. More appropriately would be for light industrial/business uses and some commercial retail with a Country Residential buffer at the north end of the property opposite existing acreages.	0	0	Country Residential
42	The Country Plan identifies the subject parcel as having a Regional Business Centre overlay which Country Residential does not comply. Very few if any people will want to live next to an airport nor is it appropriate to show Country Residential as a future use. More appropriately would be for light industrial/business uses and some commercial retail with a Country Residential buffer at the north end of the property opposite existing acreages.	3	0	Country Residential
43	(No comment was included with this pin)	0	0	Business Industrial/

Comment Number	Feedback	Agrees	Disagree s	Land Use
				Commercial
44	Councillor cashes out, planned since 2010.	0	0	Business Transition
45	Who has identified a "need" for cluster development? Putting urban development with no services in the country is just wrong.	3	0	Cluster Residential Development
46	"It does not make sense to intensify this land with business just because it is ""near the airport"". We could make that same point all along the highway and create our own Gasoline Alley. Be critical and be imaginative with this land. Maybe it could be"	0	0	Business Industrial/Co mmercial
47	"Residential development. Land can be recontoured and bermed, trees can help to soften the hard visual of the highway."	0	0	Cluster Residential Development
48	Smart Area for Cluster Development	8	17	Cluster Residential Development
49	Light Commercial, I.E Coffee Shop for community focal point	20	3	Public Services
50	Business Industrial/Commercial!!	16	0	Remove from ASP Area

Public Service

Comment Number	Feedback	Agrees	Disagrees	Land Use
51	NO fire station etc. at present	1	0	Country Residential

Residential

Comment	Feedback	Agrees	Disagrees	Land Use
Number				

Comment Number	Feedback	Agrees	Disagrees	Land Use
52	Surrounding Artists View West with higher density is not a good option. Keep these lands low density. There is no where else in this plan that does not delineate higher density from lower density with straight lines	8	1	Cluster Residential Development
53	this area supports residential as shown in map 1	0	0	Country Residential
54	Do not support high density residential development around Artists View - the area should remain acreage developments	4	0	Cluster Residential
55	There should not be high density residential development around Artists View - should continue with acreage developments	5	0	Cluster Residential
56	Artists View West should not be surrounded by high density development. OBCR is a historical road and cannot handle increased traffic. Any development in this area should only be in line with current development, acreages only. Such development would drastically change the historical nature of the road and negatively impact the Artists View developments.	3	1	Country Residential
57	It is inappropriate for entire quarter to be for country residential. Adding more residential/people in close proximity to the airport will only result in more noise complaints creating problems for the efficient operation of an airport.	0	0	Country Residential
58	It is inappropriate for entire quarter to be for country residential. Adding more residential/people in close proximity to the airport will only result in more noise complaints creating problems for the efficient operation of an airport.	3	0	Country Residential
59	Do not support high density residential development around Artists View. Should remain as acreage development.	4	0	Cluster Residential
60	What residential development is to be permitted?	0	0	Country Residential

Transportation

Comment Number	Feedback	Agrees	Disagrees	Land Use
61	Range Road 33 should be more like a boulevard, with planters, maybe a median, so people slow down. Wouldn't look like a highway.	2	1	
62	Solutions that have been provided in previous transportation studies on OBC Road and the interchange at HWY1 need to be included in the ASP. Planning and land use can accommodate safe solutions for residents and future residents. Land uses should be dense enough to contribute to solutions on adjacent roads.	0	1	Cluster Residential Development
63	Extension of Copithorne Trail and a new interchange would provide ideal access to Harmony and non-residential uses South of the highway, while taking pressure off of RR33.	15	1	Remove from ASP Area
64	A multi-use pathway separated from the roadway would be excellent for families to use for strollers/walking. Expanded shoulders on roadway for cyclists is also needed. There are a lot of bikes on this road!	5	0	-

Other

Comment Number	Feedback	Agrees	Disagrees	Land Use
65	Surrounding Artists View West with higher density is not a good option. Keep these lands low density. There is no where else in this plan that does not delineate higher density from lower density with straight lines	8	1	Cluster Residential Development
66	this area supports residential as shown in map 1	0	0	Country Residential
67	Do not support high density residential development around Artists View - the area should remain acreage developments	4	0	Cluster Residential Development
68	There should not be high density residential development around Artists View - should continue with acreage developments	5	0	Cluster Residential Development
69	Artists View West should not be surrounded by high density development. OBCR is a historical road and cannot handle increased	3	1	Country Residential

Comment Number	Feedback	Agrees	Disagrees	Land Use
	traffic. Any development in this area should only be in line with current development, acreages only. Such development would			
70	It is inappropriate for entire quarter to be for country residential. Adding more residential/people in close proximity to the airport will only result in more noise complaints creating problems for the efficient operation of an airport.	0	0	Country Residential
71	It is inappropriate for entire quarter to be for country residential. Adding more residential/people in close proximity to the airport will only result in more noise complaints creating problems for the efficient operation of an airport.	3	0	Country Residential
72	Do not support high density residential development around Artists View. Should remain as acreage development.	4	0	Cluster Residential Development
73	What residential development is to be permitted?	0	0	Country Residential

Trail Feedback

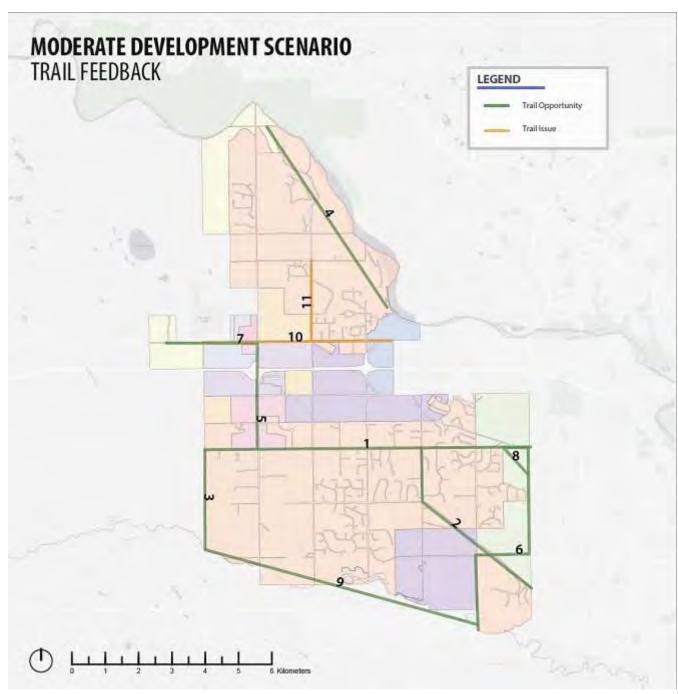


Figure 6: Moderate Development Scenario Trail Feedback Map

Trail Opportunity

Comment Number	Feedback	Agrees	Disagrees
1	Bike/Pedestrian Pathway	9	0
2	Bike/Pedestrian Pathway	2	0
3	Bike/Pedestrian Pathway & River Access for Residents	2	0
4	suggest a trail along the Bow River Valley.	4	2
5	Would like to see pathways between the schools	7	0
6	West Ring Road potential pathway with connecting points between City and Springbank. Potential pathway through MR lands with pedestrian bridge over Elbow to Clearwater Park and Highway 8 Proposed pathway	2	0
7	Pathway between Harmony/Schools/Business	1	0
8	MR heavily used by walkers and dog walkers	1	1
9	Natural Pathway along river with various access points.	2	0

Trail Issue

Comment Number	Feedback	Agrees	Disagrees
10	Widen the shoulder of the road or place a trail beside it to accommodate walkers/bicycles given the acreage development and traffic the current walkers /bicyclers are unsafe.	2	0
11	RR 32 carries a lot of traffic and speeding vehicles, it is unsafe for walkers/bicycles without a trail or a wider shoulder. A lot of speeding cars run the stop sign at Twp. Rd. 250 and RR 32.	0	0

High Growth Scenario

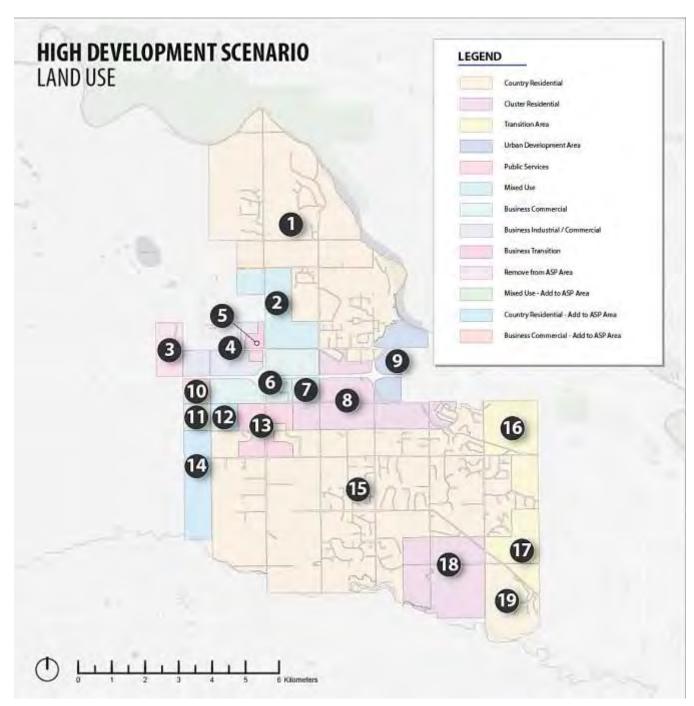


Figure 7: High Development Scenario Land Use Map

Land Use

Area Number	Proposed Land Use Zone	Agrees	Disagrees
1	Country Residential	8	6
2	Mixed Use	4	3
3	Remove from ASP Area	1	5
4	Business Industrial / Commercial	10	1
5	Business Transition	3	1
6	Business Commercial	18	1
7	Mixed Use	4	1
8	Cluster Residential Development	8	10
9	Urban Development Area	7	5
10	Business Commercial (Add to ASP)	10	0
11	Mixed Use (Add to ASP)	1	1
12	Mixed Use	4	1
13	Public Service	8	2
14	Country Residential (Add to ASP)	0	1
15	Country Residential	12	6
16	Transition Area	7	3
17	Transition Area	5	3
18	Cluster Residential Development	4	2
19	Country Residential	1	0

Pinned Feedback

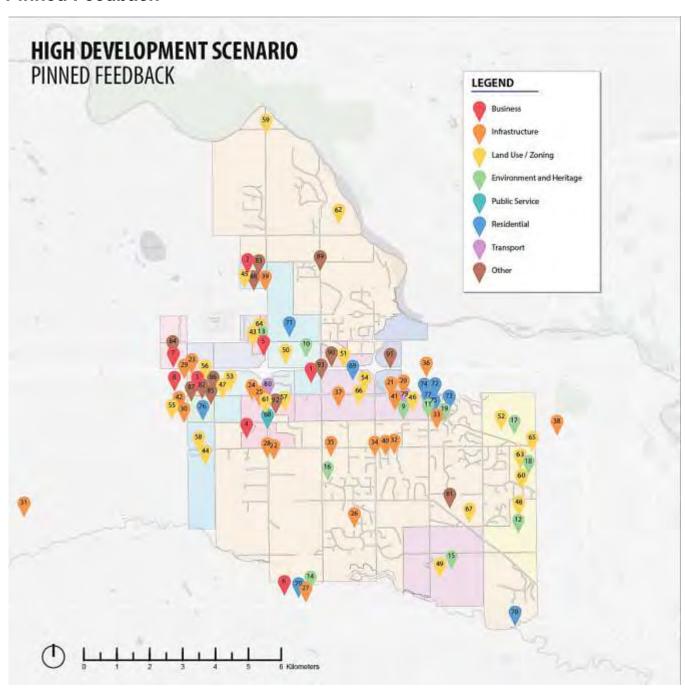


Figure 8: High Development Scenario Pinned Feedback Map

Business

Comment Number	Feedback	Agrees	Disagrees	Land Use
1	How will businesses be serviced?	0	0	Mixed Use
2	Exclusive business commercial (retail) is not the most appropriate uses for the site as it is too far from the Trans-Canada Highway. In order for business retail to be successful they need high visibility sites with high passing vehicle counts such as along the Trans-Canada Highway (TCH). Some convenience retail would be ok (ie gas station/coffee shop). RV storage and warehouses are ok as they generate limit traffic, minimal noise and therefore less disruptive to neighbouring acreages.	3	0	Mixed Use
3	These lands should be added to the plan we could have a highway interface plan from how 22 to RR 33 - this quarter should match the quarter across the highway - if you have that as business interface, this should be too	28	2	Business Commercial (Add to ASP)
4	Coffee shop, bakery, convenience store.	8	1	Country Residential
5	Possible location for a service station/convenience store.	5	9	Public Services
6	Light business/commercial would complete Elbow Valley and provide much needed services in this corridor.	1	1	-
7	Should consider adding this quarter into the ASP assuming a new interchange is provided at Rge Rd 34a. It would make sense to bring all four quadrants of the interchange in the Plan area.	12	0	Remove from ASP Area
8	Should consider adding this quarter into the ASP assuming a new interchange is provided at Rge Rd 34a. It would make sense to bring all four quadrants of the interchange in the Plan area.	20	0	-

Environment and Heritage

Commen t Number	Feedback	Agrees	Disagre es	Land Use
9	These lands are currently used as farmland but with the existing residential development, farming is difficult and expensive - not ideal here. The lands are not environmentally significant as a result of farming operations over the years. Cluster development does not fit. Transitional or urban development can provide solutions while maintaining some open and public spaces.	1	2	Cluster Residential
10	The Bingham Crossing development has been approved to utilize a wastewater treatment method that does not produce potable water to spray on the East quarter. The water will contain coliforms and biological contaminates. The runoff should be of great concern to Springbank residents. Ideally the wastewater system should be connected to the City of Calgary sewer system.	3	0	Business Commercial
11	Should be left as greenspace.	10	3	Cluster Residential
13	Same comments as made on Map 1	0	0	Business Transition
14	Regional park along flood plain would provide much need river access for everyone to enjoy.	4	0	Country Residential
15	open space and pathways are open to the public and not private	6	1	Cluster Residential
16	We should be thinking long-term on these items and planning for contiguous parks, pathways and trails throughout Springbank. If we add more density, let's imagine more of these important elements!	0	0	Country Residential
17	This should be an environmental break from Springbank and the City of Calgary	2	6	Transition Area
19	This is an important animal corridor that should be kept intact as the city has encroached on this already with the development of Crestmont. The increase in traffic would make OBCR more dangerous than it already is. If development must occur,	3	0	Cluster Residential

Infrastructure

Comment Number	Feedback	Agrees	Disagrees	Land Use
20	It is flawed logic to make OBCR a cul de sac as it transfers load to other roads, cuts off access and under utilizes a good road. The West Ring Road will reduce volume in the SB area. A separate trail can be parallel the road	1	2	-
21	Old Banff Coach Road in its current configuration will be unable to carry traffic loads from increased development in the city (Westview ASP). Alberta Transportation study needs to be implemented - cul-de-sacing Old Banff Coach Road	3	7	Urban Development
22	Should ensure regional drainage is improved to correct ongoing flooding issues along this segment of Rge Rd 33	11	0	Public Services
23	Prefer this interchange to Range Road 33	6	1	Business Industrial/ Commercial
24	Should focus new development in the Rge Rd 33 area in proximity to the existing potable water infrastructure (CalAlta)	6	0	Business Commercial
25	Should extend Twp Rd 245 to the west to improve access to school sites.	13	3	Business Commercial
26	The ASP servicing strategy should figure out a way to connect all of the existing homes approved since 2001 that have dual wastewater systems (i.e. septic fields and deep gravity pipes).	6	0	Country Residential
27	Landowners own several large water licences and could provide regional serving solutions.	3	0	-
28	Is there an opportunity for a regional wastewater pipeline alignment to generally follow the Springbank Creek	3	1	Public Services

Comment Number	Feedback	Agrees	Disagrees	Land Use
Number	drainage basin? If so, should more development be concentrated within the Rge Rd 33 corridor as opposed to locations further to the east (i.e. south of Hwy 1/west of Rge Rd 31 and west of 101st St SW?			
29	Might there be an opportunity to have a new interchange constructed at this location in order to improve access to Harmony and the business area in vicinity of the Airport? This could take the pressure of the existing interchange at Rge Rd 33	11	1	-
30	OBCR shares the traffic with other roads in the area. It is a good capable road that provides alternative routes for traffic flow. To help with recreational traffic, a separate path system could parallel the road - RV active Transport plan.	1	0	-
31	(No comment was included with this pin)	0	0	-
32	OBCR should NOT be closed. This will only transfer traffic to other roads that will then be loaded. It is better to have alternate routes with dispersed use. Upgrade OBCR with straightening, wider shoulders and a dedicated bike/walk trail parallel to OBCR. The latter is proposed in the RV Active Transport Plan. Thx	1	1	Country Residential
33	OBCR does a good job handling traffic. Provides an alternate route on a good road. Nice drive along limited access road. The West Ring Road will lower all traffic in the area - it will be a preferred route.	1	2	Cluster Residential Development
34	Extremely dangerous intersection. A roundabout should be installed.	3	0	-
35	The SB area is tremendous for biking, It promotes the area. Look at RV Active Transportation Plan for ideas on separate paths.	3	0	Country Residential
36	Limited cross over should keep traffic away from SB.	0	0	-

Comment Number	Feedback	Agrees	Disagrees	Land Use
37	In mid-level and certainly high density scenario, all these roads and intersections around here will need upgrading.	13	0	Cluster Residential Development
38	West Ring road is anticipated to divert traffic from SB area. Faster, better road should help reduce SB traffic.	4	0	-
39	Light industrial compliments and is an appropriate use around an active airport. The type of development would require less water and servicing than residential or retail uses. Due to limited servicing requirements there would be less need for connection to City of Calgary services. Can utilize Harmony services reducing cost to County. Meets sustainability goals of County Plan.	3	0	Mixed Use
40	Springbank Rd and this interchange should be upgraded to ensure safe travel in Springbank - consider the closure of OBC Road too	3	2	Country Residential
41	Is there sufficient infrastructure?	1	0	Cluster Residential Development
42	Old Banff coach Rd is busy enough as it is, please no more traffic on it.	0	0	-

Land Use

Comment Number	Feedback	Agrees	Disagrees	Land Use
43	Same comments as made on Map 1 and 2	0	0	Business Transition
44	There is over 70 years worth of housing already approved in Springbank. We do not need to include this land or the land to the north of it for residential. The demand is not there right now, but maybe in 15 years it will be.	0	0	Country Residential (Add to ASP)
45	Provided the definition of Mixed-use is broadened to include light industrial (ie. RV storage, warehouse) this would be the appropriate future use for the land which may	3	1	Mixed Use

Comment Number	Feedback	Agrees	Disagrees	Land Use
	become a future entrance to Harmony. Non- residential uses complies with the County			
46	These lands should be Urban Development or Transition to appropriately create a mix of uses compatible with the city-type of development to the north and acreage residential to the south. At the same time, solutions for transportation on OBC Rd may be accommodated, especially as access is now permitted from the city.	0	1	Cluster Residential Development
47	We've lost sight of what has already been approved: Bingham Crossing and Harmony. Both will provide the community with what it needs. Hotels are not needed here and more businesses will create deluge of shopping/retail that is already struggling.	0	0	Business Commercial
48	Leave as natural area to act as buffer zone.	3	4	Transition Area
49	Preserve as much of the farming heritage in the community as possible. Support families dedicated to continuing farming legacy in the area.	0	0	Cluster Residential
50	This commercial development should be reviewed by RVC due to water and sewage issues. And the development requirements should be reviewed to see if they are being followed.	3	5	Business Commercial
51	This area should be Cluster Residential Development or Business.	1	3	Cluster Residential
52	Support the ultimate higher densities (8UPA) for residential development in this area as it will be the most cost effectively service with good transportation access.	10	2	Transition Area
53	Would love to see more regional-commercial developments in this location that compliment Calaway Park/Edge School such as hotel accommodations, family entertainment, medical services, performing arts & culture, athleticism and high-end retail/	19	1	Business Commercial
54	Keeping lots to low density (for residential purposes) along a busy transportation corridor is not effective use of land. Rather look at an increased density opportunity to be flexible with natural path of development and tier back down	2	3	Cluster Residential

Comment Number	Feedback	Agrees	Disagrees	Land Use
	(through mid level density) towards the core of country residential in Springbank			
55	There is too little detail on the map to assess. Keep all the present area that is country residential, as it is. No increased development until at least 10 years and we can assess the implications of what is planned now.	0	0	
56	The plan should include additional lands to ensure RVC and Springbank may benefit from the water licence attached to the lands	6	1	Business Commercial (Add to ASP)
57	This is a critical piece of property in central Springbank that should be some level of community hub. It has been hotly contested for a decade. Some resolution for the benefit of the community should be resolved.	0	0	Public Services
58	Excellent Land Use Addition. Should be considered in other scenario's not exclusively this one.	7	1	Country Residential (Add to ASP)
59	Remove the area along the river from ASP and place in the Glenbow Ranch Provincial Park.	1	2	Country Residential
60	This should be an environmental reserve to act as a buffer zone between city and residential.	4	4	Transition Area
61	What does the 'public service' reference indicate within this area? Is it strictly for recreational/community support needsor is there residential uses contemplated here? Like senior's housing for example?	4	0	Public Services
62	cluster residential development should be considered in this areathe nature of the slopes in this area make it amenable to cluster development	1	1	Country Residential
63	I believe for continuity and final community look and feel it would make the most sense to zone all the transition area the same. Specifically Land Use/Zoning	1	2	Transition Area
64	Division 2 counsilor cashes out.	0	1	Business Transition
65	Land-use along western edge of Stoney Corridor should be 8 UPA and support higher density transition into Springbankopportunity to leverage strong infrastructure corridor of new	5	1	Transition Area

Comment Number	Feedback	Agrees	Disagrees	Land Use
	'ring-road'.			
66	This should remain low density. Keep to 2 acre lots at a min.	9	5	-
67	This is the preferred plan	0	0	Country Residential

Public Service

Comment Number	Feedback	Agrees	Disagrees	Land Use
68	This area seems ideally suited to accommodate new and/or expanded recreation, education and social infrastructure.	11	1	Public Service

Residential

Comment Number	Feedback	Agrees	Disagrees	Land Use
69	What residential?	0	0	-
70	Not currently in any ASP. Could be included in Springbank ASP. Regional park could be developed around Elbow River.	4	0	-
71	Country residential area	1	0	Mixed Use
72	Do not support high density residential development near Artists View. Should only be acreage development.	4	1	Cluster Residential Development
73	Do not support high density residential development around Artists View - area should remain acreage developments	3	0	Country Residential
74	Surrounding Artists View West with higher density is not a good option. Keep these lands low density. There is no where else in this plan that does not delineate higher density from lower density with straight lines	6	4	Cluster Residential Development
75	Area around Artists View should remain acreage development, not cluster residential development	4	0	Cluster Residential Development

Comment Number	Feedback	Agrees	Disagrees	Land Use
76	Perfect spot for country residential!	1	0	Mixed Use (Add to ASP)
77	Cluster development of a higher density is not necessary in a country setting. Individuals seeking such design/amenities can drive 5 min east into Calgary and purchase homes near amenities and closer together. Lands surrounding Artists View (and Springbank in general) can remain acreage development as the need for high density is not required in such an area. The City is large enough (and close enough) to offer such options if desired. High development in Springbank will destroy the heritage	2	0	Residential
	Homago	_	J	rtoolaoritiai
78	this area supports residential as shown in map1	0	0	Country Residential

Transportation

Comment Number	Feedback	Agrees	Disagrees	Land Use
79	Solutions for transportation access and safe travel need to be considered for this area and these lands, in particular especially as it is immediately on the fringe of city development, plus urn=ban development within RVC. Land use densities that provide	0	1	Cluster Residential
80	Range Road 33 should be more of a boulevard. People should slow down. Less highway like	2	1	-

Other

Comment Number	Feedback	Agrees	Disagrees	Land Use
81	Our concern is the amount of additional traffic Lower Springbank Rd will receive with the additional area development	3	1	Country Residential

Comment Number	Feedback	Agrees	Disagrees	Land Use
82	The owners of this parcel have a large water - licence that will help Springbank.	17	1	Business Commercial (Add to ASP)
83	Ensure that the percentage of each use is not used as a rigid requirement. They are arbitrary percentages that should only be used to anticipate potential residential population and should not be used to force or limit the amount of land available for business use. Let market demand determine how much of each use should make up a Mixed Use area. The County shouldn't have to force a certain percentage of each use if the market will not support it.	3	0	Mixed Use
84	"Why are these lands being removed in all 3 scenarios?! Hardly seems like a balanced approach. Adjacent to Harmony/Airport. Should be Commercial/Industrial	13	0	Remove from ASP Area
85	Providing access to the water license for Sprinbank and Rockyview is a must.	11	0	Business Commercial (Add to ASP)
86	Having a big water licence shouldn't mean that a development is needed or wanted. There are problems with wastewater infrastructure in Springbank, and until that is fully addressed, no large developments should be approved.	0	0	Business Commercial (Add to ASP)
87	"This is a good location for non-residential uses as shown, keeping traffic on the shown, keeping traffic on the outskirts of the community while giving Springbank residents access to amenities, services, and jobs.	6	0	-
88	Exclusive business commercial (retail) is not the most appropriate uses for the site as it is too far from the Trans-Canada Highway. In order for business retail to be successful they need high visibility sites with high passing vehicle counts such as along the Trans-Canada Highway (TCH). Some convenience retail would be ok (ie gas station/coffee shop). RV storage and warehouses are ok as they generate limit traffic, minimal noise and therefore less disruptive to neighbouring acreages.	1	0	Mixed Use
89	Within the planning time frame, the scenario 3, High Development, is unrealistic for the	11	4	-

Comment Number	Feedback	Agrees	Disagrees	Land Use
	population growth, potable water use, environmental impact and it negatively impact the Springbank ASP vision of "offer a tranquil rural lifestyle.			
90	This area may need to be sterilized from development until the spray irrigation from Bingham has been proven not to be harmful.	2	0	Cluster Residential Development
91	I question why the City of Calgary would support the County pursuing 'urban development' in this location, given that these lands would be entirely dependent on City servicing. Might make more sense to use this area as a potential negotiating piece to secure access to regional wastewater connections into the City?	4	2	Urban Development Area
92	What does Public Service include? Make that very clear, please.	1	0	Public Services
93	Best option by far. Springbank needs to open up a little bit. I love our country residential but we need more amenities, businesses, and servicing in our community.	16	6	-

Trail Feedback

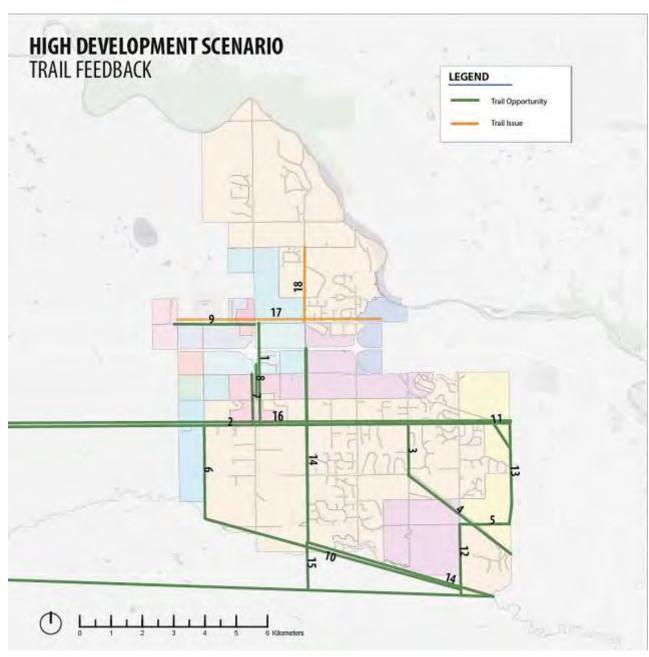


Figure 9: High Development Scenario Trail Feedback Map

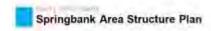
Trail Opportunity

Commen t Number	Feedback	Agrees	Disagree s
1	Bike/Pedestrian Pathway	9	0
2	Bike/Pedestrian Pathway. Provide Bike Commuting Connectivity & Saftey.	13	0
3	Bike/Pedestrian Pathway	0	0
4	Bike/Pedestrian Pathway	4	0
5	Bike/Pedestrian Pathway	2	0
6	Bike/Pedestrian Pathway & River Access	3	0
7	Would like to see pathways between the schools	6	0
8	Pathway between schools needed	5	0
9	Pathway connecting Harmony/businesses and schools	1	1
10	Natural Pathway along river with various access points.	2	0
11	MR used by walkers and dog walkers	1	0
12	Pathway through MR lands with pedestrian bridge over Elbow to Clearwater Park and proposed Highway 8 pathway	1	0
13	Potential Pathway along West Ring Road with access points between the City and Springbank	1	0
14	Trails could connect Bragg Creek, Elbow Valley and Springbank	4	0
16	Need to capitalize on eco-tourism opportunity and also provide safe commuting for everyone! The current situation is untenable. We need one main east-west corridor from City limits to Hwy 22 and one or two north-south corridors.	0	1

Trail Issue

Comment Number	Feedback	Agrees	Disagrees
17	Given the amount of traffic and the number of acreages the shoulder should be widened or a pathway created for walkers and bikers.	2	0

	given the traffic volume and number of speeders on RR 32 there should be wider shoulders or a pathway		
	for walkers and bikers safety		
18	There are a lot of vehicles speeding through the stop sign at Twp. Rd 250 and Rge Road 32 corner.	2	0



APPENDIX C: OTHER STAKEHOLDER COMMENTS

Alberta Transportation
Springbank Airport
City of Calgary (summary of comments)

SPRINGBANK AIRPORT

September 10, 2018

Planning & Development Rocky View County 911 – 32nd Avenue NE Calgary, AB, T2E 6X6

Attention: Mr. Dominic Kazmierczak

Municipal Planner, Rocky View County

RE: Springbank Area Structure Plan

Dear Dominic,

The purpose of this letter is to put forward comments by the Calgary Airport Authority regarding the proposed Springbank Area Structure Plan. As a major land holder within the Springbank ASP area, we believe these comments will be beneficial to the County and the Airport in guiding development for the entire Springbank area.

Economic Impact

Springbank Airport is an economic driver for the area, contributing approximately 1012 full time direct and indirect jobs and a direct and induced economic output of \$134,533,000. In 2017, the Springbank airport generated \$7.4 million in Calgary and area municipal government taxes.

Operating Environment

YBW as an aerodrome is a unique operating environment with most aviation traffic being dedicated to fixed wing and rotary wing flight training. In addition to this, there are a number of helicopter operators based at the airport, as well as charter, private executive jet, and personal aircraft operations. There are currently between 350-400 aircraft based at the airport, housed among approximately 65 hangars. In 2017, there were 142,918 aircraft movements, with helicopter traffic accounting for approximately 17% of yearly totals. The airport which also provides Airport of Entry, Canada Customs services, operates on a 24 hour, seven day per week basis.

Noise Exposure

The Area Structure Plan area incudes large amounts of land that are associated with flight paths for training circuits. The County and prospective landowners must be aware that immediately over these lands, training aircraft are typically maintaining a lower altitude, in higher power settings than in a descent phase of flight. Note that in Figures 1 and 2, aircraft operations extend well beyond the boundary of the airport, and although circuits follow a general pattern they are not consistent. It is strongly recommended that a warning caveat be registered against the title for lands in proximity to the airport and an information package provided to the potential land owners advising that the property is subject to aircraft operations on a continuous basis. The County and developers are encouraged to follow acoustical requirements as set out in the Alberta Building Code for areas within Airport Vicinity Protection Areas for any buildings to be constructed.

Springbank ASP

Page 1 of 4 www.ybw.ca

Outer Surface

A portion of the ASP lands lies within the Outer Surface of Springbank Airport. This surface protects airspace to allow for aircraft circling or maneuvering near an aerodrome. As a result, there is a maximum allowable height for any object within this area of 1243.58m above sea level. It is important to note that the height of an object includes any parapets, rooftop equipment, antennas, and all other objects. See Figure 3 for Outer Surface boundary

Environmental Considerations

Incompatible land uses that attract bird activity by providing food sources or water must be avoided or mitigated. Ponds constructed near the airport must not be designed to be an attractant to wildlife and should contain mitigations to that effect. Plant species should be selected that are non-fruit bearing and that do not attract nesting.

Land Use in the Vicinity of Airports

Transport Canada has produced a document titled *TP1247 – Land Use in the Vicinity of Aerodromes*. This document provides an excellent overview of development considerations near airports, containing general information about airport zoning, navigational aids, bird hazards and wildlife, and noise from aircraft.

I trust that the above comments will be of use to you in your review of this proposal. If you have any questions or require further information regarding these comments, please do not hesitate to contact me at

Yours truly,



Larry Stock General Manager, Springbank Airport



Figure 1 – Typical 24 hour timespan when Runway 08/26 in use

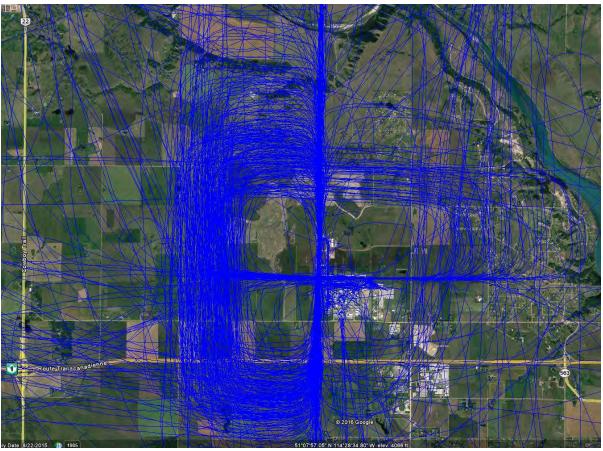


Figure 2 – Typical 48 hour timespan when Runway 17/25 in use

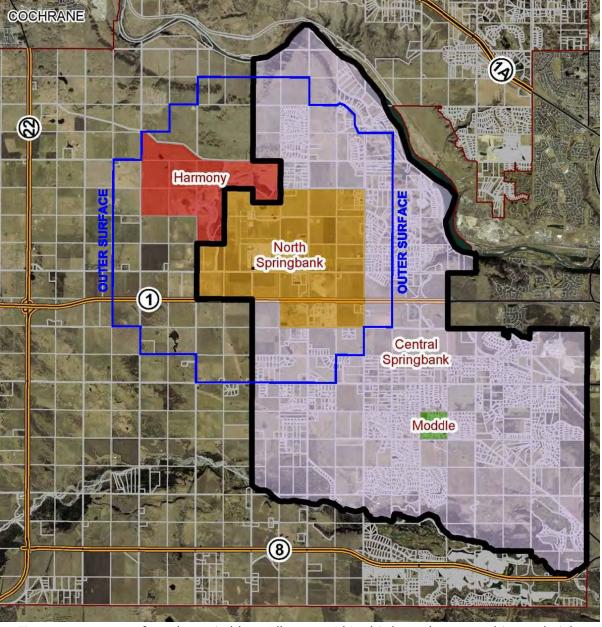


Figure 3 – Outer Surface shown in blue. All areas within this boundary are subject to height restrictions.



Delivery Services, Transportation Southern Region, Calgary District 2nd Floor, 803 Manning Road NE Calgary, Alberta T2E 7M8 Canada

www.transportation.alberta.ca

Our File:	
Out i lie.	

July 10, 2018

Dominic Kazmierczak Rocky View County 911 – 32nd Avenue NE Calgary AB T2E 6X6

Via Email: dkazmierczak@rockyview.ca

Dear Mr. Kazmierczak:

RE: SPRINBANK AREA STRUCTURE PLAN

Thank you for the opportunity to provide input on the Springbank Area Structure Plan.

The Springbank Area Structure Plan has access to critical transportation infrastructure, including Highway 1 traversing through the plan area, and Stoney Trail along the east boundary of the plan area. West Stoney Trail is expected to be constructed by 2022.

Highway 1 should not be relied on for short destination or commuter trips. To support the development scenarios provided, it is recommended that the Springbank Plan develop a complimentary road network that reflects current and long term plans for the highway network including:

- The previously completed Functional Planning Studies for Highway 1 at the <u>Old Banff</u> <u>Coach Road interchange</u> and the <u>Range Road 33 interchange</u>, including the proposed supporting road network in the vicinity of these interchanges.
- A robust east-west transportation route to connect the plan area to the proposed allturns interchange on Stoney Trail at Bow Trail (Township Road 243)
- East-west transportation routes should also be considered to connect to the proposed partial movement interchanges on Stoney Trail at Old Banff Coach Road (Springbank Road), and 17 Avenue (Township Road 242).
- Identification of other local road network improvements required to support previously endorsed recommendations regarding the role and function of Highway 563, including the assumption of control, management and jurisdiction of this road by Rocky View County.

Additional analysis of the transportation network will be required once a development scenario is selected to determine the appropriate supporting road classifications. Redevelopment plans may also be necessary to provide an adequate supporting road network, particularly for a transportation network link to the Bow Trail interchange on Stoney Trail.

While provisions have been made to accommodate pedestrians across the highways at the interchanges noted above, no additional pedestrian accommodations within the highway right of way have been contemplated to date. Pedestrian accommodation would be subject to Alberta Transportation's current standards.

If you have any questions or require additional information, please feel free to contact me.

Yours truly

Trevor Richelhof
Development and Planning Technologist

TBR/pf

Summary of The City of Calgary's Comments, received July 20, 2018

- The City is concerned that the County has identified connection to its water and wastewater services as a servicing option. It is not prepared to support the County's current or future servicing needs in Springbank.
- The City is concerned over the scale and intensity of development proposed within the draft land use scenarios. The scenarios and forecasted populations would suggest that the County is creating a new "city", though without the urban structure and urban servicing to efficiently support a population of this size.
- Concern is raised over how the County will manage stormwater in Springbank to protect water quality upstream of Calgary.
- Concern is raised over the higher density uses proposed to be located along Calgary's western boundary and the anticipated impacts of these higher densities on The City's transportation infrastructure. The City requests a Transportation Impact Analysis to understand the impact of the County's proposals.
- The City notes the vast areas of productive agricultural lands within Springbank and suggests that these areas should be preserved. It also suggests that the County investigate an infill strategy to encourage more efficient use of land and help preserve agricultural land.