

APRIL 2022

Engagement Summary

SPRINGBANK AREA STRUCTURE PLAN REVIEW



CONTENTS

1.	Engagement findings	4
2.	Project and Process Summary	6
3.	What we did	8
4.	Who took part	9
5.	What we asked?	10
6.	What we heard - Part 1	12
	What we heard - Part 2	28
7.	Conclusions	33
8.	Appendices	34



ROCKY VIEW COUNTY

ENGAGEMENT FINDINGS



1 ENGAGEMENT FINDINGS

The County provided various engagement opportunities to receive feedback on improving the draft Springbank Area Structure Plans (ASPs); these included a workshop-style open house, a series of coffee chats, an online survey, and direct written submissions. This report analyses feedback from 10 coffee chat sessions, 41 hard copy submissions, and 252 survey responses. Alongside planning policy and technical considerations, the feedback received will inform revisions to the Springbank ASPs.

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

Part 1 summarizes feedback received through the survey (written and online); and

Part 2 summarizes feedback received through coffee chat sessions, open house, and written letters.

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. These topics are discussed in detail below, and a selection of verbatim comments are included to capture some of these contrasting views. However, the key themes highlighted within this report are:

ASP Direction



Over half of respondents supported one ASP covering the entire Springbank community.



A number of suggestions were made to provide clearer definition and policy in parts of the ASP document to provide assurance to landowners and to ensure the document is easily understood.

Land Use



General support for preserving agricultural and environmental land and protecting the rural character of Springbank.



Support for the continued development of public services along Range Road 33, subject to public services being carefully defined.



Support for limiting business uses to existing planned areas such as the Springbank Airport and the Highway 1/Range Road 33 intersection; contrasting views on further development along the Highway.



Suggestion for expanding the western ASP boundary adjacent to Highway 1 to allow further business development opportunities.



Many comments to necessitate that the plan address environmental preservation and wildlife corridors.



Particular opposition to cluster residential and villa condo housing forms adjoining existing country residential areas; concerns on proposed minimum parcel size less than two acres.



Concern regarding 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 access to the Bow and Elbow Rivers. Servicing strategy and improved transport infrastructure.

Land Use



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



Generally satisfied with how participants were engaged and appreciated the various formats of engagement.

2 PROJECT SUMMARY

There are currently three existing ASPs in the Springbank area, all of which were adopted over twenty years ago.

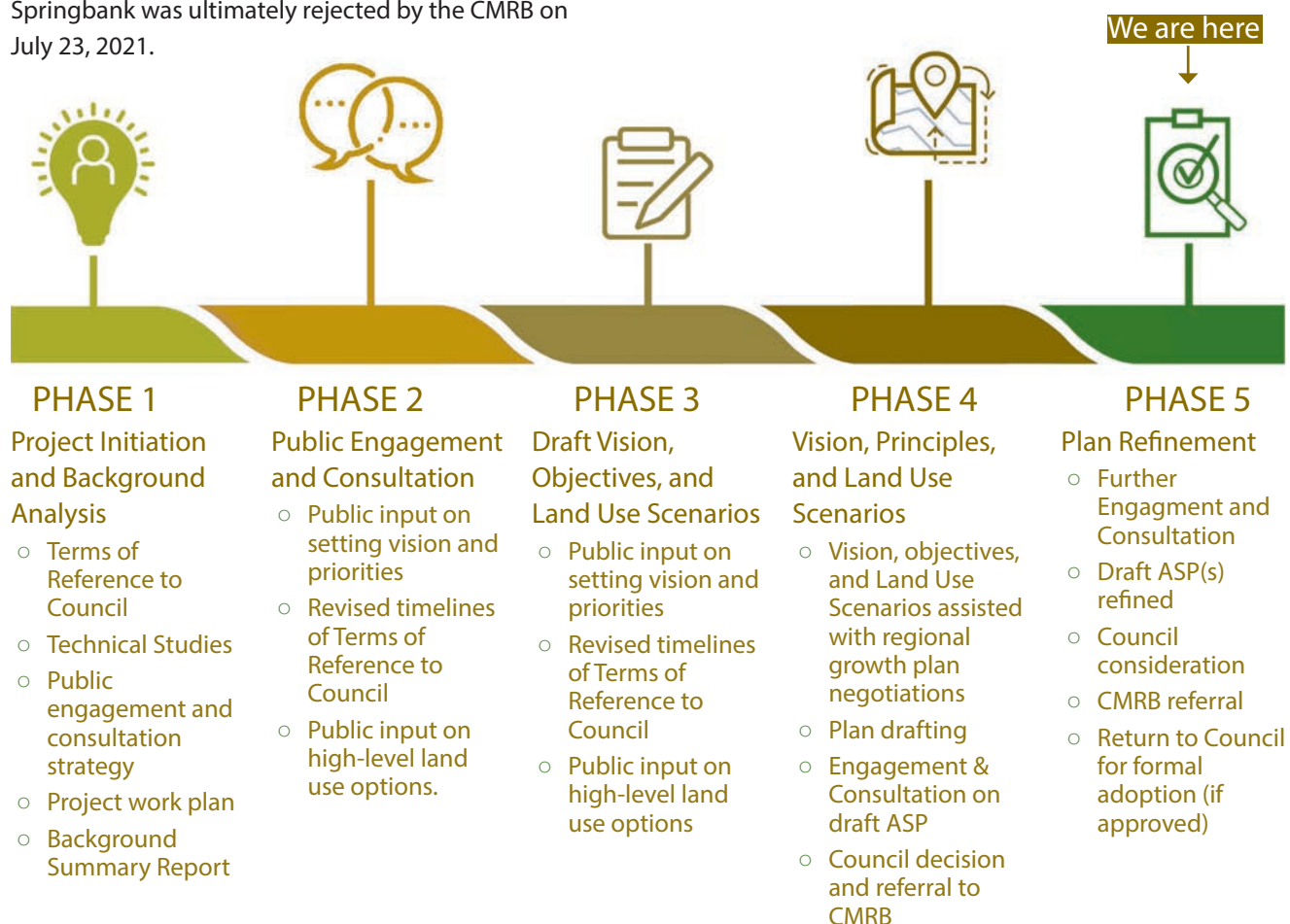
In December 2016, Council approved a Terms of Reference to review and update those plans to provide an updated vision for the community and a plan for future development. Since that time, the project team has worked with the community, stakeholders, and municipal neighbours to plan future development in Springbank.

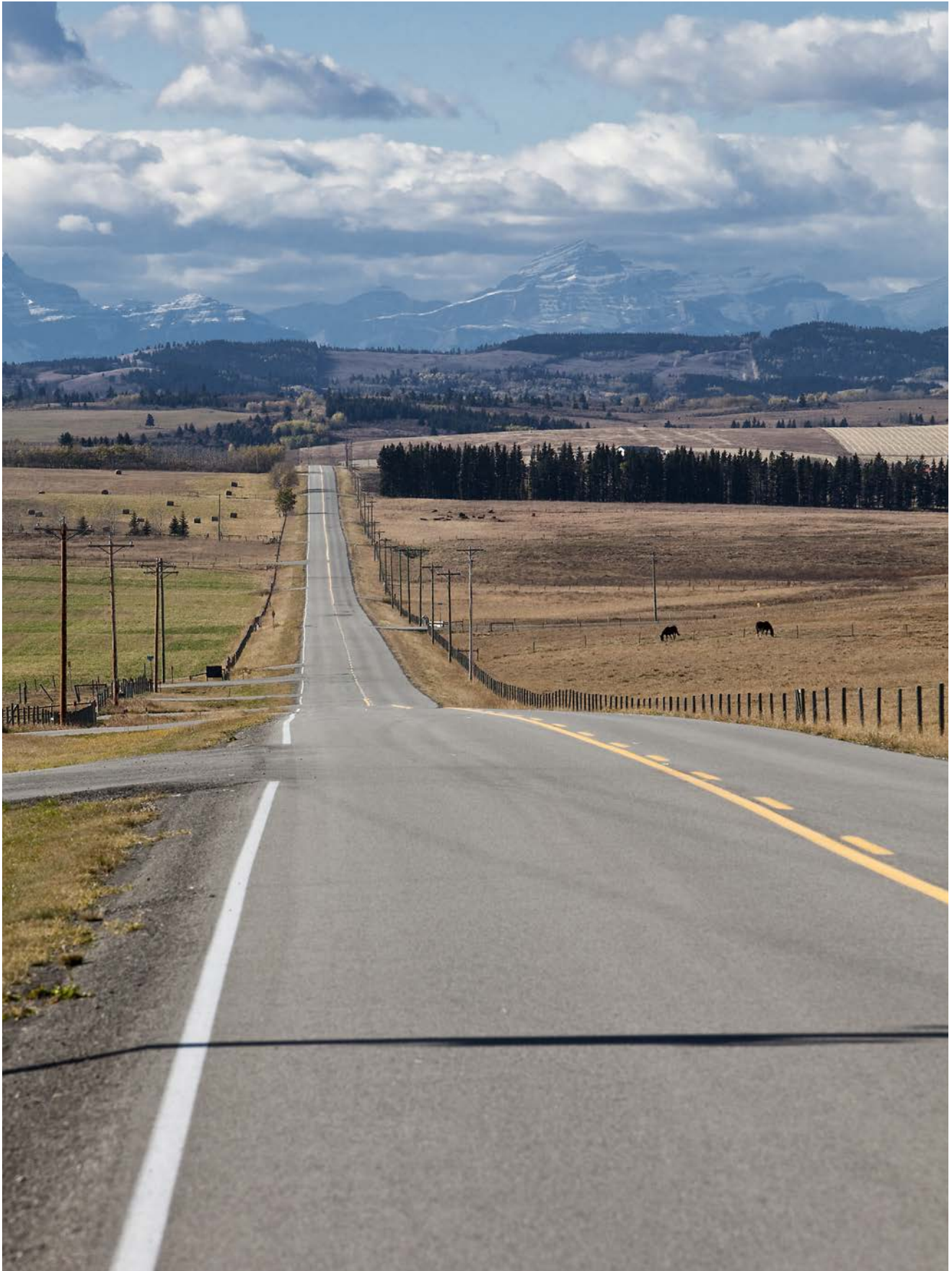
On March 1, 2021, Council granted second reading to the proposed ASPs and directed that they be referred to the Calgary Metropolitan Region Board (CMRB).

Following all the thoughtful input received on the ASPs over four years, the County's vision for future growth in Springbank was ultimately rejected by the CMRB on July 23, 2021.

On December 14, 2021, Council gave direction to revisit the draft Springbank plans and to undertake further community engagement to help inform revisions to the plans. The following considerations were identified for the ASP revisions and helped guide the themes explored with the community:

- Review of amendments made by Council following the Public Hearing;
- Potential to return to a single ASP;
- Promoting better alignment with community opinion;
- Reducing intermunicipal concerns; and,
- Consistency with regional planning policy.





3 WHAT WE DID

From March to May 2022, the County held various engagement opportunities to hear from the public. The County hosted a series of virtual coffee chat sessions from March 30 to April 14, which were attended by 54 people. The purpose of the coffee chat sessions was to receive feedback on the draft North and South Springbank ASPs, and how to improve engagement efforts as the project proceeds. The format included a brief overview of the project followed by a group discussion on questions and themes shared with participants ahead of the sessions. Following community feedback, the County hosted a workshop-style open house on April 28, where staff provided an overview of the project and allowed for group discussions on key questions and themes. Additionally,

all interested residents and stakeholders were able to provide comments and input through a survey and/or direct email submissions.

The materials provided to the public are contained within Appendix A. Approximately 47 people attended the open house and from March 21 to May 13, opportunity was provided to complete the online survey. The County invited feedback through an online survey, and for those that were unable to participate in the online feedback process, hard copies of the survey and land use maps were provided upon request. Letters were also accepted as part of the feedback for those with site-specific concerns or comments.



4 WHO TOOK PART

To advertise the open house, coffee sessions, and the survey, the County sent out 3,087 notification letters to each landowner within Springbank, and to adjacent landowners within up to one mile west of the project area. As well, community associations within the city of Calgary were also notified to advise nearby Calgary residents.

Question # 1



Using Question no. 1 of the completed surveys as a guide, 252 people provided feedback through the County's survey. Of those completing the survey, the majority were Springbank residents and/or landowners.

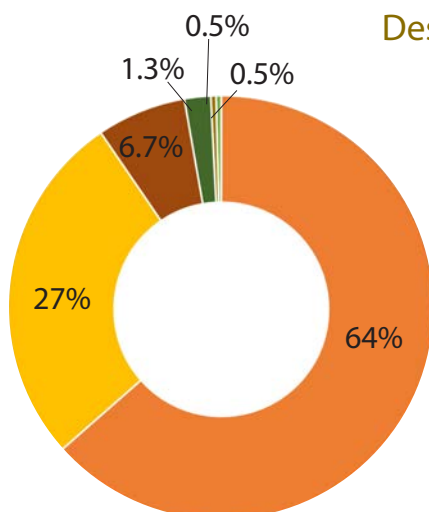
Question # 2



Respondents were asked if they had an interest in a property in Springbank. While many provided a unique location of lands, there were eight properties that had multiple respondents noting their interest. As the survey included a disclaimer stating that personal information will not be shared, specific addresses and location of respondents will not be published in the engagement summary. Additionally, responses were self-reported and not verified by IP addresses.

Administration, however, had undertaken a spatial analysis of the survey responses and noted the following themes:

- Majority of the survey respondents indicated they held an interest in properties south of Highway 1.
- Majority of those who responded indicating that they were Springbank Residents typically were from residential parcels, while those who identified as Springbank Landowners held an interest in larger lots (over 20.0 acres).
- Majority of respondents south of HWY 1 are in favour of one ASP as well as developing a community core south of HWY 1 and Range Road 33.
- Respondents bordering the highway as well as the city of Calgary appear to support employment along the Highway corridor and agree with the location and size of the business areas identified on the land use map.
- Parcels closer to the city of Calgary agree that further planning and consideration is required along the boundary with the city of Calgary and Stoney Trail.



Description of Residents

- Springbank Resident
- Springbank Landowner
- Rockyview resident not within Springbank
- Other
- City of Calgary Residents
- Developer Representative

5 WHAT WE ASKED

Through both the survey questions and each coffee workshop session, the Project Team provided a series of questions for the participants' consideration. Similar questions were also raised at each of the workshop-style open house sessions; although the format of questions differed to allow for flexibility, the themes carried throughout each of the engagement formats.

Participants were generally asked 12 questions on the following areas:

1. To describe their interest in the Plan (i.e., resident, landowners, representative, County resident or City resident);
2. Whether they prefer one ASP or two;
3. What their top priorities for the Springbank community are;
4. If they agree with the vision to retain and enhance Range Road 33 as the community core;
5. Whether they agree with the general location and size of the business areas identified on the land use map (around the airport and along Highway 1/ Range Road 33);
6. Whether the ASP should offer future development potential south of Harmony by setting aside lands as Future Expansion Area;
7. What type of interim uses would be supported and where they should be located;
8. Whether they agree that the areas along the boundary with city of Calgary and Stoney Trail require further planning consideration;
9. What additions or revisions they would make to the draft ASP at this stage;
10. Whether they would be comfortable with in-person events for future engagement opportunities or if the County should continue offering virtual/digital opportunities (Note, during this time the province remained under Covid-19 public health restrictions, particularly around in-person gatherings);
11. Whether they were satisfied with how the County engaged with them and how engagement efforts can be improved.

Feedback from individual landowner letters as well as the coffee chat minutes were incorporated into appropriate sections below but does not form part of the quantitative analysis provided.



WHAT WE HEARD

PART 1: SURVEY RESPONSE

6 WHAT WE HEARD

PART 1: SURVEY RESPONSE

The online survey sought feedback on several key topics and included a combination of closed and open-ended questions to understand areas of consensus and aspects that require further revision in the draft ASP(s). A sample of verbatim comments are included in each section, and a copy of all responses are attached in Appendix B. In addition to the online survey submissions received, a total of 10 written survey responses were provided and incorporated in the summary below.

Question # 3

Number of ASP Documents

Respondents were asked if they would prefer to have one ASP covering the entire Springbank community with specific land use policies to guide distinct areas, or two ASPs as currently proposed with the ASPs split generally along Springbank Road, with corresponding policies between the plans. 57% of survey respondents preferred one ASP, 38% preferred two, and 5% of respondents were impartial/undecided. For written survey responses received, 8 out of 10 preferred one

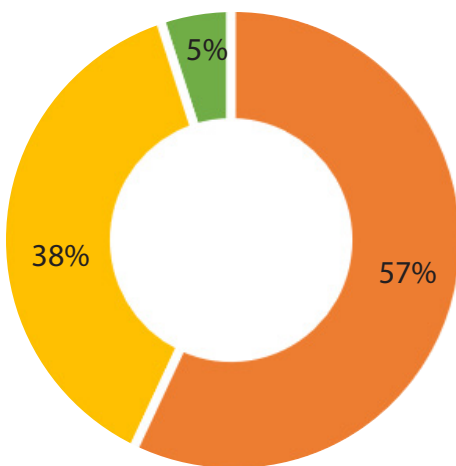
ASP, 1 favoured two documents, and 1 respondent was impartial.

Respondents noted that one ASP would address land use policies for the entire community and provide comprehensive planning for servicing, pathways, and business development. While some respondents mentioned that splitting the ASP could divide the community, two ASPs could address distinct communities in Springbank. Suggestions were made to reconfigure where the ASP splits if two ASPs are to be proposed. Some were indifferent to the number of area structure plans, and were more concerned with proposed policies and land use. Lastly, some respondents mentioned that they do not understand the difference between each ASP and further information is required.

Verbatim Comments:

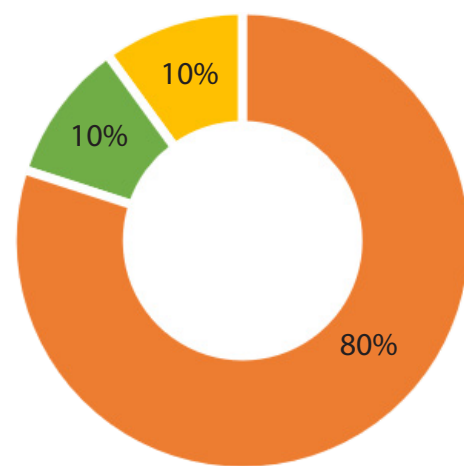
- One ASP is important to ensure comprehensive, linked land use policies for the entire community, provided that the single ASP plan must address all local conditions within the broader community.

242 Survey Responses



 One ASP  Two ASPs  Undecided

10 Written Responses



 One ASP  Two ASPs  Impartial

- Two ASP's breaks up the integrity of Springbank and makes it too easy for developers to push for 2 community cores, business corridors, and further erosion of what little farmland is left. If people want "city amenities, they need to live in the city".
- I believe one area structure plan is better for the Springbank community than two. Two area structure plans tend to divide the community not only in terms of services, and development, but also culturally. It appears the reason the area structure plan was split by council was to facilitate development that was not consistent with the area structure plan that was in place. In other words, a policy was adopted to make development more favourable to the developers than to the residents of Springbank who approved the Area structure plan that was in place. This seemed to allow council to approve development that was in no way, shape, or form consistent with the vision of the Springbank community.
- Springbank is one community and should have one ASP - residents north and south of Hwy 1 all work together for a better community - we don't want the community divided into two for planning purposes.
- More concerned in details, rather than as to how many. Would prefer the North, if there are two.
- Concerned more about details and defined boundaries. If RVC decides on two ASP would like to be in the North ASP.
- One plan may reduce overlap and repetition, but more concerned about details contained in the plan(s).
- I prefer to see it split along Highway 1 - into North and South Springbank
- Not really concerned as to how many, more concerned in details - but if two, would prefer to be in the north.
- Different area features require separate plans.
- Even with two ASPs the area is too large. North Springbank has different opportunities.

Question # 4



Top Priorities for the Springbank Community

Respondents were asked to provide their top five priorities for the Springbank community. Priorities are mixed, but general themes were identified that resonated with many of the respondents. Similar themes were found in the written survey.

- Preserve agricultural lands and the character of Springbank.
- More public amenities and services including a community centre, trails and pathways, parks, open spaces, and local services.
- For traditional country residential lots (minimum of two acres) to remain as the predominant form of residential development.
- Appropriate transitions between land uses in areas near the city of Calgary and between residential and business uses.
- Address infrastructure and servicing comprehensively with water and wastewater as top concern.
- Ensure transportation infrastructure is planned to adequately support new and existing development, maintain safety, and expand access for pedestrians and cyclists.
- Maintain and preserve natural areas and wildlife corridors, especially within the urban interface areas.
- To focus business development in existing areas (airport) with limited expansion in the rest of Springbank.
- Ongoing community engagement to ensure residents are heard and concerns and priorities are addressed.

Question # 5

Vision for Community Core

The following vision was presented to respondents:

Providing space and facilities for recreation, culture, and institutional uses within Springbank is a key component of encouraging a sense of place and community cohesion. Previous community feedback indicated that Range Road 33 was considered by many landowners to be the community core. The area already features a number of spaces for educational, community, and religious assembly uses. The intention of the institutional and community services area is to allow these existing uses to expand alongside complementary development to establish a focus for the Springbank community.

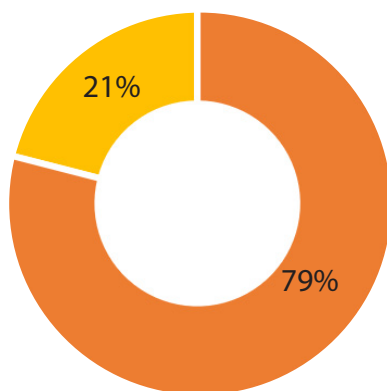
The majority, at 79%, agree with this vision, with 21% stating they do not agree. For written responses, 8 out of 10 agreed and 2 disagreed.

For those who agreed, many commented that this area has organically grown into the community core in Springbank, with the schools and a recreation centre already existing in the area. Identifying this area as the community core focuses complementary uses in this area instead of being spread out in the community. Some would also like to see connectivity in the area through additional bike pathways and upgrades to the road network. While agreeing that this area is appropriate for a community core, the preference was that the uses cater to local residents' needs instead of large commercial businesses, and that expansion should be kept to a minimum.

Verbatim comments:

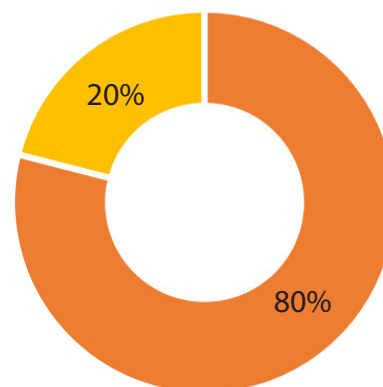
- It is logical to expand on the core that is already established, rather than spreading services throughout the community. Having a nucleus would encourage a greater sense of community cohesion.
- This is where local community commercial development would logically make sense to exist - along with a walking trail/pathway between this area & the schools/arena/neighborhoods.
- Commercial and retail services, restaurants, hotels, etc. would further enhance the community.
- If the acreage people need this stuff it might as well be there.
- I agree, however a big shopping centre was not a complementary development. A gas station and simple small grocery store could be considered complementary maybe but not a huge development like Cross Iron Mills in the middle of a country living community. I am 42 years old with 2 young children and this was not the vision I had for the area that they grow up in. I know I can't do anything about it but just want to share my feedback on it. We are not a city. We have Cochrane 15 mins away and Calgary 15 mins away - we don't need to bring so much more traffic and people out to our farming and acreage community.

242 Survey Responses



 Agree with Vision  Disagree with Vision

10 Written Responses



 Agree with Vision  Disagree with Vision

Question # 6



Range Road 33 as Community Core

Respondents were asked if they generally supported a community core south of Highway 1 and along Range Road 33. The majority, at 72%, agree while 28% do not. For the written responses, 6 out of 10 support the general principal, while 3 respondents do not, and 1 did not provide a response.

Respondents who agreed already identify this area as the community core based on existing uses such as the schools, churches, and recreational facilities. Some do not encourage further expansion while others wish to see it expanded north of HWY 1 or extending the boundaries west of Calaway Park. There were varying suggestions for uses as some would like to focus on community uses only, while others would like to see local services and small retail.

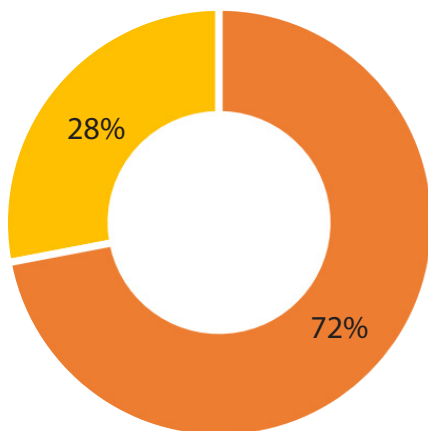
Verbatim comments:

- I agree with centralized community core around RR33 between Springbank Road to the south and Highway 1/Township Road 250 to the north. Springbank is very spread out and would benefit from a stronger core from a recreational, cultural and institutional perspective.

- Already many community facilities along this road so makes sense to continue building community core here.
- The area should be considered for the provision of amenities that would provide some sort of community focus.
- This area was set out for this development when we purchased in Springbank 20 years ago
- Provided it is local in focus - NOT large box scale/regional commercial development and the "typical" strip mall which is duplicated throughout the city. Local focus is key- see earlier comments.

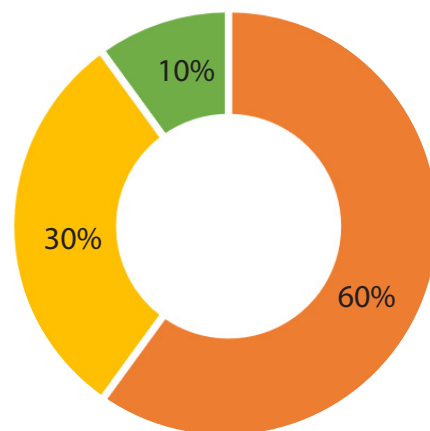
Respondents who disagreed raised concerns regarding increased traffic congestion in the area. Some pointed out that the city of Calgary is in proximity to Springbank and can provide these services; in addition, there are already approved developments such as Bingham Crossing and Harmony adjacent to the area. Some indicated a desire to maintain the rural character of the community and do not want further development; specifically, some do not want to see developments further south along Range Road 33 (Huggard Road, Springbank Road). Others requested clarification on the definition of community core and what it entails.

242 Survey Responses



Agree Disagree

10 Written Responses



Agree Disagree N/A

Verbatim comments:

- All development is occurring north Springbank, with Harmony and Bingham Crossing. Previous planning decisions make these areas a more logical region for a community core.
- Too close to our Children's schools, we moved out here for our kids to go to school in a rural setting not busy populated and unsafe
- Too late for this because of approval of Bingham Crossing, Harmony and Calaway Park commercial development
- We do not need concentrated developments in our country setting.
- There is no infrastructure in place to support any more development in these areas. It is already a nightmare. Come out to Springbank in the morning or in the afternoon and try to get across these areas. It is already congested and dangerous. And it's only going to get worse. No future development should occur until the infrastructure is in place to support it.

Question # 7

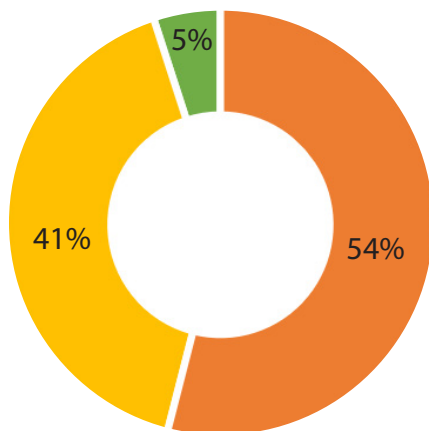


Business Area

Survey respondents were asked if they agree with the location and size of the business areas identified on the land use map. 54% agreed with the general size and location, while 41% did not. 12 respondents (5%) did not provide an answer with some mentioning that they either were not able to locate the map, they required more information, and/or they were unable to respond at this time. There were some general comments noting confusion on the business area location from the mapping. Written survey responses resulted in 3 out of 10 that agreed, 6 respondents that did not, and 1 that was unsure.

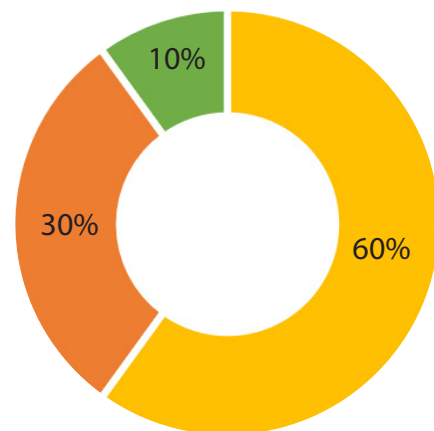
Those who agreed suggested that this is the appropriate area to accommodate growth with further consideration to minimizing impact to agricultural and residential lands from business development. Some suggested that a business hub along Highway 1 and the Springbank Airport is an appropriate location. Additionally, there were suggestions to expand the business area west of Calaway Park to include both quarter sections. Some were concerned about servicing and would like to see upgrades to road infrastructure and to alleviate some of the traffic in the area. Lastly, some would like further clarification on the definition and requirements for "high-quality business".

242 Survey Responses



Agree with Map Disagree with Map N/A

10 Written Responses



Agree with Map Disagree with Map N/A

Verbatim comments:

- Yes, the designated areas for business development seems appropriate for the growth of the community.
- The ASP must place stronger constraints on the appearance and interface of commercial developments with the intended preservation of Springbank as a country/agricultural residential community; Highway commercial is typically developed at the low end of thoughtful design, as it more functional or inconsiderate of design requirements. Springbank commercial developments MUST BE more thoughtful and reflective of the remainder of the Springbank Community in comparison to Balzac, or other typical highway commercial developments.
- "Current Land use Strategy Map: Consolidated map of proposed Springbank ASP Land Use Strategy (north and south) for discussion purposes." Area D in the other "Springbank ASP Land Use Strategy Map" should be extended beyond the historic ASP boundary to enable further commercial development west of Calaway Park and importantly, to include both quarter sections owned by Bow Water & Land.
- Standards to define "high-quality" along TransCanada should be very high, commensurate with earlier identified top priorities for Springbank & that will not compromise the pleasant mountain views & topography.
- Industrial and business development is better placed near the airport however the roads surrounding do not support the volumes of traffic this would bring.

Respondents who did not agree raised concerns that the area identified for business development is too large, that there are already existing services nearby in the city of Calgary and do not see the need to expand any business areas. Others would like to focus more on local businesses for residents in the area instead of large commercial businesses. Some suggested encouraging business development in already planned

areas such as the Airport, Highway 1 corridor, and Range Road 33. Some suggested limiting further business development until existing, approved areas are built-out. There were concerns about business uses along Highway 1 affecting this scenic gateway and sight lines; generally, respondents wish to see the rural character of the community preserved. Concern with the cost of development and inadequate infrastructure to support increased traffic was also raised.

Verbatim comments:

- Why do we need to develop this? Commercial vacancy rates in the city are high. The need to have this area developed is ridiculous.
- Maintain the country character along Hwy1. Words like "strong connections to regional mobility corridors. ---- potential to develop high-quality business areas," are open ended. Do not want development like between Calgary and Airdrie.
- I think this will create undue strain on infrastructure and even with the Ring Road completion I think a lot of people will still cut through Springbank to access this from south and West Calgary. Business should fit with the defined and desire community culture
- This is excessive. The area is primarily residential acreages. There has been no established demand for business space. The new development along highway 16 near the olympic park would serve this need in some ways. There is no clear vision for the types of business development envisioned. Is it offices or industrial? How will it impact residents.
- Severe impact on existing home owners who have purchased under the understanding of the original ASP.
- I don't believe a Balzac-like experience in Springbank is a vision that I support. Some commercial activity with low daily vehicle counts and with appropriate architectural controls could be planned. However, big box stores and massive shopping complexes is not welcome.

- I do not agree with big box store development in the Springbank area, it erodes the acreage lifestyle that makes Springbank special.
- Too large, too busy and too high density. For example, the increased traffic and noise and light volume on the intersection of Hilary 1 and RR 31 is a disaster. So is the junction of the new ring road and Old Banff Coach road and the close of the intersection of 101 Street and Highway 8. There will be no way to access Springbank without going through a freeway or highway and an extremely congested ingress and egress. Much of the country feel has already been lost and is currently being destroyed.

Question # 8

Future Expansion Area

A little over half of respondents (51%) agreed that lands south of Harmony should be set aside as Future Expansion Area, with 43% that do not agree, and 6% who did not provide a response. Six respondents who did not provide a response requested that the undeveloped quarter sections be included in the "Business Commercial" area and not a future expansion area, while others did not have enough information to respond. Within the written responses, 4 agreed with the location of the Future Expansion Area, while 3

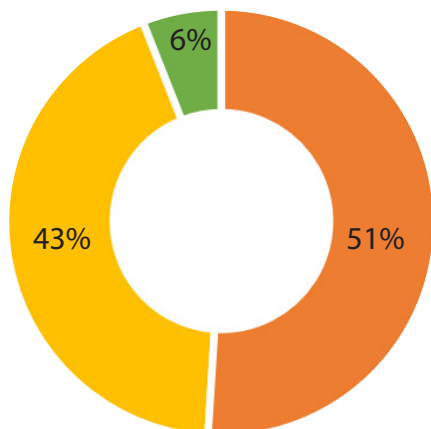
participants did not, 1 responded with "maybe", and 2 did not provide a response.

For those who agreed, many commented that it is acceptable as long as the existing landowners are in agreement. Some agreed that this is an appropriate area and suggested commercial uses as it is near the Airport and Harmony's higher density development. Others who agreed would still like to limit the size of the land use area, dependent on the type of proposed uses. Some respondents noted that setting aside lands for future high-density development while sustaining existing agriculture is appropriate.

Verbatim comments:

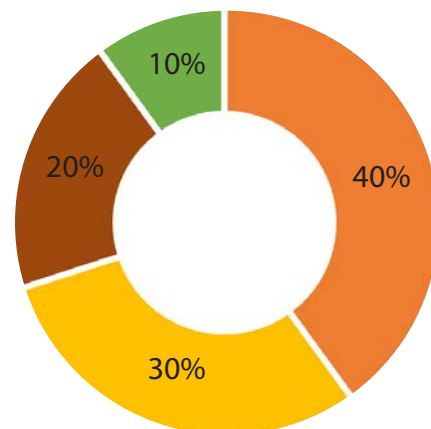
- Think its a great location for expansion and makes the most sense. Be nice to know the land owners ideas that are around the area
- Would think that it is practical to develop adjacent to existing development if current landowners are in agreement.
- Harmony seems like a better area for larger commercial development as it is already dense and urban in character.
- There should be some type of restriction of the amount of land available for future development.
- Future development potential is fine as long as it is in keeping with the rest of Springbank. In

242 Survey Responses



 Agree  Disagree  N/A

10 Written Responses



 Agree  Disagree  Maybe  N/A

other words, no high or medium density housing.

Respondents who disagreed suggested that growth should be focused on existing, approved areas that have not yet built out. Some were dissatisfied with the Harmony development, suggesting that there is already sufficient land for Harmony, and that future expansion is not required. Others raised concerns on the loss of agricultural and farm land for crop production. Many wish to retain existing agricultural lands and to preserve the rural character of the community. Concerns were raised that there is currently inadequate servicing in the area, with issues regarding water supply and drainage, as well as traffic congestion. Respondents suggested that the ASP provide clearer definitions and intended uses for the Future Expansion Area.

Verbatim comments:

- The current growth rate of Springbank makes planning too far into the future an exercise in redundancy. Once (and if) growth has happened in designated areas, further review may happen and decisions may be made at that time.
- No expansion until the existing 70 year housing supply and the lands under current review are fully built out. There is no water and no infrastructure.
- What is the reason for this? It makes no sense to “save” land for future use when you don’t know why, how or when that could or might happen. Someone is dreaming.
- Too far from core springbank. Not the rest of springbank fault they built a town in the middle of nowhere.
- Protection of land is more important - we need land to grow food not for development.
- Farmers make a living on that land. Why do we need to designate it as future expansion areas when Calgary and Cochrane are so close.
- Do not want to create a city or a suburb in Springbank.
- I have some difficulty understanding why we need to placeholder a Future Expansion Area. Is it to prevent Cochrane from annexing that land? Is it to expand Harmony? I would like to know why we would consider this. Until I understand the logic, I’m opposed to including those lands in an ASP.
- Yes and NO. DEPENDS on what ‘future expansion’ is. Large stores - No, residential - likely.



Question # 9



Interim Uses

Respondents were asked what type of interim uses they would support in the ASP area. 104 respondents provided suggestions, while 59 of the respondents are opposed to having interim use in the ASP, 21 respondents were unsure and 58 did not provide a response. Within the written responses, of the 5 responses, similar suggestions were provided as the online survey results, while 2 were opposed and 3 did not provide a response.

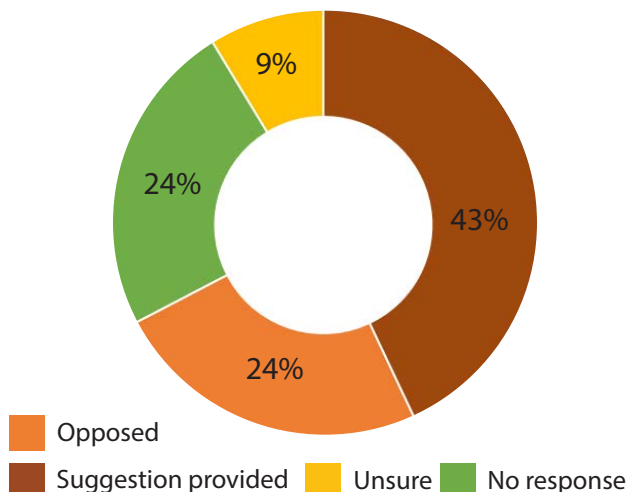
From those who responded with suggestions, the top recommendations were:

1. Agricultural uses
2. Recreation (open space, parks, sports field, dog park, driving range)
3. Uses that benefit the community
4. Uses that will have limited impact
5. Uses that will support the income of the landowners

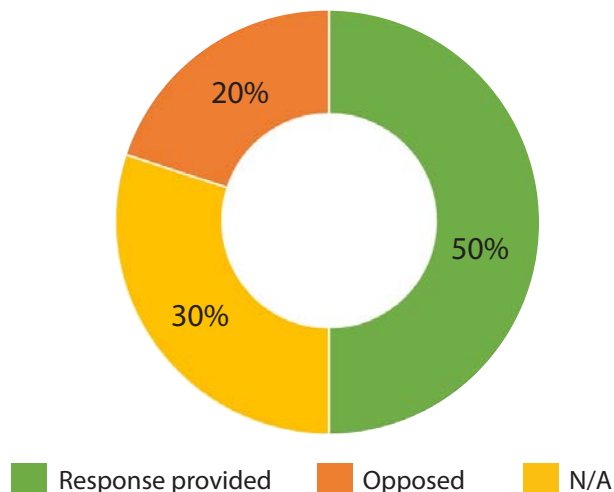
Verbatim comments:

- I do not support limited interim uses of land. I may support interim uses of land providing the infrastructure was already in place to support this and future development. I think this phrasing provides developers with a loophole to exceed or change initial interim use and future development.
- Keep these lands under current zoning use (e.g., agriculture) until the developer is ready to proceed with the final plan. Interim uses are often ugly, extremely unpleasant for the neighbours and tend to be "interim" for a very long time.
- These discussions should be held directly with current landowners and all reasonable plans supported.
- Anything that has low impact, low environmental reclamation cost.
- I support interim uses that benefit the community.
- Sports fields (soccer), running track which do not require a lot of infrastructure. Strongly opposed to things like storage units, light industrial garages.

242 Survey Responses



10 Written Responses



Question # 10



Interim Uses

A second, related question asked respondents where in the community it would be appropriate to consider interim uses. 96 respondents provided suggestions while 57 did not want to see interim uses in the community, 17 wanted additional information, 5 responded with N/A, and 67 did not provide a response.

From those who responded with suggestions, the top areas provided were:

1. Existing developed or planned areas in Springbank, with majority mentioning commercial business including the Airport, Bingham Crossing, Range Road 33, Commercial Court, and the schools. (31 respondents)
2. Anywhere that benefits to the community with minimal impacts to existing residents. (18 respondents)
3. Along Highway 1 and Range Road 33. (17 respondents)

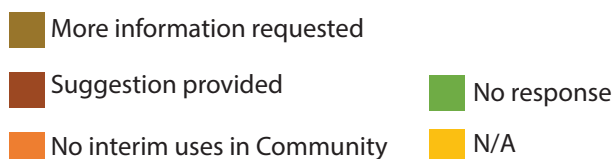
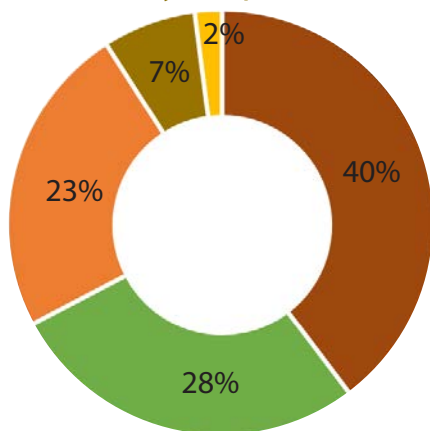
4. Agricultural Lands. (8 respondents)
5. As preferred by the landowner. (7 respondents)

Within the written responses, similar suggestions were provided; although, 2 were opposed and 3 did not provide a response.

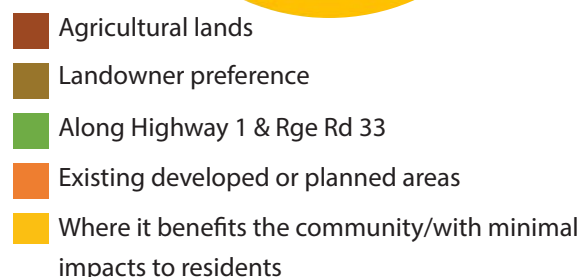
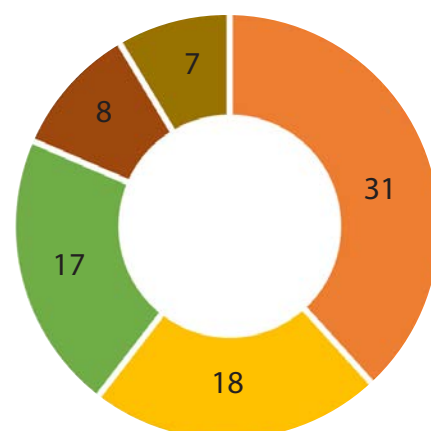
Verbatim comments:

- None. Leave the land as agricultural.
- Only small parcel agricultural e.g. market gardens should be allowed on an interim basis. Allowing uses on an interim basis opens the door for long term use of that facility.
- If there must be 'interim' uses, then along RR33 between TC Highway and Springbank Rd.
- Anywhere, but particularly where they benefit the community.
- Industrial/airport area
- Anywhere as requested by land owners.
- We are completely opposed to interim use proposals.
- The Auto Mall development previously seeking approval at Old Banff Coach Road and

Survey Responses



Top Areas



101 Street was originally planned to proceed under an interim land use designation. This was a disingenuous manipulation of the “interim” use circumventing proper site servicing and yet represented full commercial development with a 25-year lifetime. I further note this approach seemed to be supported by county administration and a large part of council (at the time).

- What would happen after the designated time frame? Would the county then insist on proper servicing? Get the job done when the development is first proposed and the developer is financially capable!
- Given our experience, we do not want to see this land use designation employed anywhere.

Question # 11

Intermunicipal Boundary

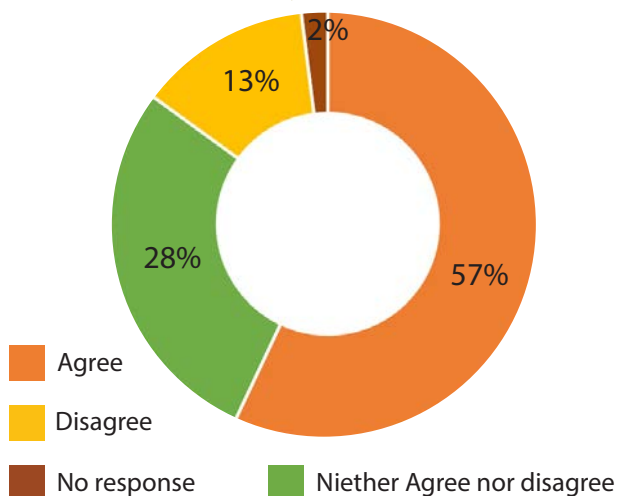
The current draft ASPs identify areas along the boundary with the city of Calgary and Stoney Trail that require further planning and consideration. 57% of respondents agree with this approach, while 13% do not, 28% neither agree nor disagree, and 2% did not provide a response. Within the written responses, 7 out of 10 agreed that further planning is required, 1 did not agree, and 2 did not provide a response.

Comments provided from those who agreed with the approach raised concerns about the collaboration efforts between The City of Calgary, the Province of Alberta, and the County. Some suggested that decision making should be completed in partnership with the City. Respondents mentioned that consultation with the community is required due to the various stakeholders involved. Some suggested that this area should be treated as a transition and/or buffer between the two municipalities from urban to rural uses. There were contrasting opinions on the degree of development as some suggested that due to its proximity to urban development, this area is appropriate for commercial uses and higher density developments, while others would prefer to limit development all together. Some suggested that the transition areas can provide connectivity to the area through trails and pathways, while some would like to see traffic concerns in the area addressed.

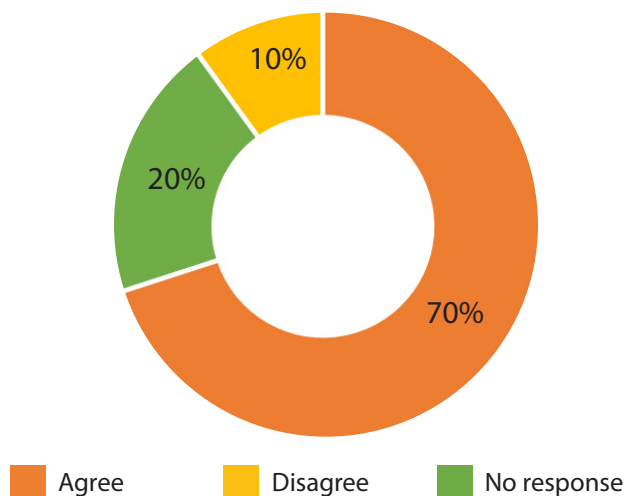
Verbatim comments:

- We understand that there is not yet consensus from the community, or between Calgary and RVC on how these lands should be developed. Accordingly, we agree with this approach.
- Need to be sure to have walking/bike access from Lower Springbank Road into Calgary along 17th
- Areas on the city periphery should cater to and support travelers, tourists, and other road users by way of having commercial properties

100 Survey Responses



10 Written Responses



oriented towards road users as well as sites such as rest stops (with commercial properties within them).

- Since this area is on Calgary's border, and a major transportation corridor, it makes sense to develop this area with higher residential densities, and some commercial services.
- That area is not built for commercial use nor high density residential; there is so much risks and costs to develop that area
- Potential area for a 3rd ASP as it is a transition area from the city to RVC.
- Whatever happens there, don't forget that those acreage owners are just minutes away from shopping centres and there is no need for anything except acreages there.
- For heaven sakes it's already been completely destroyed as a wildlife quarter at a beautiful place. Any further plans need to be approved by people who already own land or live in Springbank.
- The areas adjacent to the city, identified as Special Planning Areas, are already mandated to require coordination with the City of Calgary. Any future developments should tackle the long-term servicing requirements and be sensitive to the already established, adjacent, country residential communities.
- I have talked to the City of Calgary within which the lands sandwiched between 101 Street and Stoney Trail are located. These lands comprise a relatively small area and would be costly to service; the city therefore has no development plans.
- We agree the mirrored lands to the west of 101 Street will require careful planning due to a lack of readily available services. That certainly does not imply a more intense level of development, the opposite in fact.
- The failed South Springbank ASP was promoting the lands along 101 Street for enhanced development, presumably because of their semi proximity (non-visual) to Stoney Trail. Why? A simple cruise along the completed portions of Stoney Trail reveals a

majority of the bordering lands are single family residential.

- Further, we note the failed ASP recognized the Old Banff Coach Road and 101 Street intersection as an important gateway to Springbank. How then was a commercial development (Urban Interface Area, say an Auto Mall) construed as an appropriate gateway to a country residential community?

Those who did not agree did not want urban development on County lands, and some would like to see a transition between the city of Calgary and the County. Some have posed concerns about impacts to wildlife corridors, the environment, and open space. Some would like to see more certainty on the policies for these areas (Special Planning Areas).

Verbatim comments:

- There needs to be more of a transition area between the city and county. The city is encroaching on the county - bumping up to country residential neighborhoods with very little buffer eg. Artist View.
- An auto mall on 101 street would have terrible light pollution for the animals and in general is the wrong use for this area
- I live on that boundary. I do not agree with development that erodes the small acreage way of life that makes Springbank special and desirable.
- I do not agree with this approach. My land is currently in a Special Planning Area. This seems very unfair and leaves me totally uncertain as to how things will progress and when. I would like to have some say and perhaps share my vision as to what happens to my land. I would like to have a proper designation and am currently working towards that goal.
- We need a green belt around Calgary to encourage sustainable growth.
- Already covered in future, previous comments. You're presently is a brilliant boundary

between the city of Calgary and Springbank.
Don't mess with it.

For respondents that neither agreed nor disagreed, some mentioned that they do not have enough information to answer the question and would like further clarification. Some commented that the area should be left as traditional country residential, and sensitive wildlife habitat and environment areas should be preserved. Some do not want to see any further development, including commercial uses.

Verbatim comments:

- This statement is vague and meaningless. What specific considerations are you seeking agreement with?
- I strongly oppose large scale commercial development anywhere in Springbank. It can be on the city side of this boundary.
- Yes!! Collaboration with City of Calgary to preserve green space, wildlife corridors and recreation lands. This region should be a hub for outdoor pursuits, and sport/leisure opportunities.
- The area along the boundary with Calgary and just north of Highway #1 should remain as environmentally sensitive and wildlife habitat and corridor areas.
- Should be left as country residential. People exiting the city can enjoy the country and the mountain views instead of buildings.

Question # 12



Areas of Improvement

Respondents were asked if there are other areas of improvements in the draft ASPs at this stage. The majority (59%) of respondents did not provide a response, but for those who commented, the top themes are summarized below. Similar comments were raised in the written responses.

1. **ASP Document:** Some commented that the ASP document needs clear language and for the maps to be user friendly. Some policies and definitions

require further clarification and explanation, as well as certainty for transitional land uses (Special Planning Area). Some respondents indicated that they were supportive of the North and South Springbank ASP and would only suggest minimal changes to respond to concerns raised at CMRB.

2. **Business Development:** Concerns were raised that the areas identified for business uses are too great. Many suggested limiting business uses to existing planned areas such as Range Road 33 and south of Highway 1, and to not expand east of Commercial Court or Bingham Crossing.
3. **Maintain Agriculture:** Some would like to see agricultural lands retained to preserve the history and character of the community.
4. **Cluster Residential:** Respondents raised concerns about the amount of cluster residential proposed in the ASP. Many proposed limiting higher density residential development forms and instead keeping the traditional country residential character of two-acre minimum lot sizes.
5. **Connectivity:** Some suggested that designated bike lanes are required to improve safety for road cyclists.
6. **Infrastructure and Services**
 - a. Concerns were raised regarding the cost of development and the need to upgrade infrastructure as the population increases.
 - b. More details requested on how servicing will be addressed and the impact of increased demands on water, wastewater, stormwater, emergency services, roads, traffic, etcetera.
7. **Recreation:** Some respondents would like to see more recreation amenities, parks, river access locations, trails, and pathways in the plan area.

Verbatim Comments:

- How can you realistically expect residents to read and fully educate themselves on the 100+ page ASP documents? The likelihood of residents responding to this survey to have reviewed the ASP in full and then incorporate this information into their responses to this poorly worded survey is exceedingly low. You need to break the ASP down into smaller

elements such that residents are fully educated and can form “educated” opinions and feedback for Rocky View. You need to define the servicing strategy for all the growth you are proposing (for example, waste water). You make no mention of population density. You are forcing people to read the ASP to understand “cluster”. This is a new concept that Rocky View has conveniently hidden in the ASP rather than highlight and define in this survey. Why are you not highlighting what the ASP is today vs what you are proposing? It appears that there is a significant amount of commercial / industrial development. Why is there no consultation on this? What does this look like? It seems as though there is not full-true-plain disclosure on this topic.

- All cluster residential areas adjacent to bow river should only be country residential areas or park.
- There is a large proportion of cluster residential development in the draft ASPs. These should undergo further discussion -- will have major implications for services, education, and overall feel of the community.
- Bike trails between the schools and Harmony to make travel safer and possible for kids to

ride bikes to school. Working towards a less car centric community.

- I have significant concerns about real infrastructure and direct costs associated with increasing density from 6000 to 50,000 plus. Fire, police, water, septic, schools, traffic, roads, road maintenance to name a few.
- Special planning areas need to be well planned and better defined prior to any developments permitted in these areas.
- The main thing is to take away the uncertainty of having special planning areas and work with the appropriate parties to attain an appropriate designation for these areas now - recognizing that these areas are essentially transitional areas between Calgary and Rockyview. Now is the time to set the stage for what this should look like.
- What about more parks or maybe at least one park like Bowness Park, with lovely trees and river access, picnic tables, bathrooms and pathways.
- The draft previously, given 2nd reading was pretty good. Make sure to hold onto proposed changes in the HWY 1, RR33 area.



FEEDBACK ON ENGAGEMENT PROCESS

Question # 13



In Person Events

The online survey asked if respondents were satisfied with the engagement process. At the time, provincial COVID-19 health restrictions were still in effect, and to understand participants' level of comfort, respondents were asked if they would be comfortable with in-person events for future engagement opportunities; 87% responded that they were, 10% were not, and 3% did not answer.

For written responses, all respondents were comfortable with in-person event.

Question # 14



Website Content

Participants were asked if they were satisfied with the website content; 64% were satisfied, 12% were not, and 14% responded with additional comments.

Although the response from participants both online and written were largely positive, some raised concerns that there is too much information on the website and it can be difficult to navigate. Suggestions included

summarizing content, simplifying the language, and to improve mapping.

Question # 15



Coffee Chat

Respondents were asked if they intended to participate in a Coffee Chat Session; 58% were unlikely to book or attend, 37% had already booked or attended, and 5% did not respond.

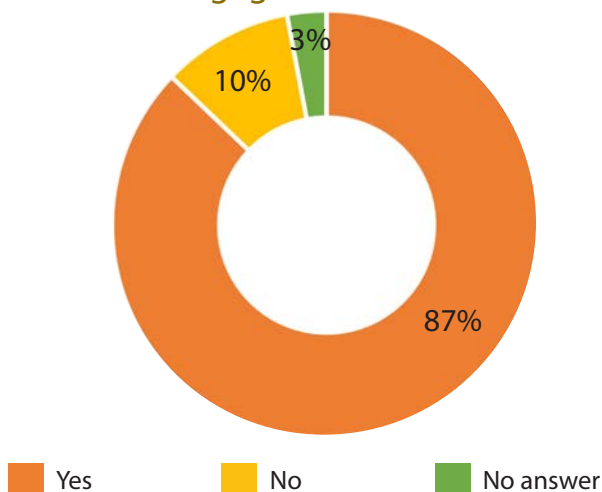
Question # 16



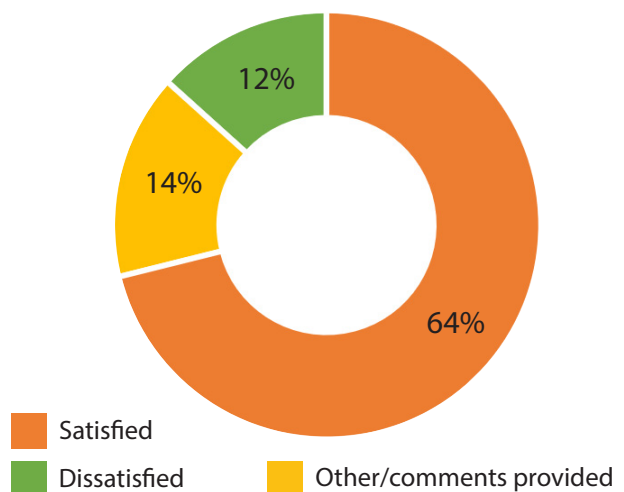
Online Survey

Participants were asked if they found the online survey valuable; although the majority of the responses were positive, 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. Some have commented that the survey is quite restrictive, and that some of the questions are leading, unclear, or vague. Some were satisfied that they were able to offer feedback; however, they were also curious how the responses will be incorporated or considered in the final document.

Comfortable with in-person engagement events



Satisfaction with website content



Additional Comments or Suggestions

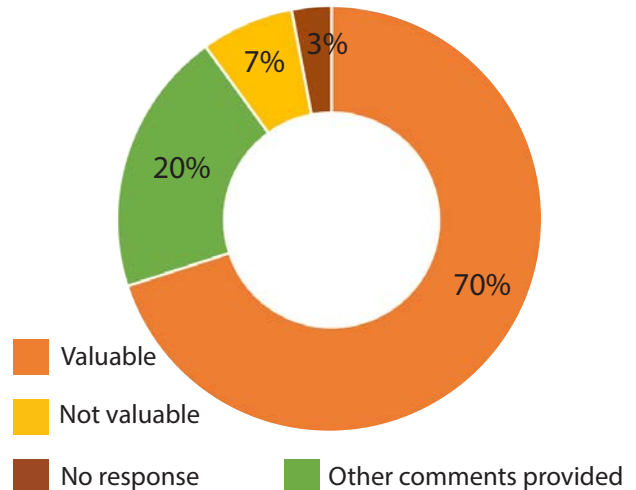
The final question asked for any additional comments or suggestions on how the community should be engaged in the future. The top suggestions were (not in order of priority):

- Open houses
- Collaboration workshops with residents
- Coffee chats
- Regular updates (email, presentation, mail, email)
- Local newspaper
- Signage
- Community meetings
- Surveys, polls
- Mobile platforms (Zoom)
- Would like to see engagement feedback

Coffee Chat Session Probability



Value of Online Survey



WHAT WE HEARD

PART 2: OPEN HOUSE, COFFEE CHAT AND WRITTEN FEEDBACK

OPEN HOUSE:

The County hosted a workshop-style open house on April 28, 2022. The open house explored the same topics as the survey and the virtual coffee chat sessions with a focus on sharing information and answering questions. Administration provided an overview of the project, recent milestones, and next steps, followed by a general Q&A period. Attendees then broke into smaller groups for discussion. Formal feedback from the event was provided via hard-copy survey responses (available to all attendees) or written feedback received via email after the event. The project team heard the following key themes and topics of discussion (listed in no particular order):

- **Infrastructure and Servicing:** Concerns were raised that development is occurring and/or planned without proper planning for services and infrastructure (water, wastewater, stormwater).
- **Cluster residential / residential densities:** Many questions were raised about the impacts of higher density residential development, how it might look, where it would be supported, if it fits with existing communities, the availability of servicing, and the effects on groundwater and traffic.
- **Special Planning Areas:** Attendees suggested that further clarity on the future of the special planning areas, including timing and form of development, servicing, interim uses, compatibility with existing residential areas, impacts of Stoney Trail infrastructure, and future City development was required.
- **CMRB and pending decision on the Regional Growth Plan:** Questions around the CMRB referral process, City challenge letter, Board decision, Council's response, and the implications for the Springbank ASP project were raised.

Much of the specific feedback and matters for clarification are addressed in detail through the survey and written response sections of this report. Overall, the open house provided an opportunity for in-person connections with residents and stakeholders, to hear from one another, and to share updates on the project.

COFFEE CHATS:

The County hosted a series of coffee chats during the months of April and May 2022. In total, there were 10 sessions and 54 attendees. The same questions from the survey were asked of the attendees, and the following summarizes the responses gathered from those sessions.

Coffee chats were mostly attended by residents and landowners of Springbank – many were long-term residents, while some were new to both the community and the project. Representatives from the community associations, development industry, as well as business owners also attended the sessions.

The majority of attendees preferred to have one ASP to facilitate comprehensive planning and for efficient connectivity; many see the community as one, and some questioned the logic behind the initial split. Those who preferred two documents noted that the ASP scale is quite large, that there are unique aspects to communities in the area, and that splitting the document could focus the plan. Some did not have a preference but would like to see more comprehensive planning to identify unique areas of the community and address the servicing and infrastructure needs of the community.

Attendees were then asked about their top priorities for the Springbank community; many of the themes are similar to those identified in the survey results:

- **Business Development:** Some would like to see local businesses that benefit residents of Springbank, such as farmers' markets. Participants mentioned commercial development should be focused closer to the Airport. There were mixed opinions on business development close to the Highway – some did not want to lose the scenic nature of the corridor, while some suggested focusing on the corridor away from residential development, would have benefits.
- **Agriculture:** Concerns were raised regarding the difficulty and risks of continued farming in the area with limited contiguous farmland and increasing pressures of population growth. Some participants shared a view that agricultural lands should not be

limited or sterilized for the sake of other landowners' views. Many value the rural and agricultural lifestyle and traditional country residential lots available in Springbank and would like to maintain this.

- **Community Amenities and Services:** Many would like more focus on public amenities for residents, including planning for municipal reserve, trails and pathways, parks, open space, and a community centre. Further support was desired for Springbank to be enhanced as an area for cycling and for improved pathways throughout the community.
- **Comprehensive Planning:** Comments suggested a growing need for strategic planning for the community, and to provide opportunities for growth, plan for infrastructure, and encourage development in appropriate areas.
- **Infrastructure and Servicing:** Concerns were raised that development is occurring without proper planning for services and infrastructure (water, wastewater, stormwater). Burden of cost to provide these services was also raised.
 - By contrast, other participants shared opportunities for solutions, specifically for potable water supply to support the core as well as commercial development north of Highway 1.
 - It was noted that lands west of Calaway Park hold water license capacity which could offer future benefit to residents and support future development potential.
- **Traffic Concerns:** Respondents mentioned improvements to infrastructure and the road system are needed, as well as consideration for traffic impacts from increased development. Concern was raised regarding safe travel along Old Banff Coach Road, especially with traffic impacts from neighbouring City developments. Suggested infrastructure improvements include shoulders for road cyclists, traffic circles in lieu of stop signs, and larger parking lots around the school.
- **Land Use:** Some comments mentioned that there needs to be a mix of uses to accommodate different lifestyles. Some would like to see

flexibility on land use and policy for site-specific outcomes (interface/setback, residential/commercial).

- **Environment:** A desire was voiced to conserve environmental areas along the Elbow River, protect wildlife corridors, encourage natural areas, and promote green spaces.
- **Aging in Place:** It was noted that Springbank has limited ability to "age in place" and that respondents would like to see opportunities for residents to stay in the community throughout their lifetime. A diverse range of housing styles and parcel sizes would offer choices for residents at different stages of life.
- **Council Governance:** Some noted that having an efficient Council leadership is important.
- **Residential Development:** Some respondents were opposed to cluster-style development and would like the preservation of traditional country residential development in area south Springbank. Suggestions were given to focus on approved communities that have not yet been built prior to any new residential developments being approved.
- **Special Planning Areas:** Comments noted that there is development pressure in the special planning areas and that policies should be further defined. Furthermore, it was noted that transition and coordination between the municipalities should be further addressed.

Two map sets were presented to the group to show the current land use strategy and the original land use strategy. Feedback was requested on key areas such as business development, the community core, and future expansion areas as identified on the maps. Given the open discussion format of the meeting, multiple topics and general themes were discussed during the conversations. The following is a summary of the primary concerns voiced:

- Agriculture and farming take many forms and use various land types (i.e. cereal crops, pasture, and equine services), and not all agricultural lands are economically viable in Springbank. Agricultural uses should be supported until landowners request to change.

- Agricultural lands are not there as scenic routes or for views; they are privately owned.
- Consideration for policies to allow for small-scale, local, and creative businesses.
- Further clarification for business commercial along the Highway – some would prefer to see commercial development along the Highway, while others prefer to have it set back to allow a scenic route.
- Many agreed with the location of the community core. Some suggested consideration for lands north of Highway 1.
- General agreement with the Future Expansion Area; some would like to see a mix of uses including residential.
- Some would like to see progress on existing plans prior to approving new developments or consideration of the Future Expansion Area.
- Consider putting in traffic circles, provide pathway connectivity, address water services in the County, and maintain emergency services.
- Provide clarity and definition for interim uses, consider compatibility with existing uses, and ensure temporary approval.
- Limit airport expansion.
- Special Planning Areas along City boundary – consider residual lands owned by the City; concerns were brought up regarding annexation.
- Accommodate demand for varied housing choices.
- Provide further clarification on definition of residential infill.
- Respondents were generally satisfied with the land uses identified in the current draft ASPs but would like defined boundaries between each land use area, and features such as corridors and river valleys to be shown.
 - Increase distinction between residential and commercial on the land use strategy maps along Highway 1.
- Special Planning Area: would like clarity and certainty on these lands, as well to incorporate appropriate transition from City of Calgary lands.

Attendees were asked if they are comfortable with in-person meetings. Many responded that they like the flexibility of having both virtual and in-person options, others indicated that virtual was preferred as it is more flexible with scheduling, and still others preferred in-person for thorough discussions and connections. Opinions indicated that open house or town hall format is preferred when there is a lot of information to be provided, and some would like materials to refer to beforehand.

Additional questions and discussion points raised during the sessions included confirmation on the project timelines and further explanation on the CMRB process. Many also inquired about the proposed Costco development permit application.

WRITTEN FEEDBACK AND LETTERS:

As part of the engagement process, stakeholders had the opportunity to provide written feedback on the project. 41 letters were received, and the general themes from these letters resonate with much of the comments and concerns raised during the coffee chat and survey results. A summary of these letters is provided below.

Comments were provided on the document and content within the Plan. Suggestions include combining the ASPs to return to a single ASP. Some called for clear direction and clarity on policy requirements, and that impacts, accountability, and cost of development be addressed. It was suggested that phasing and timeframes be included in the Plan to provide clarity and to facilitate coordination. Additionally, suggestion was made to focus on existing developments prior to approving new ones. Furthermore, submissions include a desire for emphasis on comprehensive planning, identification of cumulative effects of development and the impacts to existing lands, and to include transition or buffers between land uses, especially as the density changes.

Suggestions for business development include restricting it to existing planned areas such as Range

Road 33, Bingham Crossing, the Airport, Harmony, and Commercial Court. Some do not support commercial development along the Highway. Others raised concerns that the land use strategy supports properties along Old Banff Coach Road for commercial development because they do not support large commercial developments, including big-box stores, shopping centres, and regional services. It was further suggested that infrastructure be in place prior to development of these commercial areas.

Further clarification on the definition of “cluster residential” was requested. Some do not support the amount of cluster residential and Villa Condos presented in the draft ASPs, nor allowing for minimum parcel size of 1.0 or 0.30 acres, especially close to existing traditional country residential lots. Some inquired about the status of previously-proposed seniors’ housing. Other feedback indicated that where Harmony already provides for higher densities, they would prefer to keep the minimum parcel size of 2.0 acres throughout Springbank. Many noted that they moved to Springbank to get away from the urban lifestyle, and that they would like to preserve the character of Springbank and retain as much of the existing agricultural landscape as possible.

Desire was expressed for more public amenities for the community such as pathways and trails, a community hall, river access, parks, open space, and natural areas. Furthermore, environmental preservation and considerations for wildlife corridors, in addition to spaces provided for recreation purposes, was also raised. Some suggested comprehensive planning for these public amenities to enhance connectivity and improve infrastructure. The Community Core along Range Road 33 was noted as a central gathering place for the community, and suggested uses include local services such as seniors’ housing, daycare, a recreation centre, and local shopping.

Some would like to see the Future Expansion Area remain as agricultural, or undeveloped, until planned areas have developed. Consideration for some

residential development within the Future Expansion Area was brought up as a transition between the existing residential use and future commercial use.

Some raised concerns about limited water supply and feasibility of Harmony as an option – suggestions include development of comprehensive water and wastewater servicing strategies for new developments in Springbank. Respondents mentioned that development should be of net benefit, and that infrastructure costs should be paid for by the developer. Additionally, emergency services were also mentioned as a priority for the community; some raised concerns on policy provision for community safety and emergency services. Traffic concerns in the community were reiterated along with the desire to see upgraded infrastructure including bridges, traffic circles, cloverleaf, and shoulders to increase safety for road cyclists.

Some were concerned that the urban interface areas along the boundary with the city may result in urban-style development; consideration was requested to provide transition zones from the higher density of the city of Calgary to lower density County lots, and to facilitate a gradual transition to rural residential lots. Concerns were raised on the proposed development offering 30% and 80% commercial and 6-10 residential units per acre (Old Banff Coach Road proposal).

Other:

Some felt that they were not heard in the previous engagement sessions and would like to understand the rationale behind the decision-making process. Some requested an increase to the circulation distances to allow for a larger notification area and would like to see more opportunities to be notified of new development. The Calgary Metropolitan Region Board was mentioned, with some requesting further information on the submission process.

7 CONCLUSIONS

The purpose of this engagement was to obtain feedback on the draft North and South Springbank ASPs, alongside other technical and regional planning considerations. The feedback received will help County Administration revise the documents, ensuring that they provide an appropriate framework for the community vision.

Of those that provided feedback through the online survey, coffee chat sessions, and written submissions, it appears that the majority found the engagement process beneficial and productive. However, there were also many suggestions for improvement, and the County will consider these suggestions to improve future events.

Although responses were varied for many of the land use categories, there was apparent consensus among 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 clearly defined. This is consistent with the sentiment of participants involved in the previous engagement events on Springbank. There was also clear support for business uses (industrial and commercial) to be focused on existing and approved Plan areas around Springbank Airport, Bingham Crossing, Range Road 33, and Commercial Court. There were mixed opinions on further business development along Highway 1, with some preferring this area as it is - away from residences, while others prefer to keep this area clear as a scenic route.

Although less clear, there was support for the Transition Area adjacent to the municipal boundary with the city of Calgary. Some would like policy provision to integrate with urban development plans within Calgary

addressing the transition from high-density urban development to existing country residential lots. However, some participants also suggested that these lands should be left as an undeveloped buffer between the two municipalities for wildlife corridors and environmental preservation. There was agreement among many that the ASP should not promote higher densities and that agricultural and environmental lands should be 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.

Strong views were noted on continuing with country residential development as the primary housing option within Springbank. Many participants did raise concern with other forms of development proposed within the community, questioning cluster residential and villa condo forms of 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.

Finally, there were a number of suggestions to provide greater definition and policy in parts of the ASP document to ensure that they are clear, not open to interpretation, and provide assurance to landowners.

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

Project website: www.rockyview.ca/SpringbankASP

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

8 APPENDICES

APPENDIX 'A': Engagement materials

APPENDIX 'B': Survey responses

APPENDIX 'C': Coffee Chat Minutes

APPENDIX 'D': Written Feedback

