

Michelle Mitton

From: Andrea Peterson [REDACTED]
Sent: January 31, 2021 12:44 PM
To: Jessica Anderson; Legislative Services Shared
Subject: [EXTERNAL] - Letter of Opposition to Bylaw C-8064-2020, File number 1015-550

Follow Up Flag: Follow up
Flag Status: Completed

Do not open links or attachments unless sender and content are known.

To Whom It May Concern:

Please accept the following as our formal opposition for acceptance of Bylaw C-8064-2020, File number 1015-550. We are completely against the development of the land west of 101 Street for an automall or any similar commercial/industrial development.

While we understand that development of the land is likely unstoppable, there are many types of business developments that would respect the nature of the area, and its unique placement between the City of Calgary and Rockyview county. A live/work/walking neighbourhood with some retail amenities in the enclave would be one example of an appropriate use of land.

We feel that an auto mall would be devastating for the following reasons:

1. Fatal accident risk- An auto mall would bring shoppers seeking to test drive vehicles. These drivers would in all likelihood conduct their test drives in the neighbouring Springbank residential communities. Many of these drivers will not have experience driving in country residential neighbourhoods. There are no sidewalks in these communities. Wildlife, cyclists, and pedestrian residents-taxpayers- are on the road all the time in these neighbourhoods. The risk for injury/fatality to these existing shareholders is reason enough on its own to prohibit an auto mall.
2. Light pollution- Springbank is an area filled with nocturnal wildlife. An auto mall has round the clock intense lighting for security purposes. These farmlands, reserve lands, and residential areas that were formally dark during the night will now be lit, destroying even more habitats for animals.
3. Insufficient infrastructure for traffic - 101 street is not set up, nor is Old Banff Coach/Springbank Road for the type of traffic that would be brought by an automall. These roads are already seeing congestion, overuse, and increased car accidents at country intersections. The type of trucks and equipment required to move the cars and trucks for the automall would overwhelm these roads. The cyclists currently on these roads are already at risk sharing the road with country residential drivers. Semi trucks connected to the auto mall using these roads will cause tragedy.
4. Inadequate water supply- In 2019 a home in McKendrick- closest community to the proposed auto mall site- burned. The water supply for the firemen was inadequate and prevented them from saving the home. At this point, it does not seem the county has addressed this hazard in a permanent meaningful way.
5. Likely vacancy, incomplete development of auto mall project- Calgary and the surrounding area is in the midst of a recession/depression. There are commercial areas in Springbank far more suited to an auto mall that have already failed (eg. Kubota dealership) due to inadequate patronage. The county would be better served to rezone and encourage automall development in these existing developments that need support. There are vacancies all over in the WestSprings Calgary community that demonstrate the area has reached saturation for business. The chances of success for a major auto mall in this area is unlikely. The chances of abandonment of the business, creating an eyesore for the community is high.
6. Rockyview county continues to accept and give incorrect information on the development of East 101 street by the city of Calgary. The county continues to cite the development of a car dealership on the east side of 101 street (All Shots range) as justification for acceptance of an automall on the west side of 101 Street. A quick investigation by Springbank

community members proves this information is not correct. Rockyview county has a duty to conduct their own investigation into this matter before citing this as a reason for acceptance of the auto mall.

In conclusion, we feel this automall is the wrong sort of development for this area for all the reasons stated above. Please feel free to contact us directly if you have any further questions.
Thank you for your time and consideration

Andrea and Martin Sojka
15 Westbluff Court
[REDACTED]

Michelle Mitton

From: Dawn Walls [REDACTED]
Sent: January 21, 2021 3:44 PM
To: Legislative Services Shared
Cc: Jessica Anderson
Subject: [EXTERNAL] - North and South Springbank ASPs - Comments

Follow Up Flag: Follow up
Flag Status: Completed

Do not open links or attachments unless sender and content are known.

Dear Rocky View County Councillors:

It is with great concern, as a resident of Rocky View County who lives within close proximity to Old Banff Coach Road, that I have my voice be heard with regard to the current proposed changes contained in the North and South Springbank Area Structure Plans. These significant developments/changes will directly impact my safety, and country quality of life. I consciously chose to invest in a property that would allow me to live a tranquil country lifestyle outside the urban character of Calgary many years ago.

Having followed the proposals, studies, recommendations and developments over the past decade or so, I have constantly felt as if I am on a roller coaster ride. I have seen logical, reasonable recommendations concluded from studies which suggest a mindful awareness of harmony to blend the urban /country communities to broken promises which are resulting in a continual erosion of our quiet and peaceful surroundings. This loss of a blended transition of country and urban development causes me great concern. As a community we are watching our beloved tranquil surroundings evaporate before our eyes.

I would not have a problem with future development if past promises, such as the Alberta Transportation Castleglen plan to address Old Banff Coach Road traffic safety, were honoured, but take great issue with the current proposed re-designations and developments that lack consideration to ensure that the importance of country/urban transition is sensitively addressed to safeguard and satisfy the concerns of the country residents currently established and living in this highly impacted area.

The following are my current most significant areas of concern:

- 1) I am opposed to the re-designation of Lands in the SW-36-24-03-W05M and Lands in the N-1/2-25-24-03-W05M, areas currently designated Agricultural, into an Urban Interface Area.
- 2) The North and South Springbank ASPs need to acknowledge and incorporate a long-term plan for OBCR as laid out in Alberta Transportation's Castleglen Functional Plan whereby OBCR is to be made discontinuous and cease to function as a through corridor by constructing cul-de-sacs.
- 3) I do not agree with splitting the Springbank ASP into two documents, North and South. Please combine them into one Springbank Area Structure Plan.

Sincerely,
Dawn Walls

Michelle Mitton

From: Debbie Vickery [REDACTED]
Sent: January 29, 2021 12:02 AM
To: Legislative Services Shared
Cc: Jessica Anderson
Subject: [EXTERNAL] - Fwd: Bylaw C-8031-2020, Bylaw C-8064-2020 North and South ASP

Follow Up Flag: Follow up
Flag Status: Completed

Do not open links or attachments unless sender and content are known.

I support all of the questions and statements in the document below regarding the North and South ASP. Please provide written answers to all questions. I do **not support the Rockyview County proposed North and South ASPs.**

Debbie Vickery
3 Shantara Grove
Calgary, Alberta
T3Z 3N2

Key Comments & Observations

Our overarching comment is that the proposed North & South Springbank ASPs appear to largely, if not completely, ignore input from local residents. The future laid out in these ASPs bears little resemblance to the tranquil, rural country residential community that attracted people to choose Springbank as their home.

The ASPs are full of errors & inconsistencies

The versions of the North and South Springbank ASPs that were given first reading on July 28th are riddled with errors, apparently caused by a too-hasty splitting of the one ASP into two documents. There are innumerable incorrect cross-references, maps in the wrong ASPs, etc. These errors make responding to the ASPs more difficult and send an extremely negative message to residents.

Splitting the ASPs is contrary to resident input & has no apparent rationale

Council's decision to split the Springbank ASP into two documents is completely contrary to input received during consultations on the ASPs. Residents overwhelmingly wanted one ASP for their one community.

The County's updates on the ASPs state that the ASPs were split "to better capture the distinct character and goals for the north and south areas of Springbank". Despite that assertion, the vision and goals for both ASPs remain unchanged from those in the single ASP, with the one exception of a goal for orderly business development added to the North ASP.

This leaves unanswered the critical question of why the ASPs were split apart – a question heightened by the apparently arbitrary dividing line between the North and South ASPs. One might understand a division along the Trans-Canada highway or even one quarter section south of the highway to keep the highway corridor in one ASP. However, a line that varies

between one and three quarter sections south of the Trans-Canada, with no explanation, defies understanding and leaves one wondering about unidentified ulterior motives.

Servicing strategy extended and costs increased

The major change that accompanied splitting the ASPs is that the utility servicing section now includes proposed piped service to be provided by Calalta in its franchise area. This is in addition to the proposed piped utility servicing along the Trans-Canada corridor and down the east side of the South ASP that will be provided through the Harmony water and wastewater treatment plants.

The extension of piped water / wastewater systems related to the Calalta service area is all in the North ASP, except for the institutional & community services quarter sections along Range Road 33 north of Springbank Road in the South ASP.

Adding Calalta increases the costs of the proposed piped servicing to support commercial/industrial and higher density residential development from \$570 million to \$667 - \$680 million at full build out (from \$158 million to \$214 - \$240 million in the near term). Although the ASPs assert that these costs will be borne by developers, no information is provided about how these substantial upfront costs will be financed. Almost twenty years after making a significantly smaller investment to build water/wastewater infrastructure in east Rocky View, the County has yet to come close to recouping that investment.

Servicing fails to address issues for new residential development

Piped water / wastewater infrastructure in the near term is proposed to serve the Trans-Canada corridor, which has predominantly non-residential uses. As a result, it does not address any of the servicing concerns with higher density residential development being proposed throughout much of the ASP areas. Even the full-build out servicing strategy does not intend to provide piped services to these residential areas.

In these areas, the ASPs will continue to permit piped-in potable water from private water co-ops with on-site disposal of treated wastewater – an alternative that, over time, raises the water table and increases flooding risks. The only substantive change is a shift to communal wastewater treatment options rather than individual high-tech septic systems.

Cluster residential becomes default residential land use

Residents expressed a strong preference for maintaining Springbank's rural character and did not support cluster residential development except for special purposes such as seniors' housing. They also expressed serious concerns about the need for proper servicing for any future development in Springbank. Despite this input, the ASPs have designated just under 30% of the total area to be cluster residential development (31% in the North ASP and 27% in the South ASP). Cluster residential assumes 1.5 dwelling units per acre; but will be able to increase to 2.0 units per acre.

On a related point, infill country residential development will permit 1-acre parcels rather than being limited to the 2-acre minimum for country residential properties.

Massive population increases

The ASPs' land use strategies will result in estimated populations of 17,890 in the North ASP (with 1.18 dwelling units per acre) and 14,600 in the South ASP with 0.89 dwelling units per acre). These are dramatically higher than what would result under the current ASPs, which

would have been a maximum combined full-build-out population of 19,396. The new ASPs are almost a 70% increase.

Even more startling is the reality that the ASPs' population figures exclude the estimated 10,845 residents anticipated in the future expansion area and special planning areas, which are all included in the full build-out servicing strategy. Including these areas, the estimated full-build out population of 43,335 is 225% of what would have been expected under the current ASPs.

Cluster residential will create private enclaves

The emphasis on cluster residential development will transform Springbank into enclaves of private communities rather than maintain its welcoming, open rural character.

- Cluster residential will permit half-acre parcels, with increased densities possible in exchange for more open space within the cluster development.
- No information is provided to support the assertion that the open spaces in cluster developments will be accessible to the general public. The ASPs assume this open space will be maintained by local homeowner associations. Typically, such open space is treated as private space accessible only to the immediate community.

Agriculture becomes merely a transitional land use

The land use strategies for both ASPs completely eliminate agricultural land uses. They treat agriculture as a transitional use until it is pushed out by residential or commercial development. This is contrary to resident input that emphasized the importance of retaining rural, agricultural land uses as an essential component of the community's character.

Commercial / industrial land use significantly expanded

North and South Springbank will be dramatically altered by the substantial increase in commercial and industrial development.

As well, interim commercial uses will be permitted in some of the Special Planning Areas along the RVC – Calgary border for up to 25 years (a lengthy “interim” period).

January 21, 2021

Rocky View County Council
Legislative Services
262075 Rocky View Point
Rocky View County, AB, T4A 0X2

Re: Proposed North and South Springbank Area Structure Plans

Dear Rocky View County Councillors:

I am a concerned resident of Rocky View County ("RVC") who lives near Old Banff Coach Road ("OBCR") and will be directly impacted by the changes incorporated in the proposed North and South Springbank Area Structure Plans (ASPs). If approved and adopted as is, these ASPs will have a significant negative impact on my personal ability to enjoy my property and on the greater country residential community. The following are my comments.

- **I agree with the statement:** "Springbank will principally offer a tranquil rural lifestyle, with beautiful vistas and a strong sense of community rooted in its agricultural heritage. Further development will safeguard Springbank's precious natural environment and will prioritize sensitive watershed, wildlife, and natural habitat management."
- **I agree with the statement:** "Transition from urban development in Calgary will be effectively planned to ensure compatibility with Springbank's unique character."
- **I do not agree with splitting the Springbank ASP into two documents, North and South.** I want to see all of Springbank in one integrated ASP document. I live in the area that you currently arbitrarily define as South Springbank. Just 250 meters from my country residential properties is a proposed Urban Interface Area in the North Springbank Area. Please combine the documents and maps so that all Springbank residents can properly assess the full extent of the significant changes you are proposing.
- **I am opposed to the redesignation of Lands in the SW-36-24-03-W05M, an area currently designated Agricultural, into an Urban Interface Area.**
 - This area is intended to be developed for commercial uses, with pockets of residential, stipulating up to 80% commercial, and 20% residential at 6 to 10 units per acre. While I support the idea of having this type of commercial use designated to be predominantly centred on the Highway 1 intersections and Springbank Airport, these changes to these specific lands will generate significant incremental traffic. The significant traffic generated from this proposed redesignation, is not consistent with the "tranquil rural lifestyle" laid out in the vision for Springbank because it will have a particularly negative impact on already strained public safety conditions along OBCR.

- **I am opposed to the redesignation of Lands in the N-1/2-25-24-03-W05M, an area currently designated Agricultural, into an Urban Interface Area.**
 - This change will mean extensive urban style development immediately adjacent to existing Country Residential properties. The proposed zoning is very dense, relative to the adjacent properties, stipulating up to 30% commercial, and 70% residential with 6 to 10 units per acre. This would mean existing tranquil Country Residential homes would border right up against a dense urban development. Section 12, titled “Transitions”, seems like it is intended to address the significant interface issues that will emerge but is much too vague to provide any comfort to the many existing 2 acre+ residential homeowners. An illustrative transition cross-section for Country Residential to Urban Interface Area is missing from the Transitions Section 12.
 - The significant traffic generated from this proposed redesignation, is not consistent with the “tranquil rural lifestyle” laid out in the vision for Springbank. It will have a particularly negative impact on already strained public safety conditions along OBCR.
 - This area is too large an area to be fully designated as Urban Interface Area. The northern ½ of this area would be more acceptable as long as the significant incremental traffic was required to use urban collectors and main artery roads such as Range Road 31 and Highway 1 and not permitted to drive through existing Country Residential Areas along OBCR and Horizon View Road.
- **The North and South Springbank ASPs need to acknowledge and incorporate a long-term plan for OBCR as laid out in Alberta Transportation’s Castleglen Functional Plan whereby OBCR is to be made discontinuous and cease to function as a through corridor by constructing cul-de-sacs.**
 - "The Old Banff Coach Road" is a historic and unique road (see Attachment A) that was never designed to handle these growing urban traffic flows. The section between Westbluff Road and Horizon View Road is particularly narrow and winding and over the years has developed into a quiet country residential neighbourhood with direct access to multiple cul-de-sac communities and multiple residential driveways and side streets. Many people now use the road for cycling, walking their dogs, getting their mail, running, etc. It is also a significant wildlife corridor with residents regularly seeing moose, deer, coyotes, cougars, and bobcats. I along with many other residents of this area have a strong desire to address the growing safety issues while maintaining the character of this country road.
 - Over the past few years, the traffic types, volume and speeds along OBCR have continued to increase as it is used by an ever-growing Calgary west-end population as a back-and-forth cut-through route to go elsewhere in Calgary. New dense urban style development within the City of Calgary at Qualico’s Crestmont that uses direct access to OBCR, has been underway for some time. Proposed expansion of Qualico’s Crestmont and Coach Creek if approved will dramatically increase new traffic on OBCR making the public safety situation extremely unsafe, inconsistent with its residential orientation and completely unacceptable for the residents of our community. If the proposed North Springbank Area Structure Plan is approved, it will add extensive and dense urban interface development adjacent to OBCR for Lands in the N-1/2-25-24-03-W05M causing significant incremental traffic even further jeopardizing public safety along OBCR.
 - OBCR falls under Alberta Transportation (“AT”) jurisdiction. In 2014, anticipating the significant urban style development that is now occurring, AT conducted a Functional Planning Study that included extensive public consultation (i.e. Castleglen Study - Highway 1 Interchange [Between

Range Road 33 and Stoney Trail]). The recommendation report, formally accepted by AT in June 2014, was developed with direct involvement and input from RVC and the City of Calgary. Local residents were engaged in focus groups in the development of the Study and after having personally participated in the study's public consultation process, I was heartened by the recognition of my safety concerns in the final report. It included specific recommendations to address the anticipated safety issues on OBCR as these dense urban communities were developed. Specifically, it called for the OBCR to be made discontinuous and cease to function as a through corridor and recommended constructing cul-de-sacs on OBCR as the solution. Representations were made to the stakeholders that the recommendations in the Castleglenn Study would be implemented when development growth pressures on adjacent lands materialized. Traffic would be diverted to other roads that were identified as long-term primary arterials. Despite these representations, Crestmont access to OBCR was approved by AT with no objections by RVC under the premise that a second exit was required out of Crestmont for safety reasons and that no alternatives were available. Local residents presented their concerns regarding the lack of follow-through of the Castleglenn Study on OBCR, to RVC Policy and Priorities Committee on June 5th, 2018. As part of this presentation, over 150 letters, signed by OBCR residents, were also delivered expressing these same concerns.

- The 2014 Castleglenn recommendations are even more relevant and important now than ever, as the urban development of the Qualico lands foreseen in this Study is happening and the public safety issues on OBCR, which it sought to address, are growing by the day. Making OBCR discontinuous does not prevent any of the proposed future development in the area but would address the public safety concerns as specifically recommended in the Castleglenn Study. Much safer travel alternatives will be readily available to support the new developments, including the upgraded Hwy 1 and the new Ring Road. In fact, with its heavy investment into upgrading Highway 1 and construction of the West Ring Road, AT has confirmed to residents that OBCR should operate as a local road in the future and be appropriately transferred to RVC. A letter from RVC outlining its position regarding the Castleglenn Study is attached (see Attachment B).

I am generally supportive of development, but I believe the “cumulative effects” of allowing such large land parcels to be designated as urban interface areas will have a large negative impact on me and my community. Approving these Area Structure Plans, as they are, is not consistent with “offering a tranquil rural lifestyle” in Springbank. These new urban interface areas need to be developed in a way that does not negatively impact their neighbouring country residents who have deliberately chosen not to live in a dense urban environment.

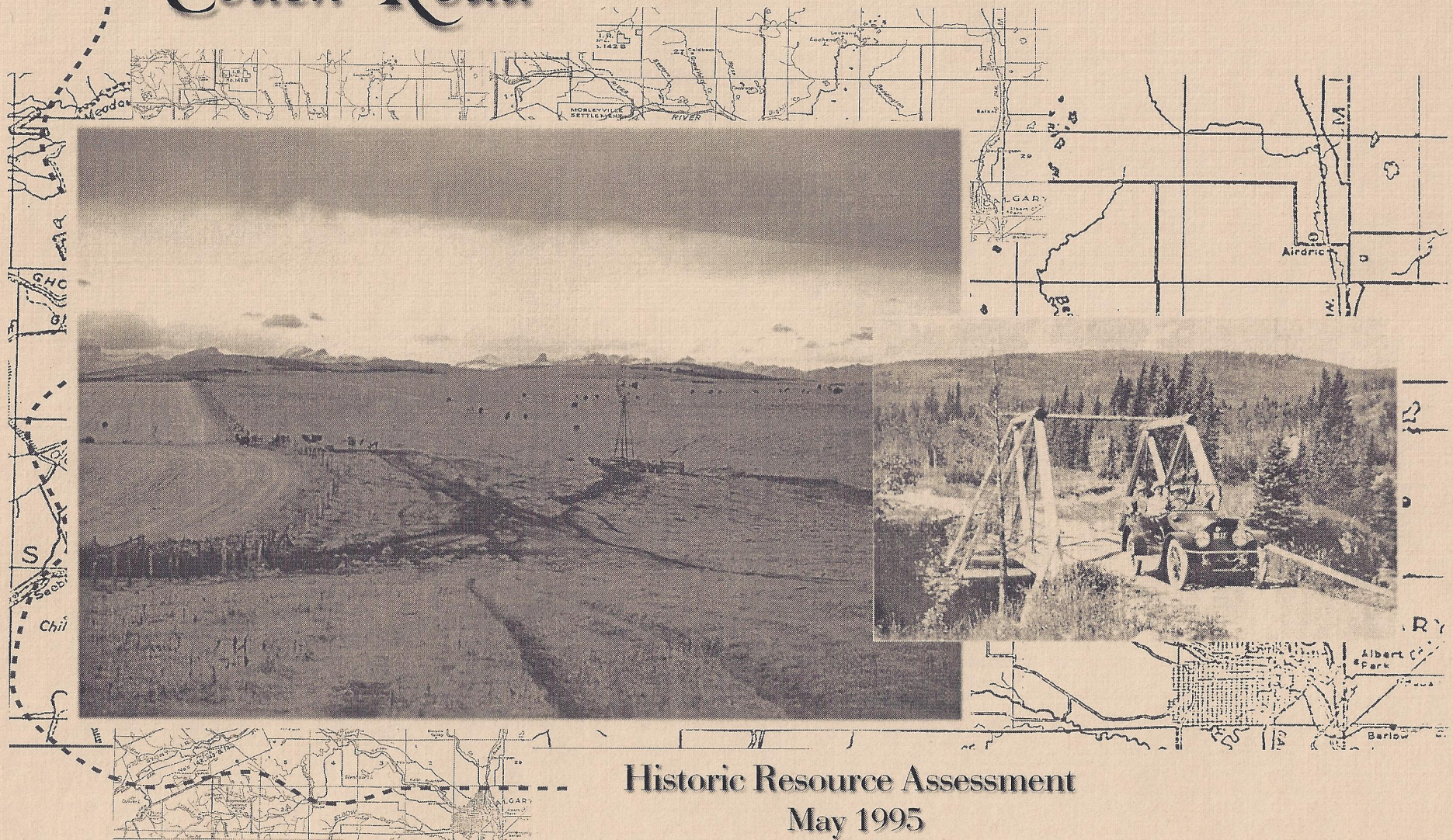
Sincerely,

Hayward Walls

cc: Miranda Rosin, MLA For Banff – Kananaskis
Ben Mercer, Qualico Communities
Jessica Anderson, Rocky View County

Jerry Lau, Alberta Transportation
Dominic Kazmierczak, Rocky View County

the Old Banff Coach Road



Historic Resource Assessment
May 1995

Summary

This study presents a visual survey and analysis of the Old Banff Coach Road from downtown Calgary to the southern outskirts of Cochrane. It shows how the historic corridor is deeply woven into the landscape, demonstrating the many ways that the antique road's sometimes fragmented remains forge physical and thematic links in the culture and history of the area west of Calgary. The old road offers a snapshot of a bygone era and is a legacy of generations of change.

The study also discusses the implications of various cultural resource management strategies for the protection of the Old Banff Coach Road. While it argues that some portions of this complex artifact cannot and indeed perhaps should not be interfered with, it also recommends a combination of historic site designation for outstanding portions of the road and the conservation of other relatively durable and intact sections as protected easements and/or recreational and interpretive trails.


Acknowledgements

I wish to thank Gordon and Belle Hall, John Hutchinson, William (Curly) Rowan and Sunni Turner who took the time to share their knowledge and recollections of the Old Banff Coach Road and area with me. Special thanks also to Curly Rowan whose guidance enabled me to follow a particularly interesting and obscure portion of the road. I am grateful to Ethelle Patrick of the Rocky View Trails Association for her assistance, and to the Historic Sites and Archives Service, Government of Alberta, for its support with vehicles and camera supplies.

Prepared for
The Rocky View
Trails Association

May 1995



 by Fraser Shaw

December 19, 2018

Mr. Hayward Walls
[REDACTED]
[REDACTED]

Via email: [REDACTED]

Dear Mr. Walls

Re: Highway 563 (Old Banff Coach Road) Public Safety Concerns

The County received your letter, dated December 3, 2018, regarding public safety concerns on Old Banff Coach Road, and your concerns with your understanding of Rocky View County's position on the implementation of the Alberta Transportation 2014 Functional Planning Study. In response to your concerns, we would like to provide clarification on the temporary access from the Crestmont development to Highway 563, and the County's position with the recommendations and implementation of the 2014 Study.

Alberta Transportation issued a Roadside Development Permit for a temporary access from the Crestmont development to Highway 563 and indicated that the access would be closed on October 31, 2018; however, Qualico sought to keep this access open past the specified closure date. In response, the County expressed its support of Alberta Transportation's decision to close the temporary access due to concerns expressed by residents, and technical concerns with the updated transportation analysis. Alberta Transportation has now indicated that the temporary access will be closed to the public on December 31, 2018.

The County is supportive of the implementation of the recommendations of the Alberta Transportation 2014 Functional Planning Study if all improvements and recommendations are implemented. If the recommendation of discontinuing Highway 563 is partially implemented with cul-de-sacs and not the other improvements identified in the 2014 Study, negative impacts to the surrounding County road network would result.

Recently, County Administration has been invited to attend meetings regarding a possible partial interchange at Highway 1, east of Highway 563; this partial interchange would provide an additional access to the Crestmont and Qualico lands from Highway 1. If this partial interchange were to be implemented, it may reduce traffic along Highway 563 and eliminate the need for the temporary access. County Administration will continue to review the transportation studies for the Highway 1 and Highway 563 area, and will be supportive of solutions that propose Highway 563 becoming a discontinuous local road while also providing necessary improvements to the surrounding network.



If you require additional information, please do not hesitate to contact Byron Riemann at BRiemann@rockyview.ca.

Regards,
Rocky View County

Reeve Greg Boehlke
Reeve

cc: Rocky View County Council
Brian Mason, Transportation Minister, Government of Alberta
Al Hoggan, Chief Administrative Officer, Rocky View County
Edmond Wittstock, County Resident

ATTACHMENTS:

ATTACHMENT '1': Letter from residents

To:Rockyview Council

Jan. 2, 2021

RE: Division of the Springbank area structure plan

Good day.

I was part of the area structure plan planning committee that wrote the existing Central Springbank Area Structure Plan. Our intent was to protect our community, Springbank, that is older than Alberta and unite the small population of Springbank for better planning and sharing of infrastructure that suited this unique historical area of Alberta.

After 3 years of planning our next area structure plan, the community was blindsided by an adjustment to the Springbank area structure plan that had already been put out into the community for comments. No community input was allowed on this change into north and south. Four months is not long enough to write an area structure plan and I must question why the change to alter the terms of reference without community consultation was allowed after 3 years of planning? As a community, we are not large enough to administer our infrastructure under two plans. You are devaluing the north residents as there is no infrastructure in the new north area structure plan and will not be for many many years.

Firstly,

1. We have a small population that shares all the infrastructure, schools, roads, churches, recreation in the Central area and has common goals and functions. We do not benefit by this duplicity.
2. This doubles the workload for all community groups for all future endeavours. It also doubles the workload for council and the planning department. It also means that there will have to be a complete overlay of infrastructure uses between plans which will be really time consuming for the community, administration and council.
3. It dilutes the voice of the north community to have a say on their roads, schools, recreation and churches as all the infrastructure exists in the south. In previous years, if you did not reside in the area structure plan, your letter or voice was not given the same weight as those that live in that area structure plan. That is why we put the Central plan together. I would like to see in writing that by separating the area structure plan with such a small population, that you are now taking away the legal right of the north area to comment on their infrastructure issues with the same weight as those in the south area.
4. Council is devaluing the residential lands in the north area by removing all shared public infrastructure.
5. As a former board member on the Recreation Board, the number one ask was for river access and walking trails. We have a need to prepare for the future by planning water parks for flood mitigation and recreation at the north and south ends of range road 33. There are no parks in our community and there will be no parks if future visioning is not put into the area structure plan

6. Roundabouts and planning our community.

I would like to see references to how we can create country living with roundabouts to define the community rather than urban street lights that somehow keep showing up on plans though we keep asking for roundabouts.

7. Communication with the community

Council really could make a difference if they put some time and money into how to communicate with their residents throughout Rockyview during this covid time.

8. Future planning for the community envisions school road or range road 33 as the community core road that unites the community and gives a sense of community with architectural controls to promote a unique made in Springbank community that promotes its history and maintains its own identity. Dividing our community road into two planning documents will not be cohesive.

Thank-you for taking the time to consider the above observations,

Jan Erisman

Michelle Mitton

From: Jeff Diederichs [REDACTED]
Sent: February 1, 2021 7:43 AM
To: Legislative Services Shared
Subject: [EXTERNAL] - Request for comments for Springbank Development plans

Follow Up Flag: Follow up
Flag Status: Completed

Do not open links or attachments unless sender and content are known.

I only have 2 comments:

- 1) Respect the existing studies and plans that have been well vetted and bought into. Specifically the Castleglen Study regarding Old Banff Coach road. The core item is RVC assumes ownership from Alberta Trans. of the eastern end of OBCR post Stoney Trail / Hwy 1 intersection opening and creates a discontinuous cul-de-sac in OBCR at the Horizon View and OBCR intersection that will allow the Artist View area to enjoy the historic and developed neighbourhoods without the new development traffic cut through, vs forcing traffic over to the longterm acknowledged east west corridors... Hwy 1, Springbank Road, 17th Ave, Hwy 8. OBCR does NOT require significant capital as has been the ownership scare being floated around.
- 2) Neighborhood density needs to be held at 8 units per acre maximum. The "14' used in Crestmont as example has created a mess and is not consistent with what Springbank or RVC living generally is about.

Jeff Diederichs
19 Artist View Pointe
[REDACTED]

Sent from [Mail](#) for Windows 10

Michelle Mitton

From: Keith Koebisch [REDACTED]
Sent: January 28, 2021 5:50 PM
To: Legislative Services Shared
Subject: [EXTERNAL] - Public Hearing C8031-2020 and C8064-2020

Follow Up Flag: Follow up
Flag Status: Completed

Do not open links or attachments unless sender and content are known.

Keith Koebisch
271-011 Range Rd 40
RVC

To whom it concerns,

I am writing in reference to my opposition to the two Springback ASPs. Although I am not a nearby resident of these development plans, I am still a RVC resident and will explain why am against them.

It is my belief that development and approval of ASPs has gotten seriously out of hand and that the County is more or less planning using the "shotgun method". In other words, we will approve a couple dozen ASPs and maybe one or two will be a "hit". We do not need a MDP to manage the ASPs rather we just need some good sound planning with the support of community and not just the desire of a landowner and developer getting together and trying to hit a home-run with an approved ASP that might not even be built and managed by them, but someone else if they get lucky. Unfortunately that has been considered "planning" by our administrators for far too long.

If the county's residents want to grow by 15,000 in the next 20 years (not clear if that is even true) it is not logical to approve ASP's to accommodate many multiples of that number county wide. We are not in a boom cycle now, nor will we be for just as long, if ever. Pipedreams can be expensive! When is the Balzac waterline (the first Cross Iron one) ever going to get paid and by whom? The County has a long history of getting hosed with default payments, flooding (Langdon, Cochrane Lake etc), off-site-levies higher for existing landowners than developers, etc, etc. Bad Planning all around complicated by now seeing things through before moving on.

Where is that Glenbow, Langdon, Balzac (west)? Now we need to approve Springbank North/South and Elbow Valley. Nothing is started but we also need gravel pits and all the other stuff to build something that isn't coming in a VERY, VERY long time. And in the meantime Calgary doesn't want to grow while we are living our field of dreams. You must be joking? Sadly, someone gets to pay for these grand mistakes. It's us. Me and You!

I want off the merry-go-round. Show the community these plans are working and also see if we like it. Slow managed growth, is much better because it affords one, to have hindsight. Please stop. There is way too much of the tail wagging the dog. On top of it the rush is not appreciated at this time. Pandemic and major recession is on the horizon. We citizens are not on an election cycle. We should be taking baby steps now and getting through difficult times and not planning for the next 200 years.

My final suggestion, even though you won't likely take it, is that administration and elected officials stop having lunch with developers. We can't afford it. Every meal cost us millions, particularly when they generously pay for the meal and do the planning with their team. That team is not on the ratepayer's side and are not accountable to us.

Sincerely,

Keith

Michelle Mitton

From: Linda Kisio [REDACTED]
Sent: February 1, 2021 4:01 PM
To: Michelle Mitton
Subject: Re: [EXTERNAL] - South Springbank ASP

Hello Michelle

I was going through my paperwork and noticed I was addressing the North Springbank ASP and it should read the South Springbank ASP. Could you please make sure my objection pertains to the the South Springbank ASP.

Thank You,

Linda Kisio
96 Springland Manor Crescent
Calgary, Alberta T3Z 3K1

On Thursday, January 28, 2021, 05:30:56 p.m. MST, MMitton@rockyview.ca <mmitton@rockyview.ca> wrote:

Good evening Linda,

Thank you for submitting comments on this proposed bylaw. They will be included in the agenda package for Council's consideration at the February 16, 2021 public hearing.

Thank you,
Michelle

MICHELLE MITTON, M.SC
Legislative Coordinator | Legislative Services

ROCKY VIEW COUNTY
262075 Rocky View Point | Rocky View County | AB | T4A 0X2
Phone: 403-520- 1290 |
MMitton@rockyview.ca | www.rockyview.ca

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

-----Original Message-----

From: Linda Kisio [REDACTED]
Sent: January 28, 2021 2:20 PM
To: Legislative Services Shared <LegislativeServices@rockyview.ca>
Subject: [EXTERNAL] - North Springbank ASP

Do not open links or attachments unless sender and content are known.

Hello

I am strongly opposed to the North Springbank ASP that is being presented.
As, written the proposal would allow for the development of land that we back on to.
I DO NOT want an auto development or any other commercial development behind us.
This would greatly affect the value of our property!
We moved to Springbank in Rocky View County, to live in a country atmosphere.

There is no precedent set for commercial development in this location. We do not need to start now.

Thank you,
Kelly and Linda Kisio
96 Springland Manor Crescent
Calgary, Alberta T3Z 3K1

Michelle Mitton

From: Kim Magnuson [REDACTED]
Sent: February 3, 2021 1:23 PM
To: Legislative Services Shared; Jessica Anderson
Subject: [EXTERNAL] - South Springbank ASP Comments
Attachments: South Springbank ASP Comments.odt

Follow Up Flag: Follow up
Flag Status: Completed

Do not open links or attachments unless sender and content are known.

Good Afternoon,

Please accept these comments for the proposed South Springbank ASP, a plan to which I am opposed.
Bylaw C-8064-2020
File # 1015-550

Thank you,

Kim Magnuson
3 Longeway Place
Springbank

Michelle Mitton

From: Ricardo Garza [REDACTED]
Sent: February 2, 2021 12:35 PM
To: Michelle Mitton; Legislative Services Shared
Cc: [REDACTED]
Subject: RE: [EXTERNAL] - Proposed Automall in Springbank -Urban Interface Areas

Follow Up Flag: Follow up
Flag Status: Completed

Good afternoon Michelle,

The letter I got refers to BYLAW C-8064-2020. A bylaw of Rocky View County to adopt the South Springbank area structure plan. Our main concern is the zoning change of the land located at the corner of 101st Street and Old Banff Coach Road which has been change from Residential to Urban Interface Area. In 2019 there was an application to build an automall on this area which has been withdrawn but this change may open the opportunity to bring this project back to the table. I tried finding more detailed information about what type of the guidelines of the type of commercial businesses could be accepted on this new urban interface zoning but unfortunately I could not find much information.

The zoning on the land for this project is not for commercial use nor does it fit with the future planning as proposed and agreed to on the ASP meetings by the citizens of the area. There are multiple communities and county reserves around this area that will be very affected. The access to this area on a commercial setting is also a concern as increase the risk to bikers, walkers and other drivers significantly. Light pollution is a concern to take note of also. People live out here for a way of life. One of those is seeing stars in the sky at night. It will destroy our "quiet night sky".

The communication and planning was to develop the commercial zone closer to Highway 1 by the Springbank Park for All Seasons and Calaway Park so why we need additional commercial areas within a residential area.

Please let me know if you need any additional information.

Best regards,

From: MMitton@rockyview.ca <MMitton@rockyview.ca>
Sent: Tuesday, February 2, 2021 11:42 AM
To: Ricardo Garza [REDACTED] LegislativeServices@rockyview.ca
Subject: RE: [EXTERNAL] - Proposed Automall in Springbank -Urban Interface Areas

Good morning Ricardo,

Just a question as to which file these comments are for. Do you by chance have the PL number that would be listed on your notice that you were sent.

Thank you,
Michelle

MICHELLE MITTON, M.Sc
Legislative Coordinator – Legislative Services

ROCKY VIEW COUNTY
262075 Rocky View Point | Rocky View County | AB | T4A 0X2
Phone: 403-520- 1290 |
MMitton@rockyview.ca | www.rockyview.ca

From: Ricardo Garza [REDACTED]
Sent: Tuesday, February 2, 2021 11:26 AM
To: Legislative Services Shared <LegislativeServices@rockyview.ca>
Subject: [EXTERNAL] - Proposed Automall in Springbank -Urban Interface Areas

Do not open links or attachments unless sender and content are known.

To Whom May It Concern,

We write this email to you to address the proposed Automall at the corner of 101st Street and Old Banff Coach Road (Urban Interface Area).

The zoning on the land for this project is not for commercial use nor does it fit with the future planning as proposed and agreed to on the ASP meetings by the citizens of the area.

The communication and planning was to develop the area closer to Highway 1 by the Springbank Park for All Seasons and Calaway Park into a commercial zone. If Rocky View authorities believe an Automall will fit within our community needs the project should be develop on this commercial zone. However, we don't think an Automall should take approval priority over other more necessary commercial developments in the area such as retail and grocery shopping that will provide amenities to the community that we are currently missing.

There is a big safety concern as there are a large number of bikers on these roads. The shoulders are narrow or non-existent and covered with loose gravel. It is already dangerous to bike in this area and we continue to advocate for a bike path for driver and biker safety. Adding people unfamiliar with the roads, driving cars they are unfamiliar with will increase the risk to bikers and other drivers significantly. Imagine a driver test driving a car; looking at features within the car, seeing how good the acceleration is, the handling, etc... They are not focused on the happenings on the road. They are focused on the vehicle. This point is one that cannot be ignored. People will die.

The access into the proposed Automall is also a concern. Again, we believe the infrastructure cannot accommodate such a plan.

Light pollution is a concern to take note of also. People live out here for a way of life. One of those is seeing stars in the sky at night. An Automall with lights on it 24 hours day 7 days a week cannot be in this area. It doesn't fit here. It will destroy our "quiet night sky".

We appreciate your time and we are positive that our concerns shared on this email will not be ignored.

Best Regards,

Ricardo Garza and Rodolfo Cantu
321 Pinnacle Ridge Place

South Springbank ASP Bylaw C-8064-2020
Public Hearing – February 16, 2021
Rocky View Forward – Comments

The proposed South Springbank ASP appears to largely ignore input from local residents. This ASP will guide future development in their community. To ignore their input is unacceptable. The future laid out in this ASP bears little resemblance to the tranquil, rural country residential community that attracted people to choose Springbank as their home.

Splitting the Springbank ASP

The County has an obligation to represent the interests of its residents. This ASP fails to do that. One of its major failures was Council's decision to split the North and South Springbank ASPs into separate plans. Council explicitly directed Administration to seek input on this issue. Residents overwhelming indicated that they want one ASP for their one community.

The County's updates on the ASPs state that they were split "to better capture the distinct character and goals for the north and south areas of Springbank". If that assertion was valid, one would expect to find some variation in the goals and objectives for the two ASPs. Instead, their goals and objectives are identical, with the one exception of a goal encouraging orderly business development having been added to the North Springbank ASP.

This leaves the critical question of why the ASPs were split unanswered – a question heightened by the apparently arbitrary dividing line between the North and South ASPs. One might understand a division along the Trans-Canada highway or even one quarter section south of the highway to keep the highway corridor in one ASP. However, a line that fluctuates between and three quarter sections south of the Trans-Canada, with no explanation, defies understanding and leaves one wondering about unidentified ulterior motives.

Inconsistencies & Errors in ASP

The 1st reading versions of both the North and South Springbank ASPs are riddled with errors. There are innumerable incorrect cross-references, maps with incorrect legends, maps in the incorrect ASP, etc. These errors make evaluating the ASPs more difficult and demonstrate a disturbing lack of professionalism.

Does the County intend to introduce a massively amended version at the public hearing for 2nd reading? When will residents be given an opportunity to review any such "corrected" document?

COMMENTS SPECIFIC TO THE SOUTH SPRINGBANK ASP

Vision

The sentiments in the ASP's Vision are consistent with input from residents. Unfortunately, the ASP's actual policies largely fail to deliver on this vision.

The Vision promises that the ASP “will principally offer a tranquil rural lifestyle”. The land use strategy, however, proposes to significantly increase residential densities from the now standard 2 – 4-acre parcels to an average density of 0.89 units per acre. To move to this from the current 0.25 – 0.5 upa will require substantial higher density in all new development. It is not clear how the “tranquil rural lifestyle” can possibly be retained.

The Vision also asserts that “transition from urban development in Calgary will be effectively planned to ensure compatibility with Springbank’s unique character”. The continual expansion of “urban interface areas” with each successive iteration of these ASPs raises serious doubts about the veracity of this statement. Proposing to mimic urban densities in these areas does not provide any transition, nor does it do anything to ensure compatibility with the existing Springbank community.

Goals

The goals emphasize the importance of “orderly development” and “fiscal sustainability through rational extensions of development”. These are valid goals; however, there are no policies that ensure these goals can be met.

There are no policies to encourage infill development before fragmentation in currently undeveloped areas. The only response Administration was able to provide to support this goal is an expectation that servicing will dictate the order of development. Given the flexibility provided for stand-alone communal systems, servicing constraints are unlikely to provide much, if any, “orderliness” to development.

Section 6 – Land Use Strategy

The South Springbank ASP at full build out is expected to have a population of 14,600 residents plus the 17,656 residents the Servicing Strategy identifies as the future population for the Special Planning Areas – a total population of 32,256.

In contrast, the last regional population projections from the Calgary Metropolitan Region Board (CMRB) predict Rocky View’s total population to increase by about 8,000 in the next decade and by about 17,000 over the next twenty years.

The only way to reconcile these two sets of population numbers is to assume that the South Springbank ASP must anticipate that it can plan appropriate land uses for an extraordinarily long period of time. However, that assumption is inconsistent with information the County provided to its traffic consultants. The Springbank Network Analysis prepared by the Watt Consulting Group states that full build out of both the North and South Springbank ASPs is anticipated by 2040.

Policy 6.1 & 6.2 states that local plans “must be prepared” for all residential development, other than first parcels out. Is it really the ASP’s intention to require a local plan for the subdivision of one 4-acre parcel into two 2-acre parcels? Possibly, exclusions to this blanket requirement are in the referred to Section 29 which does not appear to exist.

Section 7 – Residential

This section states that single family homes will be the dominant housing style; but goes on to indicate that “other housing types and densities” will be permitted “in keeping with the rural character”. No explanation is provided for how “other housing types” can possibly be consistent with a rural community. Semi-detached houses, townhouses and/or apartments are all urban housing not rural.

Policy 7.1 requires that development “shall be in accordance” with Map 5 – the land use strategy map. However, there are a number of policies later in the ASP that provide flexibility. How will these conflicting policies be reconciled? An attempt to do this appears to be part of Policy 7.3 – some cross-referencing would be useful.

Policy 7.2 states – “Development policies outlined in this section.” This is clearly an incomplete thought. What is the actual intent of this policy?

Built-Out Country Residential

This section defines “built-out” parcels as those that are 3.5 acres or less. This appears to leave all existing 4-acre parcels as in-fill country residential properties. How can this be reconciled with the repeated assurances in the ASP that it will “preserve the rural lifestyle”?

Country Residential

Policy 7.9 makes traditional country residential development (2 – 4-acre parcels) a permitted land use only when it can be demonstrated that cluster residential development isn’t viable. This is completely contrary to the input provided by residents during the preparation of this ASP.

The 2 – 4-acre country residential parcels are what defines Springbank’s “unique character” – something the ASP claims it will maintain. This policy appears to do the exact opposite.

Infill Country Residential

Infill country residential development will permit 1-acre parcels so long as acceptable communal servicing is provided. How can infilling an area of 2 – 4-acre parcels with 1-acre parcels “preserve the rural lifestyle” of the existing country residential parcels adjacent to this infill development?

The map and cross-references in this section are flawed, which makes understanding the full intent of the policy difficult.

Cluster Residential

Cluster residential development accounts for 27% of the land area in the South Springbank ASP. This completely ignores input from residents who indicated strongly that cluster residential was not a preferred development style except for special purpose uses such as seniors’ housing.

The ASP assumes that cluster residential development will provide servicing efficiencies and, thereby, address serious concerns about the importance of adequate servicing for any higher density development. However, the Servicing Strategy does not assume piped water/wastewater utilities for any of the cluster residential development in the South Springbank ASP.

Cluster residential development, therefore, will be permitted to use communal wastewater systems that dispose of its treated sewage on-site while piping in potable water. Permitting the continuation of this water imbalance at higher densities than under the existing Springbank ASPs will exacerbate high water table and flooding issues.

Cluster residential development is presented as an attractive option because of the higher proportion of open space it provides relative to traditional country residential development. The ASP refers to the open space in cluster residential developments as “publicly accessible”. The ASP, however, assumes that cluster developments will be managed by homeowner associations (HOAs) and that the open space in these developments will be owned and managed by the HOAs.

Typically, land owned and managed by HOAs is not accessible except to residents within the HOA. There are no provisions in the ASP to indicate how the County can or will “force” HOAs to make their open space publicly accessible. Given this, it is highly misleading to present the open space in cluster residential development as a benefit to the entire community. Instead, cluster residential development will transform Springbank’s welcoming, open character into enclaves of private communities.

Policy 7.40 – 7.41 provide for basic cluster residential development, at 1.5 upa, which is higher density than traditional country residential or even the 1-acre infill country residential. Then **Policy 7.42** provides for density bonuses that will be able to increase cluster residential development density to 2.0 upa. These are densities that should not be allowed without full water/wastewater servicing from a regional utility. Permitting these densities with treated wastewater released on-site is not environmentally sound.

Villa Condo Developments

In theory, these are an appealing housing form for seniors' housing. However, given the logical requirement that this type of housing should be located near shopping and services, it is not clear that it belongs in the South Springbank ASP.

The only areas in this ASP that might have the necessary shops and services will be in the Special Planning Areas and, possibly, the Urban Interface Area. However, these areas are being planned to have sufficiently high density that they will not “preserve the rural character” that is the underlying purpose of providing villa condo housing as a means of permitting residents currently living in country residential properties to age in place in a rural environment.

Section 8 – Institutional & Community Services

Policy 8.7 directs that the local plan for this land use area will be prepared by the County. While it is understandable that the County should take a lead role in planning this community core area, it is not clear how this will effectively incorporate private development for uses such as villa condo developments.

Section 9 – Special Planning Areas (SPA)

This section and the land use map (map 5) provide conflicting information about where interim uses may be possible within the Special Planning Areas. Map 5 identifies only SPA 1 as having interim uses. In contrast, the policies in this section all speak of interim uses within both SPA 1 & 2. Which is correct?

Section 9.4 provides for a public engagement process involving “area stakeholders” as part of the development of an overall land use strategy for the Special Planning Areas. These provisions need to be strengthened. The County’s current approach to notification of “area stakeholders” is completely inadequate for consultations on land use changes of the magnitude contemplated for the Special Planning Areas. As well, comparable public engagement must be added to the policies in this section before “interim” uses are approved for these areas. Given the extremely long timeframe allowed for interim uses, this omission risks removing the public consultation obligations.

Overall, **Policy 9.5** appears to provide only limited controls on the types of commercial development that will be allowed as “interim” uses. So long as the “interim” use does not require subdivision of the parcel on which it will be located and can operate on pump and haul servicing, there are few restrictions.

Policy 9.5(d) appears to intend to provide some policy guidance on transportation infrastructure. However, since the sentence is not completed, it is impossible to assess the reasonableness of the intended policy.

Policy 9.5(g) permits interim uses with end dates up to January 1, 2045 – 25 years from now. It is difficult to understand how “interim” can be reconciled with a 25-year timeframe, which is longer than the expected applicability of the ASP itself. What rationale has been used to justify such long “interim” approvals?

Policy 9.6 requires that local plans for “interim” uses must be made in accordance with Section 28. Since there is no Section 28 in the South Springbank ASP, the policy’s intention is not obvious.

Section 10 – Urban Interface Area

The Urban Interface Area in the South Springbank ASP showed up between the initial 1st reading presentation of the single Springbank ASP and the 1st reading of the split-apart ASPs. How can the appropriate land use policy direction for this land have changed from Special Planning Area to Urban Interface Area in such a short period of time?

When this land was part of the Special Planning Areas, residents had a higher level of confidence that their voices would be heard in any consultation process around future land uses. The sudden change to Urban Interface Area appears to have been made because the land has been identified as land “expected to develop in the near future”. This conclusion and the resulting redesignation of its land use strongly suggests that specific land uses have already been identified. That critical step was supposed to be part of the public engagement required for all Special Planning Areas. By changing its land use strategy designation, the South Springbank ASP has removed residents’ ability to provide meaningful input on alternative land uses for the area and, instead, they will be left to comment only on a specific proposal.

The County’s current approach to notification of “area stakeholders” is also completely inadequate for consultations on land use changes of the magnitude contemplated for the Urban Interface Area.

Policy 10.2(c) requires demonstration of a “satisfactory potable water and wastewater servicing solution” before development can proceed on these lands. What assurances do residents have that “satisfactory” solutions will provide

appropriate long-term servicing for the area rather than stop-gap pump and haul solutions for commercial activities?

Section 11 – Transitions

It needs to be pointed out that this section is only required because the ASP is introducing incompatible land uses adjacent to each other. If the ASPs had responded to resident input for how people who actually live in Springbank want their community to evolve, there would be far less need for this section.

Business-Residential Transition

This section appears to have been mistakenly included in the South Springbank ASP since it refers only to the North Springbank ASP. The South Springbank ASP does not have any commercial / industrial land uses requiring transitions to adjacent residential areas.

Residential Form Transition

There are no illustrations of what the ASP intends for transitions between adjacent residential communities with differing densities. All the examples illustrate either transitions between residential and commercial/industrial or between residential and agricultural uses. It would be much easier to understand **Policies 11.12 – 11.13** if such examples were provided. There are not any minimum standards for the width of transition setbacks in these policies.

The policies provide no guidance on where these transition areas are to be located. We assume that the expectation is for these transition areas to be part of the property being newly developed. What elements in the local plan requirements will ensure that adequate transitions will actually be provided?

Missing Transition Policies

Section 11 does not provide any guidance for setbacks between the Special Planning Areas or the Urban Interface Area and existing country residential developments. This is a serious shortcoming given that those areas are intended to have dramatically more intensive development than the existing country residential developments. What assurances are there that appropriate setback transition areas will be required for these areas?

Section 12 – Agriculture

The focus of this section is to support agricultural land uses “until such time as the land is developed for other uses”. Treating traditional agricultural operations as a transitional placeholder goes against the strong preferences expressed by local residents. Preserving Springbank’s agriculture was a top priority for residents.

Policy 12.8 indicates that agricultural subdivision should not be supported, except for first parcels out or new agricultural uses that are consistent with the County Plan (or the MDP once approved). It is not clear how this restriction will work with the Section's objective to support diversification of agricultural uses, especially the introduction of "contemporary" agricultural uses.

Section 13 – Natural & Historic Environment

The introduction to the section is contradictory. If the South Springbank ASP is actually committed to the introductory statement that "the natural and historic features of Springbank are valuable assets", then it should do more than preserve these "whenever possible". If the environment is important, why does the ASP give development priority over preserving environmental features? Resident input was very clear – preservation of the natural environment and wildlife corridors were high priorities and were unquestionable more valued than facilitating higher density residential development.

Maps 6 and 7 identify key environmental areas and wildlife corridors. These should be set aside as undevelopable land in the ASP. Instead, they are all identified as higher density residential development. The policies in Section 13 are all designed to **minimize** the impacts of development on these critical areas, not to protect the areas.

As a result, a proposed development in compliance with the ASP's land use strategy will be permitted to destroy wetlands (**Policy 13.12**), interrupt wildlife corridors (**Policy 13.5**), build roads in riparian areas (**Policy 13.17**), cut down native woodlands and "replace" them elsewhere (**Policy 13.4**). It is not clear how any of these actions can be portrayed as protecting the environment.

Section 15 – Active Transportation, Parks & Open Space

This section focuses almost exclusively on active transportation – pathways, etc. **Policy 15.1** requires future development to provide "an interconnected system of open space and parks in general accordance with Map 8". However, Map 8 does not delineate any open spaces or parks; it only identifies future pathways. This suggests that when the ASP speaks of "open space and parks" it is really meaning linear pathways. For most people, these are not interchangeable.

This section completely ignores public river access, park space adjacent to the Elbow River and/or active transportation networks along the river. These were all identified by residents as desirable amenities.

Policy 15.2(d) makes passing reference to open space including "privately owned land that is accessible to the public". How will the County ensure that this actually occurs? This question is particularly critical given the open space justifications used to promote high density cluster residential development.

Section 17 – Transportation

This section seriously downplays the traffic implications that accompany the residential development planned for the South Springbank ASP. Most people will not read the Springbank Transportation Network Analysis, so will not be aware that it forecasts the need for stop signs at every intersection along Springbank Road by 2040.

Section 18 – Scenic & Community Corridors

This section requires a major rewrite to reflect its applicability to the South Springbank ASP. Map 10 identifies only one scenic corridor in the Springbank Road / 101st Street area and one community corridor along Range Road 33. How the policies in this section are intended to apply to these areas is completely unclear.

Policy 18.5 is completely baffling. It claims to be overriding Policy 21.4, which does not exist and even if it did would make no sense since it would be in the Solid Waste & Recycling section. It then goes on to refer to interim uses in Special Planning Area 5 – there is no Special Planning Area 5 and interim uses were supposed to be restricted to Special Planning Area 1 and/or 2 (depending on whether the text or map in Section 9 is correct).

Policy 18.6 refers to the Highway 1 West corridor. This is not in the South Springbank ASP.

Section 19 – Utility Services

The objectives in this section are laudable. It is in keeping with concerns raised during the public engagement on the ASPs to ensure that servicing options minimize environmental impacts; that the land use pattern is compatible with servicing capabilities; and that potable water and wastewater systems are safe, cost effective and fiscally sustainable. Unfortunately, as will be highlighted below, the actual policies fail to deliver on these objectives.

The ASP asserts that the key objective for its supporting Servicing Strategy was to “determine if a cost effective servicing system(s) that provides efficient, economic and sustainable municipal services to residents is feasible for the Plan area”. The ASP then goes on to state that the Servicing Strategy “determined that there are cost effective and sustainable options”. However, those options will not provide servicing to the vast majority of land within the South Springbank ASP.

In the “near term”, the Servicing Strategy’s proposed municipal/regional utility system will only service the Highway 1 corridor, none of which is not in the South Springbank ASP. At full build out this system will only service the Special Planning Areas and the Urban Interface Area within the South

Springbank ASP. This leaves all the residential development in the South Springbank ASP to be serviced by other means.

Policy 19.1 states that utility services should support “an orderly, logical, and sequential pattern of development”. This is a commendable statement; however, it is largely nullified by subsequent policies in this section.

Policy 19.4 states that utility servicing costs “shall be the developer’s responsibility”. Nothing in the ASP addresses how these costs will be financed. Given the magnitude of the construction costs for the proposed regional piped water/wastewater system, it would be useful to provide some policy guidance on this issue. Is the expectation that private developers will front the costs and recoup their investment from future developers or is the expectation that the County will do this and use off-site levies to recoup its investment? Either alternative fits within Policy 19.4, but the implications for County residents are dramatically different.

Policy 19.6 facilitates pump and haul water and wastewater “solutions” for non-residential land uses “on an interim basis until such time as piped servicing is available”. Given that Section 9 assumes that “interim” uses can extend for up to 25 years, this suggests that sub-optimal servicing will be permitted for substantial lengths of time.

Policy 19.10 requires non-residential buildings to have fire suppression systems. It is not clear how this requirement fits with Policy 19.6 which permits use of water cisterns.

Policy 19.12 stipulates that residential parcels less than 2 acres in size must be connected to a piped wastewater system. However, **Policy 19.13** immediately nullifies that requirement by permitting interim solutions where a regional system is not available.

Policy 19.15 permits the use of communal wastewater treatment systems when it can be demonstrated that connecting to the regional piped utility is not cost effective. Given that the Servicing Strategy concluded that regional piped servicing is not feasible for most of the South Springbank ASP, even at full build out, this policy overrides all the apparent intentions to provide environmentally responsible piped wastewater servicing.

Policy 19.18 states that these communal wastewater treatment systems “should” [note, not a mandatory shall] ensure that they “do not create any negative environmental impacts within the sub-basin”. The servicing strategy for all the cluster residential and infill country residential development in the ASP assumes that potable water will be piped in by private water co-ops, such as Calalta, and that wastewater will be treated in communal systems with the

treated effluent being disposed of on-site. This approach results in a build up of water over time – piping it in, but not piping it out. It is unclear how intensifying this approach to the extent necessary to support the planned residential densities can possibly avoid “negative environmental impacts within the sub-basin”.

Policy 19.20 appears to open the door for the County to finance wastewater systems throughout the South Springbank ASP. There are no cost estimates for these systems in the Servicing Strategy. How will it be determined if and when such municipal involvement is appropriate?

Map 12 which outlines the proposed regional piped wastewater servicing system is highly misleading. While it is true that the Servicing Strategy recommends running its forcemain through much of residential South Springbank, there is no expectation that any of the country residential properties in its vicinity will be connected to the system.

Section 20 – Storm Water

This section assumes that South Springbank’s approach to storm water management will remain relatively unchanged – rely primarily on open roadside ditches to move storm water through the area. As residential densities increase, this passive approach to storm water management may become less viable. Has any work been done to investigate alternatives?

Section 21 – Solid Waste & Recycling

The South Springbank ASP contemplates significant commercial development in the Special Planning Areas, including “interim” uses that could commence in the near term. The ASP also contemplates significant institutional and community service development in the community core along Range Road 33.

Development in all of these areas will generate solid waste. Why are they not covered in policies in this section?

Section 22 – Emergency Services

Policy 22.3 is blank – is something missing or do the subsequent policies need to be renumbered?

Section 24 – Renewable Resources

This section notes that the Springbank area is well located for both wind and solar renewable energy initiatives. The objectives innovative technologies and the use of solar panel systems on rooftops and in agricultural settings.

The actual policies do not address wind-powered electrical generation. Nor do they address the use of stand-alone solar panels on non-agricultural properties. Both of these are issues for which policy guidance would be useful.

Section 25 – Implementation

Phasing

This subsection opens with the statement that “the Plan recognizes that development within the Springbank Plan should progress in a logical and efficient manner”.

Policies 25.8 – 25.10 purport to satisfy this objective as well as comply with Section 633 of the *Municipal Government Act*, which requires ASPs to describe the sequencing of their proposed development. Unfortunately, at a practical, these policies do neither.

If the ASP actually wanted to achieve a logical or efficient phasing of development, it would restrict development outside of the infill country residential areas until these infill areas were built out to a specified percentage, possibly 70 – 75%. Effective phasing would also provide priority rankings for undeveloped areas and set strict criteria that would have to be met for any development that did not fall within the priority areas.

Instead, **Policy 25.8** states that phasing will be determined by “the availability of efficient, cost effective and environmentally responsible utilities”. However, given that Policy 19.5 permits the use of stand-alone communal wastewater treatment systems throughout the ASP, servicing limitations will not impose any orderliness on development within the ASP.

Policy 25.9 does not provide any sequencing guidelines for infill development beyond a need for some form of water and wastewater connection – a requirement for any development.

This complete lack of effective phasing policies is aggravated by the statement that “future development will be principally driven by market demand”. This statement, in effect, throws the door open for development anywhere within the ASP since the servicing constraints will not impose any orderliness on development.

Michelle Mitton

From: Shelley Moore <[REDACTED]>
Sent: February 3, 2021 4:24 PM
To: Legislative Services Shared
Cc: info@rockyviewforward.com; Debbie Vickery; Division 2, Kim McKylor; Division 7, Daniel Henn; Carol Elliott; Heather Bulger; Gay Lynn McCartney; Glen Dickey; Rob Lupton; Jessica Serfas; Jeannette Chung; Doreen Poohachow; Darren Wiltse; Lisa Skelton; Sylvia Blick
Subject: [EXTERNAL] - Bylaw C-8031-2020 and C-8064-2020

Follow Up Flag: Follow up
Flag Status: Completed

Do not open links or attachments unless sender and content are known.

Good Afternoon:

Please accept this email as a submission in regards to the proposed Bylaw C-8031-2020 and C-8064-2020 which refers to the new Municipal Development Plan (MDP) for the Springbank area.

We have been residents of Springbank for 24 years and have witnessed many changes to not only the area but to Alberta and Calgary. Some of these changes have been positive, and others less so. The Springbank area has long held a reputation for beautiful vistas that has balanced a diversity of development that ranges between 2 and 160+ acres. Historically, farm and country residential have lived side by side.

Our household is opposed to the proposed MDP on the following grounds:

- 1). Splitting the Springbank area into two development plans would fractionate the community. By this plan, the North side of Springbank would become the industrial/commercial area, and as a result existing properties would depreciate in value. This is unacceptable to us as our quality of life, the diversity of future development and the balance between both agriculture and commercial interests must abide by the same expectations.
- 2). The 2013 Springbank County Plan accessed many working groups (I was not only involved in one of the working groups, but also presented at the public hearing) and through time and diligence by all parties developed a framework for Springbank. The same due diligence has not been followed by the County and it is unacceptable.
- 3). The County appears, though its Plan to promote significantly higher density in Springbank. This is unacceptable without extensive consultation with existing developments that contain greater than 2 acre parcels. To randomly identify these lands, within existing developments as sites for further higher density is insulting to the community that these parcels exist. No public consultation has been done to inform or consult with these communities. We find this unacceptable.
- 4). Any proposed, higher development MUST have a significantly larger setback than what is proposed in both the Springbank ASP Servicing Strategy and the ASP's for both North and South Springbank. Fifty (50m) meters is an unacceptable buffer, and a minimum of 200m should be considered. The priority, job and responsibility of the County is to PROTECT the existing stakeholders (primarily country residential) and balance the desire for increased tax revenue from higher density residential or commercial development.

To close, our household is strongly opposed to both Area Structure Plans as proposed. More thorough public engagement is required.

Kind Regards
Shelley and Kevin Moore
39 Windmill Way
Calgary, AB
T3Z 1H5

Michelle Mitton

From: Scott Hornung [REDACTED]
Sent: February 3, 2021 1:53 PM
To: Legislative Services Shared
Subject: [EXTERNAL] - BYLAW C-8064-2020

Follow Up Flag: Follow up
Flag Status: Completed

Do not open links or attachments unless sender and content are known.

On Behalf of the Board of Sterling Springs Estates Residents Association (SSERA), I am writing you to advise that we are 100% ***Opposed*** to the proposed bylaw. Your cluster residential area that you propose is too massive for the idyllic rural setting in Springbank. The public school system is already bursting at the seams and would be unable to support the massive number of families moving into the area.

Cluster residential area will also be unsustainable in terms of water and sewage. Area structure studies support minimum 2 acre lots.

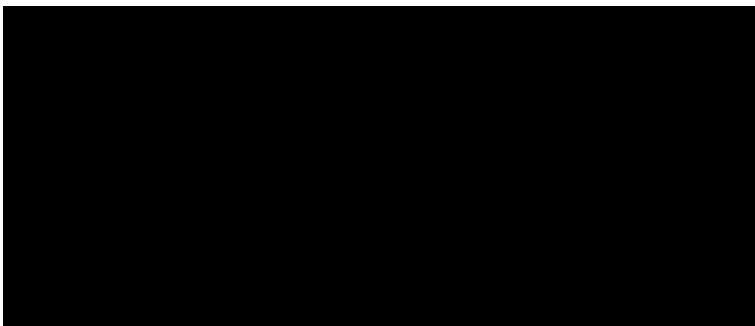
The amount of traffic would also increase exponentially making it difficult to enjoy the natural preserve that we have in Springbank. More traffic would translate into a higher frequency of accidents in the area, further endangering our children, cyclists and pedestrians.

This would also increase the light pollution as we continually add in lights and traffic lights as well as noise pollution due to the volume of traffic.

Scott Hornung

President

Sterling Springs Estates Residents Association



Kim Magnuson
Springbank

RE: Bylaw C-8064-2020
File # 1015-550
South Springbank ASP

janderson@rockyview.ca
legislativeservices@rockyview.ca

Let this sink in: 17,890 proposed residents North Springbank
14,600 proposed residents South Springbank
17,656 residents in proposed Special Planning Areas

TOTAL: 50,146 proposed residents in Springbank.

This is larger than Cochrane and only 20,000 less populous than Airdrie.

And YET, there is no comprehensive plan for a wastewater/water/stormwater solution in Springbank.

Langdon has a far lower population but has both water and wastewater infrastructure.

There is something seriously wrong with these draft Springbank ASP's.

I am OPPOSED to:

- **Splitting** the current Springbank ASP into two separate ASPs, one for the North and one for the South with **no logical rationale**.
- Land Use designations for the future in an established country residential area.
- Land Use is **pre-determined and therefore sterilized** for other uses.
- **Tripling the population** of South Springbank from 5847 to 14,600 mainly through **increasing the density on smaller lots over larger areas of land**.
- Expanding water servicing infrastructure without subsequent and **necessary wastewater servicing**.
- **Ignoring the results** of the three public engagements, in which the majority of **residents** did not envision - or agree with - such expansive development proposed here.
- **Increasing the land base** for business/commercial/industrial/residential uses.
- The glaring **lack of “Shall”** rather than “Should” statements.
- Turning Springbank into an area that essentially **duplicates the services** available in Cochrane and Calgary.
- There have been no adequate **studies done on ground water**, which is a **priority** problem in Springbank.
- Building out what is proposed in the ASP's **does not respect the distinct rural lifestyle** that Springbank residents bought in to and want to preserve, as per the public engagements.
- **Villa housing** for seniors and those with disabilities should **not** be located far away from previously approved commercial areas, like Harmony and Bingham Crossing.

Seniors housing has **already been approved in three areas – Pradera Springs, Bingham Crossing and Harmony as well as Rivers Edge**.

Please make it Council's priority to engage these developers to start building these seniors' areas out.

- Cluster housing and Villa housing should have to **connect to wastewater servicing** that completely removes treated wastewater from the lands.
- If Country Residential can be built of “Cluster residential” lands, why bother to **label the land use** as Cluster Residential? This is the true “**sterilization**” of land.
- As the new MDP and CMRB notes, new growth shall be **directed to existing** approved developments. Please do this before redesignating more greenfield development.
- It's difficult to understand how HOA's for Cluster Housing will maintain open spaces for the public. How would this be **enforced or even enforceable**?
- What is the potential for **spray irrigation** on lands from communal wastewater systems? Discarding treated wastewater via irrigation or simple seepage is not acceptable anymore.
- The proposed water servicing from Harmony to new development - from Old Banff Coach Road and to the south along the escarpment - is **environmentally problematic**.

The potable water comes from the Bow River but the catchment area for that water goes to the Elbow River.

- Springbank is already growing at a **moderate rate**.
- Why is Funeral Services and Entombment listed as a use on RR 33?

1) **WHY** does Council want to split the current Springbank ASP into two separate ASPs, North and South?

- there is no apparent logical rationale in any of the draft document.
- Springbank is an existing complete and uniform community of acreages.
- Splitting the community by enforcing two ASP's does not create cohesiveness.

2) **WHY** are there Land Use designations for the future in an established country residential area?

- Land Use has been **pre-determined** and therefore **sterilized** for other uses. This concept is directly at odds with Council's view of the CMRB “sterilizing” Rocky View land.
- Remove all references to land use, and let the market decide.
- Building out what is proposed in the ASP's **does not respect the distinct rural lifestyle** that Springbank residents bought in to and want to preserve, as per the public engagements.
- *Country Residential is 11% of the Plan area.*

*Historical subdivision approval in Springbank has resulted in fragmented pockets of country residential lots and small agricultural parcels. **Incremental development in these areas divides viable agricultural land, impacts agricultural operations, and creates an inefficient settlement pattern with poor connectivity.***

Yet

Cluster Residential is proposed for ***largely intact quarter sections with potential for connectivity and different forms of development. These areas are generally cultivated with some pasturelands.***

This comparison of country residential and cluster housing is largely absurd. Developing one has more impact on agriculture than developing the other????

3) **Tripling the population** of South Springbank from 5847 to 14,600 mainly through **increasing the density on smaller lots over larger areas** of land.

- *The Springbank ASP plans for an approximate population of **14,600** with an average density of gross **0.89 upa**; this target was determined through planning and engineering*

reviews, as well as stakeholder consultation and feedback. P. 14

Who were the stakeholders and why wasn't resident input considered?

- This population prediction does not take into account the **17,000+** more residents in the Special Planning Areas, a phenomenal number – without a wastewater solution.
- Imagine Langdon without wastewater servicing; densifying creates water (in every form) problems.
- There are several environmental and social issues with this plan.
 - As it is today, Springbank has problems with a high water table.
 - Historic springs exist but new springs have been identified in the Master Drainage Plan.
 - Residents of Springbank do not buy into this density, as they identified in the engagement sessions.
 - Only 1/4 of participants in the engagements supported a higher density, yet this plan proposes high density and clustering everywhere.

4) Expanding water servicing infrastructure without subsequent and necessary wastewater servicing.

- Basic common sense dictates that filling land with potable water requires the necessary infrastructure to remove the grey/waste water, yet there is nothing in this ASP that fulfills this requirement. Imagine overflowing your tub onto the floor in your house; the water simply moves to other areas.
- What is the potential for **spray irrigation** on lands from communal wastewater systems? Discarding treated wastewater via irrigation or simple seepage is not an acceptable solution, but rather connecting to wastewater infrastructure is necessary.

5) Is Council willing to ignore the results of the three public engagements, the coffee chats and online comments regarding their vision for Springbank?

- The majority of **residents** did not envision - or agree with - such expansive development proposed here, yet will have to live with the results if Council (with no explanations) and a few large landowners direct the ASP.
- Approving this ASP will turn Springbank into an area that essentially duplicates the urbanism already available in Springbank Creek (9 quarter sections not started yet), Harmony, Cochrane and Calgary.
- There is nothing in this ASP that keeps Springbank distinct, which is why residents moved here in the first place.

6) There is a glaring lack of “Shall” statements with respect to developer responsibility.

- “Should” statements provide **no** guarantee for proper outcomes, such as wastewater connections, in new dense developments.
- Any new development must have an appropriate wastewater solution, not massive septic fields for treated wastewater, and definitely not spray irrigation.
- There have been no studies done on ground water, which is a problem in Springbank.
- Numerous homes throughout Springbank were built in areas with high water tables and experience basement flooding during wet periods. It is simply not acceptable to continue building homes without considering the movement of water beneath the ground.

7) Villa housing for seniors and those with disabilities should **not** be located far away from previously approved commercial areas, like Harmony and Bingham Crossing.

- Residential development will accommodate moderate future population growth while maintaining a rural lifestyle. P. 17

Opportunities will exist for other housing types and densities that are carefully planned and are

in keeping with the rural character of Springbank. P. 17

...there is a desire for seniors' housing P 17

- Seniors housing has already been approved in **four areas** – Pradera Springs, Bingham Crossing, Springbank Creek and Harmony as well as Rivers Edge.
- Please make it **Council's priority** to engage these developers to start building these seniors' areas out. Once these areas build out, Council will see how much demand there is for this housing.
- Villa housing/Townhouses not belong in existing country residential areas.

8) Cluster Housing and Country Residential Infill

- Cluster housing and Villa housing should have to **connect to wastewater servicing** that completely removes treated wastewater from the lands.
- Why is rationale for traditional acreages required on land use labeled as clustering? It should be the other way around – that clustering requires rationale because of their complexities with wastewater and “public” open space.
- Infill CR – reducing 2 acres to 1 acre lots **requires** wastewater servicing to remove from the area, not septic fields or just water treatment or communal.
- Municipal servicing standards do NOT take into consideration 1 acre lots
- 7.71 a) Infill – There is no requirement for wastewater servicing which needs to be added.

9) As the new **MDP** and **CMRB** state very clearly, new growth shall be **directed to existing** approved developments.

- Please do this before redesignating more greenfield development.
- There is already more than enough approved development to which to direct seniors' housing.

10) How can Rocky View enforce the HOA's for Cluster Housing to maintain open spaces for the public?

- Once an HOA is in place, as in Elbow Valley, the pathways become private, not public.
- After a pathway in a Clustered Housing area is established, will there also be a commitment by the HOA to provide public parking for those using the pathways? Springbank Creek has that obligation in place.

11) The proposed water servicing from Harmony to new development - from Old Banff Coach Road and to areas south along the escarpment and east to Calgary - is environmentally problematic and possibly not acceptable to the provincial government.

- The potable water for any new development in this area is proposed to come from the Bow River but the catchment area for that water goes to the Elbow River.

- The drainage must go back to the Bow through connection to the wastewater system in Harmony.

12) SPECIAL PLANNING AREAS

• *these areas may have the potential for a higher intensity of development; water and transportation servicing need to collaborate with City of Calgary; and require strong collaboration with The City of Calgary.*

- In no way did Springbank residents specify that they are in favour of higher intensity of development.
- High density can only occur with resident engagement and collaboration with

Calgary, which we do not have.

Provide for limited-service, interim Commercial uses within Special Planning Area 1 prior to the area proceeding to build-out in accordance with the policies of any ASP amendment.

Special Planning Area 1

9.5 Commercial uses shall be allowed for an interim period

- c) proposed business commercial uses shall be of a form that does not require connection to a regional potable water and/or waste water system; P38*
- Allowing “interim” uses with limited services in any of the Special Planning Areas translates to: allow whatever to build wherever with no big plan because it is only temporary – however, it is 25 years which isn't temporary and may have off-site impacts because of the lack of overall planning.

13) URBAN INTERFACE AREA

The area identified as Urban Interface lands are those that, by virtue of location, limited servicing requirements, and adjacency to existing or planned developments, are expected to develop in the near future. These lands will be generally commercial, with detailed land use proposals, density, and form to be determined at the local plan stage. P.40

- Just how much commercial land is required in Springbank – next to Calgary?
- This should be residential land. At least residents will know what they're buying into.

14) 11 TRANSITIONS

...this Plan anticipates new forms of housing, including Cluster Residential, Cluster Live-Work and Villa Condo development. P. 41

The maximum height of buildings on lots adjacent to a residential area should be 12.5 metres, or lower P. 43

- Again, this type of dense housing without water and wastewater infrastructure is unacceptable.

15) 13 NATURAL AND HISTORIC ENVIRONMENT

Wetlands not claimed by the Crown that have a high relative value, as per the Alberta Wetland Classification System, should be dedicated as environmental reserve or environmental reserve easement. P.53

- This is a very weak statement. Along with certain slopes, riparian areas, flood plains, wetlands SHALL be protected with appropriate setbacks.

- Note that almost all undeveloped lands in South Springbank are wildlife corridors as per Map 07: Wildlife Corridors.

- It is incumbent on Council to enforce their preservation.

16) 15 ACTIVE TRANSPORTATION, PARKS AND OPEN SPACE

- While pathways and parks are addressed, safe public access to both rivers is notably absent.

17) 19 UTILITY SERVICES

19.13 *Where a regional waste water treatment system is not available, interim methods of sewage disposal may be allowed provided there is no discharge into either the Bow or Elbow Rivers, regardless of the amount of treatment. P. 72*

- Any development that connects to water from the Bow (Harmony) must release all wastewater, treated or not, back to the Bow and keep within the watersheds.

19.9 The reuse of storm water for the purposes of residential irrigation is encouraged over using water suitable for domestic purposes and should be addressed in local plans. P.74

- This statement simply does not address either groundwater or the function of sloughs or wetlands. Again, groundwater mapping is essential in Springbank prior to creating any density.

Map 11: Water Servicing P. 75

Does the Harmony water licence allow its product to be piped to service new development on Old Banff Coach Road and along HWY 1 West?

Overall, the CMRB will likely not approve this ASP because it has too much growth, takes up too much land, and doesn't address directing new development to existing areas like Harmony.

22 quarter sections clustering

27 quarters of infill

Built Out Residential/Right of Way	1,548.73 ha	(3827.00 ac)
Infill Country Residential	1,571.80 ha	(3,884 .00 ac)
Cluster Residential	1,430.57 ha	(3,535 .00 ac)
Institutional and Community Services	292.18 ha	(722.00 ac)

Special Planning Area 1	249.69 ha	(617.00 ac)
Special Planning Area 2	43.30 ha	(107 .00 ac)
Special Planning Area 3	197.89 ha	(489.00 ac)
Special Planning Area 4	28.33 ha	(70.00 ac)
Urban Interface Areas	24.28 ha	(60 .00 ac)
Total	5,343.07 ha	(13,203 ac)

South Springbank:

Includes 5832 existing population

Gross residential	= 7403 ac .53 UPA	/	17,890 proposed residents North Springbank
Net residential	= 4400 ac .89 UPA	/	14,600 proposed residents South Springbank
Infill	= 3884 ac	/	
Cluster	= 3535 ac	/	

Institutional/Community Services = 722 ac	722 acres
---	-----------

Special Planning Area 1	= 617 ac	/	
Special Planning Area 2	= 107 ac	/	1283 ac and 17,656 residents
Special Planning Area 3	= 489 ac	/	
Special Planning Area 4	= 70 ac	/	
Urban interface	= 60 ac		

13,203 ac total

50,146 possible residents in Springbank

These numbers reflect a community with the population of Airdrie but with no reasonable wastewater or stormwater solutions.

17,890 proposed residents North Springbank
 14,600 proposed residents South Springbank
 17,656 residents in proposed Special Planning Areas

Springbank ASP, North and South, Draft Prepared for First Reading

Feedback prior to Feb. 2021 deadline:

1. Technical Support documents

ISL Springbank Servicing Report, 86 pages, 2020

Makes two *assumptions* for favorable water supply options:

1. Calgary from the reservoir at Artists View East:
but it does not consider the relevant possibility of such a solution, since RVC has hired a third party to try to eliminate the CRMB. Calgary will not be amenable to cooperate. If Calgary should sign an agreement, what would be the annual taxpayer cost?
2. Harmony:
but their licenses allow supply only on their own lands, clearly described in each license, and for the volumes required by that development. I do not see a system of negotiation referenced in the ISL report, nor any application to amend their licenses. I note that to even supply the Harmony development, itself, at full build-out an investment in the range of \$570 Million more capital is required. If RVC anticipates use from Harmony how much will that cost us, the current taxpayers?
**** Specifically, in the South ASP, there is a Harmony water line running east to the Rudiger lands. Again, there is no water available and no license to do this so why is something incorrect in a bylaw Document?**

No responsibility for costs were stated for taxpayers to consider! Is it fully developer cost; or is it a cost-recovery system demonstrating the same cost to us as “Balzac East” continues to be?

Therefore, it must be concluded that **neither ASP CAN proceed at this time.**

MPE Report on Springbank Creek, 55 pages, 2015

Key points from this report:

1. Clearly states, in 2015 dollars, that \$2M was required to remedy existing problems in just that one sub-basin
2. Mapping shows large areas of land that are too wet for development within the ASP boundaries, yet this report indicates even smaller parcels on less than 1 acre using private sewage. This is directly opposite the recommendation regarding pollution via wastewater drainage in both the Elbow and Bow River Watershed Reports. (see below)
3. The map on p. 9 clearly shows all the areas that will be negatively impacted by SR1 – but this report does not include that analysis

MPE Master Drainage Report, 138 pages, 2016

This appears to be a paper exercise to try to update the thorough Westhoff Report of 2004.

1. No stream gauge program has been implemented, as per the Westhoff Report, therefore RVC has no idea of TSS loads - as only one example. Without this program there is also no way to gauge outcomes from the SR1 impacts.

It also references the requirements of both the Elbow and Bow Watershed Reports.

The Watershed Reports require:

2. a limit to phosphorus loading and currently Calgary has difficulties meeting their required reduced load. How then can this massive plan meet those same conditions, as they add to the issue vs. help it?
3. Maintaining pre-development hydrology which apparently is not even done currently, since there is a need of \$2M to correct current issues

Picking up on only these three points (of the 6 in the MPE reports) it therefore must be concluded that these ASPs **CANNOT proceed at this time.**

2. Draft Springbank ASP, both North and South

Residential:

The cluster development idea received minimal agreement by the residents to be included:

- to make sure our seniors could remain in the central part of our Springbank Community, and
- to be placed where it made topographic and access sense for them.

Instead, the ASP is proposed to cover massive areas of Springbank which is against the community feedback of only 53% even saying yes to a variety of some higher density; and of that 53% only 1/3 (18% of 53% = miniscule) wanted cluster development. Besides what wildlife corridor could exist within cluster development?

Remember that Springbank already has a 100-year supply of approved developments in a closed river basin.

Therefore, the reports' conclusions are wrong making the reports and mapping wrong.

Industry:

The concept of industrial development in the North ASP:

The clear community feedback was to allow ONLY light industry and that should be ONLY where the Springbank Airport requires residential restrictions. The feedback went on to say that only commercial development be allowed beyond those boundaries.

It is recognized that the number of industrial-acres is reduced from 946 to 469 (unless of course that is simply a conversion of the numbers).

Instead - what did the Springbank Community get? INDUSTRY!!

Therefore, the report conclusions are wrong making the report and the mapping wrong.

Thinking of access for developers of industry: why would they choose Springbank?

- No international airport.
- No railroad.
- Tougher and longer access to the industrial corridor in Calgary.
- Tougher and longer access to the north/south corridor of the province.

Agriculture, in both ASPs:

Why is it protected only “until”? Are we all going to stop eating when we live in those dastardly cluster houses covering all the agricultural land?

Additionally, without agriculture, who will be the stewards of the land in order to continue to deliver the current “full basket of environmental goods”? This stewardship situation provided by all our agriculturists also benefits all those downstream of Springbank. Isn’t that called regional planning for servicing?

Transportation:

The South ASP boundaries cut off Highway 1, yet Goal 8 requires attention to both Highway 1 and to RR33.

The North ASP, Goal 9, does not have specific treatments listed for intersections from the County to Highway 1. RR33 is the community centre of Springbank.

Correct the wording and mapping of both ASPs.

In particular, Highway 563 is cut off from recognition in both documents. Both maps show this provincial highway as a non-continuous entity. Wrong. It is an historical highway and should continue as such (as a matter of fact, in other documents in front of RVC – 563 being provincial – what is Qualico doing proposing multiple accesses from both Calgary and RVC, without the required distancing under provincial standards?)

Please confirm that all “notions” of a provincial highway, #563, being taken over by RVC and turned into a four-lane feeder road ARE DELETED!

Servicing:

The goals of both ASPs state “provide” --- “in a safe, cost effective, and sustainable manner”.

The wastewater line is incorrectly shown to tie into Pinebrook. They are connected to Calgary. There is no new agreement.

There is no Regional Plan.

The South Saskatchewan River basin has been closed since 2006.

Both the Bow and Elbow Watershed Plans prohibit runoff.

Could you please thoroughly explain how this statement can legally exist?

If it should become legal -at whose costs?

Open Spaces:

Both documents claim that some of the open spaces left over from cluster development would be Municipal Reserves.

Those homeowners would assume that is their space. How likely is it they would let me drive into the middle of their group to walk my dog and leave it's business behind?

So - How many more tax dollars would have to be spent to mow those MRs to control fire hazard?

Unreasonable assumption!

Communication:

Acton 5 in the South ASP talks about communication between RVC and developers. Developer don't pay the taxes. Where is the communication with the taxpayers – and show me when and where that communication is thoughtfully considered.

Even taking the side of a developer – tell me how dividing the franchise area for the Calalta Water service into two ASPs, with different conditions is listening to developers?

Have both ASPs been circulated to the City? What are their comments on this new divided direction? I don't see that communication on RVC website.

Conclusion:

All this time, energy, and money spent by the residents, the administration, the consultants, and Council has become a colossal waste by everyone. Not only is our feedback ignored but one Councillor went on to split our ONE COMMUNITY into two parts.

DEFEAT AND START AGAIN. (Or do NOTHING, as we already exist under more than one Springbank ASP.)

Respectfully,

Gloria Wilkinson