

**Preliminary Draft Springbank ASP
Collated Public Engagement Comments and Responses**

Comment / Question	Topic	Sub (if applicable)	Response
One concern is the high density levels slated for the area on the west side of 101 Street SW.	Density		An amendment to the ASP is required to determine overall densities for the lands adjacent to 101 Street; this process will include further public engagement and be subject to further consideration by Council. The proposed policies require a transition of development types and densities to ensure impacts on existing residents are mitigated.
To the north of Heritage Woods is a few very treed ravines with an abundance of wildlife (coyote, deer, moose, a number of different bird species and range of smaller animals). It is unclear in the Draft what type of development is slated for these areas – I think it is referred to as “Special Interest” areas.	Special Area 4	Wildlife	MR parcel runs through the middle portion. Future development of Special Area 3 not yet determined. Please note a wildlife corridor is identified here per Map 7: Wildlife Corridors.
Another concern is the potential increase in traffic on an already very busy 101 Street.	Traffic		See Section 20: Transportation and supporting Springbank Network Analysis posted on our webpage.
It is a very unique area and I would suggest the County look at setting aside more space for wildlife corridors and environmental reserves in that area. I would be a great way to buffer the city of Calgary’s development into the rural setting of Springbank.	Environment/Wildlife	Buffering	See section 16: Natural and Historic Environment as well as supporting Environmental Study.
Existing residential landowners in these SPAs could find themselves butting up against high density residential or business commercial uses, but with no established guidelines or parameters to guide the structure of that development.	Special Planning Areas		Noted, see response 6
It would be far better for the ASP to incorporate in Policy 13.4 some much more specific protections to ensure that any such transition would be required to be very gradual and to not adversely impact the existing land uses immediately adjoining the City’s boundaries.	Special Planning Areas	Policy 13.4	Public engagement for Special Planning Areas will be required and amendment to plan will require public hearing. At that time, specific concerns can be addressed regarding transitions.
So, to be clear, I strongly oppose the designation of large SPAs without greater detail on both the types of developments and the strategy of transition that would apply to these areas.	Special Planning Areas		Noted, see response 6
Concerns around the future of Old Banff Coach Rd, future intersections, and implications of CRMB.	Traffic	CMRB	See Section 20: Transportation. CMRB concern noted.
We in our household stand in favour of low density of 2 and 4 ACRES per UNIT (residence) as an overall plan in the Springbank area, And an overall population in Springbank based on this concept.	Density	Population cap/estimate	Table 2 in the draft ASP provides an overall population estimate based on the proposed land use strategy. Infill Country Residential accounts for 4,232 acres of the plan area, plus the existing 3,448 acres of existing country residential with portions of the cluster residential likely to develop to country residential if cluster not viable (see policy 7.10). This provides for a total of 32.55% of the total plan as country residential (current form).
As the Springbank ASP is built out over the years (ie, higher density, more vehicles of all types) I can not strongly suggest enough that Rocky View be proactive in the build out of appropriate infrastructure (particularly roads, new and widened/ double lanes etc) ahead of the needs.	Traffic		See Section 20: Transportation and supporting Springbank Network Analysis posted on our webpage.
A secondary issue, related to that above, would be to coordinate the build out of the high density areas to one in north Springbank and one in south Springbank at a time. Thus to manage and ease the traffic issues that could be faced without the mitigation suggestion above.	Phasing		See Section 20: Transportation and supporting Springbank Network Analysis posted on our webpage.
Would like to have interim use options during construction / completion of Stoney Trail	SPA		Limited servicing interim uses have been included on the east 1/2 of SPA 3
Concerns over annexation. Would like to be involved in those discussions.	Annexation		See section 11 for policies with respect to process to develop SPA areas including collaboration with the City.
Document lacks technical reports. Land use scenarios should only be completed once technical reports are finished.	Editorial Comments		Noted.
Concerns over aquifer depletion in Springbank. County has to stop allowing Atkins / Devonian Ridge Conceptual Schemes to go forward without piped services. Aquifers can’t sustain the increasing number of wells.	Servicing		Noted.
Concerns over lack of infrastructure (both hard and soft). Infrastructure needs to be in place before adding large numbers of people to Springbank.	Infrastructure	Recreation	Noted, please see technical sections of the Plan and supporting technical studies.
Concerns with Lower Springbank Road. Already too much traffic.	Traffic		Noted, please see technical sections of the Plan and supporting technical studies.

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2 acre development is not sustainable.	Density		Please see residential land use strategy where cluster residential is supported, villa condo developments and cluster live/work all of which are intended to offer a variety of options for development form in Springbank while respecting the vision of the community.
Cluster housing is not sustainable without piped services.	Servicing	Cluster	Cluster is proposed to be serviced by both regional and decentralized servicing arrangements based on location, timing, on-site technical
Greater aquifer analysis of Springbank area should be completed under this plan.	Aquifer		Acquifer analyses are required as development proceeds through the subdivision and development stages and focused on specific areas contemplated for development.
Development should be done comprehensively.	Form of Development		Please see section 7 specifically requirements for development of cluster and infill country residential development areas. The intent of these policies is to support comprehensive development while providing development opportunities for individual landowners at their discretion.
Growth in area has created pressure on existing agricultural operations. Farming is no longer sustainable in Springbank.	Agriculture		Noted.
Farmers should have options to develop their lands.	Agriculture		As per land use strategy map 5, all lands in Springbank are identified for some form of development potential (subject to timing, servicing, transportation and environmental constraints).
We know that you are keenly aware that the ASP presents numerous significant issues for the community. These include the pace of development, ground water quality and supply, potable water supply, waste water and solid waste management, infrastructure and support, utility services, emergency services, transportation and road traffic, the environment, rural quality of life, property values and coordination with the City of Calgary's annexation plans.	Multiple		Each aspect noted is intended to be addressed through the draft Springbank ASP with the exception of property values and annexation. Property values are not a planning consideration at the ASP level as per the County Plan. The City of Calgary's current growth plans are identified in the RVC/City Intermunicipal Development Plan - the Springbank area is identified for County growth.
While most developments have presented studies stating that "additional traffic will have limited impact", they seem to ignore the cumulative effects of the multiple developments in progress as well as the problems created by the construction associated with Highway 8 and the extension of Stoney Trail along 101st St SW.	Traffic	Cumulative effects	The purpose of the Springbank ASP Network Analysis is to analyze the current road network, intersection, laning, and road ROW against the proposed land uses and to identifies areas for improvement to ensure operational and functionals need are satisfied. Regional connections such as Highway 8 and WRR would potentially addressed when those corridors are examined in further detail.
River valleys and natural areas have to be identified and included in the ASP as "future recreational zones".	Recreation		Mapping amendments have been completed to identify the floodway area more clearly and define criteria for these lands.
It is essential to include or reference the STAPA active transportation map within the ASP and place this reference in the public realm	Active Transportation		Please confirm, but we believe the ASP is inclusive of these alignments.
In discussions (ASP, open houses, Active Transportation) relating to activity in the Springbank area west of Calgary, there has been mention of the possible closure of OBCR.	Traffic	OBCR	See below.
Apparently, a new functional transportation study is being proposed (section 23 of draft SB ASP). This study should be conducted after the completion of the west ring road (WRR). The WRR will be a 'game changer' for area traffic. The reason for the WRR is to give traffic more an expedient, easier route. The result should be less traffic on Springbank roads.	Traffic		The purpose of the Springbank ASP Network Analysis is to analyze the current road network, intersection, laning, and road ROW against the proposed land uses and to identifies areas for improvement to ensure operational and functionals need are satisfied. Regional connections such as Highway 8 and WRR would potentially addressed when those corridors are examined in further detail.

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<p>Keeping OBCR open: • Closing will transfer traffic from OBCR, 1,500 – 2,000 vpd will be added to other roads</p> <ul style="list-style-type: none"> • Load increase of 53 – 74 % on SB road and RR31 • Traffic in the area should be shared, dispersed, allowing for alternate routes and access. • Road width – it is mentioned as being 6.9m. Measurements indicate 7.1 m • Width described as being 6.9 vs 7 m, a distance difference of 0.1m, 10cm, the width of a hand – insignificant in relation to the overall road width • Measurements indicate that the OBCR is similar in width (7.1m) to roads like RR31, Twp 245, SB road, thus OBCR is fully capable • The approval of the West Ring Road (WRR) can be described as a 'game changer'. Much traffic will be diverted from the SB area and the OBCR in particular • The WRR would take traffic that currently takes Hwy 1 west from/to SW Calgary communities, such as Cougar Ridge, Paskapoo, West Springs, Coach Hill, Aspen Woods, Christie Park, etc. • Wait until the West Ring road is functioning to reassess traffic flow. • OBCR has only 5 private driveways compared to 15+ on SB/RR31. Thus OBCR is a safer, less risky route. • It is proposed that OBCR be enhanced by straightening some areas. • A pathway for pedestrians and bicycles be constructed separate and parallel to OBCR. The pathway requires less subgrade preparation. A 2m width would allow easy maintenance by light equipment. • SB hill (at Horizon on SB road) has a steep grade (6% for 1km). The transfer of traffic to SB road increases risk, creating a hazard. • Rocky View County's "Greater Springbank Functional Study" (2008) envisioned the Hwy 1/Hwy 563 interchange remaining in its existing location. The study indicated that RR-31 would ultimately warrant a 6-lane arterial/expressway standard (capable of accommodating 51,000 vpd) and Highway 563 would warrant a 6-lane arterial (capable of accommodating 30,000 vpd). (Castle Glenn report) • As a result of a perceived problem on OBCR, there is a desire to transfer the problem to another location. This creates or compounds a problem somewhere else, rather than addressing a concern. If a person had a problem with garbage, would they take it to their neighbour's yard and dump it there? That would be a mistake that having been made would be unlikely to be admitted to and corrected. 	Traffic	Active Transportation	Noted, the County will continue to consider this matter.
Would like to see cost recoveries for Twp. Rd. 245 upgrades?	Cost Recovery		Cost recovery is managed via Infrastructure Cost Recovery Policy #406.
Traffic circles are preferred over intersection lights on Rge. Rd. 33	Traffic		Roundabouts are identified on RR 33 in active development proposals as well as functional study for RR33/HWY 1.
<p>The draft ASP states that its vision for Springbank is to "offer a tranquil rural lifestyle" where "acreages will continue to be the predominant housing option", however, most of the policies proposed in the ASP do not match this vision.</p> <p>Most Springbank residents would agree with the vision statement for our community. We choose to live in Springbank because it is predominantly a country residential community with lower density than the villages and small towns of RVC (which are NOT country residential communities).</p>	Vision	Density	Infill Country Residential accounts for 4,232 acres of the plan area, plus the existing 3,448 acres of existing country residential with portions of the cluster residential likely to develop to country residential if cluster not viable (see policy 7.10). This provides for at least 32.55% of the total plan as country residential (current form).
Elbow Valley (which is NOT a country residential community) has a density of approximately 1 unit per acre (upa) but the draft Springbank ASP proposes the overall average density of Springbank would be increased to 1.25 upa. That would mean a huge density increase for all new development. Likewise, the minimum 1.5 upa being proposed for Springbank's cluster residential developments is a large increase over Elbow Valley density (about 1.0 upa).			The current ASP allows a minimal parcel size of 2.00 acres (0.50 UPA) with smaller lots permitted with adoption of an conceptual scheme.
The County Plan allows for cluster residential as a housing option in country residential communities, but with the restriction that this option must "retain the rural character" of the country residential community. The County Plan describes cluster residential as an alternative way to configure the same number of residential parcels, not as a means to increase density. Therefore, the draft ASP is out of step with the County Plan on cluster residential development. Therefore, the draft ASP is NOT consistent with the County Plan.	Density		Please see policy 10.9 (e) of the County Plan which states that: <i>Area structure plans providing for compact residential development shall...allow for residential dwelling unit bonusing when dedicated open land exceeds the minimum requirement or to achieve other identified benefits;</i> The draft ASP provides for increased density only where additional open space (over and above the minimum required) has been provided.

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Contrary to the claim (the "fact") in the draft ASP that the population at full build-out for the draft ASP would be approximately the same as under the existing Springbank ASPs, the draft ASP proposes a huge population increase for Springbank, as follows. Harmony with its proposed 10,000 residents should be taken into consideration in the draft ASP because it will also be using the services and infrastructure of Springbank. Together the proposed population of 20,000 in the draft ASP plus the 10,000 in Harmony – 30,000 represents a huge town, not a country residential community. Add to that the as-yet-unknown population of the intermunicipal zone on the eastern boundary of Springbank/RVC (on the western boundary of the city of Calgary), which perhaps amounts to 18,000 additional residents. This all adds up to nearly 50,000 more residents proposed for Springbank! That's about DOUBLE the size of Cochrane. Or about half the size of Red Deer or Lethbridge. That increase is inappropriate and would certainly overwhelm the Springbank community described in the vision statement.	Population		Special Planning Areas are likely to see more mixed development forms including some commercial, live/work and residential. These would be considered through a future amendment to the ASP and require a fulsome review and public engagement at that time. Full build-out of the plan will likely take many years and it will be dependent on a range of factors including access to servicing and regional growth patterns. The draft plan attempts to offer a scenario for full build out, while providing policies that allow flexibility for changing future circumstances.
Along with family, friends and neighbours, we have given a lot of time to attend open houses and other consultation opportunities offered by RVC. However, the draft ASP does not appear to reflect our feedback. Like most Springbank residents our family has talked to during this consultation period, we chose the low-density option supported by the majority. However, the draft ASP proposes densities exceeding those outlined in the high-density option. I believe that most Springbank residents prefer the low-density option, whereas the land speculators and developers want the high-density option because obviously that would be more profitable for them. I would like to see the data from the public engagement that shows what density level that residents support, as	How feedback was used.		Please see Phase 1 and 2 Summary Reports available on our website: https://www.rockyview.ca/BuildingPlanning/PlansUnderReview/SpringbankAreaStructurePlan.aspx
The servicing, transportation and environmental technical studies are not available yet, therefore it is impossible to assess these implications on the draft ASP proposals. When these studies are available RVC residents must be provided the opportunity to comment again on the ASP.	Technical Studies		The current draft Plan incorporates the findings of the technical studies and the studies themselves are available on the website.
The draft ASP suggests that regional servicing would be necessary for both potable water and wastewater servicing which would be necessary for development at the densities being proposed. Without such servicing, those high densities are not possible. Therefore, further work on the ASP should be delayed until the servicing studies are available. Without the appropriate infrastructure, the densities proposed in the draft ASP are not possible and, indeed, are irresponsible. Temporary measures that have been mandated in RVC for various developments (such as piping in potable water and then treating and disposing of the wastewater on-site; and use of spray irrigation for disposal of treated wastewater) fall far short of what is required for the high-density developments proposed in the draft ASP.	Technical Studies		Noted.
Without the transportation study, there are glaring gaps in information about the fate of OBCR, which is currently a provincial highway, but it is proposed by Alberta Transportation and the City of Calgary to be adopted by RVC, which RVC has so far declined to do. Also, with the development of West View ASP (City of Calgary), there is no information in the Springbank Draft ASP regarding new intersection(s) on TCH that 3 would feed south onto OBCR, making a very dangerous road even more dangerous for RVC residents who live on OBCR, as well as for other road users. Likewise, with the various other developments proposed in the Springbank area (Harmony, Bingham, Pradera, West View), what will be the impact on School Rd/RR 33 and on the schools and students along that road?	Traffic	OBCR	See Section 20: Transportation and supporting Springbank Network Analysis posted on our webpage.
The current lack of an environmental study for Springbank begs the question of how environmentally sensitive areas and wildlife corridors will be identified and set aside – all of which must be done BEFORE areas are proposed for development.	Environment/Wildlife		Please see section 16: Natural and Historic Environment as well as Environmental Study available on our webpage.
The draft ASP proposes a huge increase in commercial and industrial development along the TransCanada highway in Springbank. Such development does NOT match or enable the attractive gateway to the Rockies that is also proposed. Better places for development should be found other than along the TC Hwy (e.g., around the airport). Also the proposals in the draft ASP for increases in commercial and industrial development need to be backed up by data showing the demand for such. How and where can this data be reviewed by Springbank residents?	Business / Gateways		Refer to Section 32 - Scenic and Community Corridors. Commercial and industrial is intended to be development in a manner that creates a gateway to the Rockies envisioned by the plan. These uses have also been identified around the airport. The commercial and industrial development supports the County's fiscal/tax goals and is supported by the Springbank Industrial Needs Addendum and the Commercial / Retail Demand and Capacity Study.
The pre-release draft ASP proposes to add two large pieces of land onto the west and northwest of the Springbank ASP. This would appear to be about 25% of the total area covered by the Springbank ASP. This proposal was never mentioned during the public engagement for the ASP so it should be excluded from the plan until such consultation has occurred.	Future Expansion Areas		These lands have been included in the plan to identify possible future growth areas and ensure orderly development and transition from agricultural uses. The development of these lands will require an amendment to the plan, including future engagement.
My family, friends and neighbours in Springbank do not agree with many of the proposals in the draft ASP. We have all spent a lot of time giving feedback and attending open houses/information sessions etc. However, our opinions and feedback are not reflected in the draft ASP. In summary, the draft ASP would appear to be very premature for the various reasons mentioned above. And the draft ASP does NOT represent the wishes of current residents for their community.	Vision		Noted, please see the engagement materials posted on our website for all of the feedback received. The ASP is a reflection of direction provided through the County Plan, Open Space Master Plan, Rocky View County / Calgary Intermunicipal Plan, background studies, technical studies, direction feedback by landowners, and planning principles.

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Consider ingress and egress directly off the Trans Canada Highway down the right of way on RR35 and through to Harmony. This infrastructure would be an important catalyst for further investment in the region & solve some of the challenges the County is facing from the traffic generation on RR33	Transportation		See Section 20: Transportation and supporting Springbank Network Analysis posted on our webpage.
Look at aging population that wants to remain in their rural setting but cannot maintain an acreage, offer a small condo community with gardens and green space. Low maintenance town homes for seniors or others.	Residential	Cluster and Villa Condo Developments	Refer to policies in section 7 which allows for small condo communities with gardens and green space.
Would like to see a "Village Centre" within the community core with a commercial entity. Act as a place of gathering.	Institutional and Community Services	Community Core	See range of available uses listed in Section 10.
Concerns that land use scenario didn't include commercial for the community core.	Institutional and Community Services	Community Core	See above
Has ongoing concerns with transportation offsite levies.	Transportation Off-Site Levy Bylaw Changes		Administration has been undertaking a comprehensive review of the TOL Bylaw as a separate project. See the website for details.
Would like to see a comprehensive vision for Rge. Rd. 33 with stakeholders input	Institutional and Community Services		Please see design drawings posted on the webpage and in the draft ASP.
Too much business (commercial/industrial) - examples in City are Quarry Park / Greenwich. Too much exclusive commercial / industrial vs flexible zoning that would allow for live/work/play. Wait until next ASP to zone for commercial/ industrial	Business and Cluster Live-Work		Please see the land use scenario and policies for Live-Work options.
This land is beautiful and scenic, must be developed as such. The gateway to and from Calgary. Setbacks on all highway development to be landscaped without fencing and support a community enhancement program. Highway corridor must have green space and landscaping to look beautiful, not a Gasoline Alley	Gateways		Refer to section 21 that requires a higher design standard for developments within the corridor.
Developments should be master planned, rather than piecemeal or one lot at-a time	Implementation	Local Plans	Refer to policies in section 28 which requires local plan submissions.
Development cannot proceed without adequate and sustainable servicing	Utility Servicing		Please see section 22 and servicing study posted on the webpage.
Range Road 33 is Springbank's main road concern for industrial on north side when a large area of the north that isn't developed will use RR 33 as their main access road.	Business	Business Industrial / Commercial	The eastern side of RR 33 has been revised to Business Commercial. This area has been identified as a gateway, requiring a higher design standard. Refer to the gateway policies.
Is this devaluing existing and future property development that must use RR 33 for access, as the area is cut off by Harmony?	Business / Transportation		See note above.
Concerns with existing water supply – Harmony don't have capacity, Co-ops are at limit, and Bow River is closed for new licenses.	Utility Servicing		Please see section 22 and servicing study posted on the webpage.
Special Planning Areas 1-2 should be removed from Plan and left as is. Special Planning Area 2 should be a conservation easement.	Special Planning Areas		Section 16 - Natural & Historic Environment now complete.
Plan should take into consideration of impact from SR1	SR1		Noted
Expansion Areas should be changed to "Protection Areas". Lands are environmentally significant, and should include protection parameters.	Future Expansion Areas		Section 16 - Natural & Historic Environment now complete.
Lands east of Hwy 1 and on the east side of Rge. Rd. 33 should be kept for hay production (agricultural).	Agriculture		The County Plan identifies Springbank as a country residential community. Land can remain as agricultural until land is developed for other uses.
In definition of heavy and light industrial, industrial should be defined. Uses should also be identified. Need to consider implications with the land use bylaw	Business	Industrial	All definitions if not noted in the draft Plan would be deferred to Land Use Bylaw definitions.
North East Industrial ASP (Calgary) has good examples for defining industrial and providing uses.	Business	Industrial	Noted, see below.
Should be more specific under what type of industrial / commercial uses the plan wants to attract.	Business	Commercial / Industrial	The County Plan provides for business locations and definitions. The uses need to be broad enough for the long term development of the plan.
Recreation opportunities shouldn't be discounted adjacent to airport	Business	Business Industrial	Commercial recreation opportunities may be supported in this area.
Issues with Policy 9.22 "vehicles parking areas"?	Business	Business Industrial	Noted, see revisions.
Concern that the ASP would change the existing Barnard CS	Plan Area	Existing Local Plans	The ASP outlines adopted local plans, including the Barnard Conceptual Scheme, and will form part of the ASP as appended documents. No changes are proposed to the document and development can proceed as outlined in the CS.
Pleased that they would have the option to keep the existing land use (CS) or having possibility to cluster / Plan is logical, in favor of cluster development	Residential	Cluster	Noted.
City of Calgary's concerns about source water for the plan area	Utility Servicing	Water	Please see section 22 and servicing study posted on the webpage.
Preliminary description of the H - Cluster Residential Development land use area; is this intended as a simplified grouping of R-1/R-2 districts in the forthcoming new LUB?	Residential	Cluster	An action item of the ASP is to amend the County's LUB to allow for Cluster Residential Development.
Concern over the four quarters on RR33, north of Highway 1 that are designated commercial/industrial. Thinks it may be too much development and may negatively affect property values.	Business	Business Industrial / Commercial	Please note the land use strategy provides an option for future development, but does not change the land use of any particular parcel. Land use changes are completed through a land use application and local plan by the landowner.

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Would like policies on community signage and community enhancement initiatives	Placemaking		General design guidelines will be included in the document to provide additional guidance (see Appendix D). An action item will be included in the plan to develop more detailed design guidelines specific to the Springbank area. ASP will address design aspects for private lands but public infrastructure separate project.
Positive about architectural design guidelines, but want to ensure community are involved in this.			The development of architectural guidelines would include community engagement.
Supports stormwater ponds having the appearance and function of Watermark	Stormwater		Noted.
Not in favor of further densification and or development motives	Vision	Density	Infill Country Residential accounts for 4,232 acres of the plan area, plus the existing 3,448 acres of existing country residential with portions of the cluster residential likely to develop to country residential if cluster not viable (see policy 7.10). This provides for at least 32.55% of the total plan as country residential (current form).
Plan does not align with community acreage motives.	Vision	Density	The ASP is a reflection of direction provided through the County Plan, Open Space Master Plan, Rocky View County / Calgary Intermunicipal Plan, background studies, technical studies, feedback provided by landowners, and planning principles.
Small sample sizes from previous coffee chats don't provide an accurate representation of majority landowner's needs and wants.	Plan Development		Plan has gone through a series of engagement forums to determine the overall community vision/goals. Further feedback will be taken at this stage and the document will be presented at a public hearing. We welcome feedback through all stages of the plan development.
Previous ASP states people desire country living. Not city densities.	Vision	Density	Please see Tables 1 and 2 in the plan for a breakdown of possible population and densities.
Water is key issue	Utility Servicing	Water	Noted
Does not want the Springbank Creek CS to be changed.	Plan Area	Existing Local Plans	The ASP outlines adopted local plans, including the Springbank Creek Conceptual Scheme. These local plans will form part of this ASP as appended documents and development will be able to proceed as outlined in the CS
Asking for full interchange over fly over as proposed in AT functional study	Transportation		Noted, please see Section 20 Transportation and supporting technical assessment.
Policy 24.13 Greywater is not allowed by AEP. Needs to be corrected	Utility Servicing	Water	Noted, see section revisions.
Section 22 objectives need to be more specific. Solar energy is not feasible without grants.	Renewable Resources		The plan supports opportunities for the use of solar energy whether its through grants or not. Feasibility of solar may change in coming years.
Should remove reference to Alberta Government Climate Leadership Plan. Will not be relevant with UCP government.	Renewable Resources		Revised to have more general reference to relevant plans/incentives
Terminology surrounding Business – Commercial and Highway Business Area is unclear. Should be more clearly defined	Business		Business - Commercial and Highway Business Areas are defined within the County Plan. Terminology was re-evaluated.
Policy 9.12 what is public frontage?	Definitions		Definition added
Would like to discuss drainage / servicing strategy with consultants who are working on the study. Follow up meeting requested	Utility Servicing / Stormwater		Draft studies available on our webpage.
ASP amendment to develop Special Planning areas should not be required	Special Planning Areas		An amendment to the ASP is required as detailed planning has not been completed at this time and these areas requires special considerations with the City of Calgary. Level of uncertainty greater than what can be resolved through a local plan.
Plan should reconsider negative terminology surrounding buffering and orderly transition.	Plan Development		Noted, wording updated.
Residential to residential buffering makes little sense. Socially unacceptable	Plan Development		Buffering of residential densities has been incorporated to minimize negative impacts on existing developments.
Plan should provide definition of transition and buffering, should be consistent throughout document.	Definitions		Noted, wording updated.

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Some existing residential development may have concerns or objections to business development immediately adjacent to residences.	Interface Areas	Business - Residential Interface	See Section 14: Transitions.
Want to avoid pre-determining the use of that entire area, more appropriate to note the potential for Future Expansion Area #1 various uses, including but not limited to business uses.	Future Expansion Area		Refer to Future Expansion pre-amble, objectives, and policies which supports residential and commercial development. An amendment to the plan is required to support residential and or commercial development of these lands.
Concerns with the current draft referencing "Future Expansion Area #1" as being "appropriate for business commercial uses and a natural expansion of the Regional Business Area defined around Springbank Airport within the County Plan". This is true in part, however portions of the area may be more suited to residential development which may have concerns and objections to business development immediately adjacent to residences.	Future Expansion Area		Refer to Future Expansion pre-amble, objectives, and policies which supports residential and commercial development. An amendment to the plan is required to support residential and or commercial development of these lands.
Appears that Harmony and Bingham Crossing are rarely mentioned when it comes to growth in the Springbank area - both residential and commercial/business - yet they are enormous approved developments within and adjacent to the Springbank ASP. Harmony has a potential buildout of 10,000+ residents and commercial/business, and Bingham Crossing has a seniors' facility along with a lot of commercial. Can't exclude their presence and impact. Will be alternate forms of housing.	General		Noted. Harmony is located outside of the Plan area but has played a part in determining appropriate land uses within its vicinity. Bingham Crossing falls within an approved conceptual scheme which will be appended to the ASP and provide guidance to the development of that area.
Bingham Crossing and Harmony have both taken on the roles of providing business and commercial development. All development within Springbank will generate taxes for Rocky View, and if Harmony and Bingham Crossing are doing just that, why would Highway #1 and the undeveloped quarter sections need to be developed to their maximum?	Business	Commercial	Bingham and Harmony add to the RVC tax base but do not provide enough commercial development to meet the County's fiscal/tax needs.
See a lot of good things in plan: higher densities with a recognition of the value of open space, importance of control of light pollution, the development of active transportation pathway systems, and infilling of existing areas to avoid continued landscape fragmentation.	General		Noted, no changes required.
Agree with the initiatives to allow higher density housing. A natural landscaping initiative should be a Best Management Practice instituted for Country Residential.	Density		Noted, no changes required.
The general tenor of the ASP is that agriculture will be supported until something better comes along (e.g., "Support agricultural uses until alternative forms of development are determined to be appropriate." [pg 29].)	Agriculture		Noted.
This lack of a serious commitment to retaining agriculture on the landscape is clear in Table 7; pleased to see that the County intends to support Right to Farm policies, but resisting confined feeding operations isn't consistent with that policy	Agriculture		The County Plan provides for preservation of large scale agricultural lands. Springbank is intended to allow operation to remain while providing for contemporary agriculture. Agricultural Boundary Design Guidelines and Right to Farm policies work hand in hand
Not clear how the smaller agricultural operations which are being proposed within residential, community and business uses (pg 29) will be economically viable and can be supported by available water supply, storm water and wastewater treatment systems.	Agriculture		Refer to the cluster residential policies which allow for contemporary agriculture and equine uses within open space area. Market will determine feasibility.
If agriculture is going to be part of the future of Springbank, then the plan needs to treat it seriously. Otherwise, the plan should be clear that "rural lifestyle" has nothing to do with agriculture.	Agriculture		Agricultural opportunities can be provided in a variety of forms and sizes. The plan supports existing agricultural operations and the development agricultural uses that are complementary to country residential development.
If the residences within a development are situated within a park-like setting, then there shouldn't be a requirement for a large (e.g., greater than 0.5 acre) lot. The provision of open-space and "rural character" would be provided by common land which has the environmental benefit of being less fragmented than individually-owned plots. The plan should allow for smaller lots with a higher percentage of open space required.	Cluster Development		Please see updated Cluster section as well as supporting information panels posted on the webpage.
The plan does not provide for multi-family residential in the form of low rise apartment (rental/condo). This type of housing would provide for a wider economic demographic in the community, would be appealing to current Springbank residents who wish to downsize, and would maximize infrastructure efficiencies. Multi-family units set into a park-like setting (an example would be the Aspenmont Heights development in southwest Calgary) would be highly desirable and could be developed without affecting adjacent residences.	Housing		From the overall engagement feedback, we heard a desire for mainly single detached development with options for senior development. There may be opportunities for this form of development in the special planning areas.
Active transportation system: needs to be robust within the development plans, including access across the Elbow River at Highway 8.	Active Transportation		Highway 8 Bridge - Elbow River project identified in Active Transportation Plan: South County

