



# COUNCIL REPORT

## Redesignation Item: Commercial

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Electoral Division: 2

File: PL20230127/128/158  
04733008

Date:	September 25, 2024
Presenter:	Bernice Leyeza, Planner 2
Department:	Planning

### REPORT SUMMARY

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The purpose of this report is to assess the following:

- PL20230127: To amend the North Springbank Area Structure Plan (ASP) Figure 3: Future Land Use Concept to accommodate the proposed redesignation (PL20230128).
- PL20230128: To redesignate the subject lands from Special, Public Service District (S-PUB) District to Commercial, Highway (C-HWY) District to facilitate the development of a Gas/Electric Station and auxiliary commercial establishments.
- PL20230158: To approve the Petro-Canada Springbank Integrated Energy Centre Master Site Development Plan (MSDP) to provide a policy framework to guide future development of the gas/electric station within the NE-33-24-03-W05M.

The application was evaluated pursuant to the policies and regulations of the Calgary Metropolitan Region Growth Plan (RGP), Rocky View County / City of Calgary Intermunicipal Development Plan (IDP), the Municipal Development Plan (County Plan), the North Springbank ASP, and the *Land Use Bylaw*.

The proposal does not align with the RGP, County Plan, or North Springbank ASP, as it is not planned in a comprehensive manner that considers wider challenges with regards to appropriate transitions and complementary uses within the wider area.

### ADMINISTRATION'S RECOMMENDATION

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THAT applications PL20230127, PL20230128, and PL20230158 be refused.

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### BACKGROUND

#### Location (Attachment A)

Located in Springbank, approximately 0.41 kilometres (0.25 miles) north of Highway 1, and directly on the west side of Range Road 33.



#### Site Context (Attachment B)

The subject property is currently undeveloped and vacant. It is surrounded by a boundary fence on its perimeter, excluding the western boundary shared with the Edge School. The terrain is predominantly level, with a slight downward gradient from the northeast to the southwest. The property features an established access point at the midpoint of the northern boundary. Additionally, a former agricultural access gate and culvert are positioned along the eastern boundary, roughly 50 meters north of the property's southeastern corner.

On April 26, 2005, an amendment to the North Springbank ASP (C-6044-2005) and Redesignation (C-6046-2005) from Agricultural, General (previously known as Ranch and Farm District) to Special, Public Service District (previously known as Public Services District) were approved. Subsequently, a subdivision is registered to create one (1) lot from the parent parcel was registered on May 1, 2006.

#### Intermunicipal and Agency Circulation (Attachment C)

The application was circulated to all necessary intermunicipal neighbours, internal and external agencies.

The application was circulated to the City of Calgary in accordance with the Rocky View County / City of Calgary Intermunicipal Development Plan and has provided comments regarding servicing, alignment with the RGP, and transportation.

Alberta Transportation and Economic Corridors has provided no concerns on the proposed application, further review and comments will be provided at the time of future development permit stage.

#### Landowner Circulation (Attachment D)

The application was circulated to 163 adjacent landowners in accordance with the *Municipal Government Act* and County Policy C-327 (Circulation and Notification Standards); no letters in support, and 115 letters of opposition were received, four (4) of which are from within the Circulation Area.

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### ANALYSIS

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#### Master Site Development Plan (MSDP) Overview

Petro-Canada intends to establish an Integrated Energy Centre to serve the Springbank Community and those traveling the Trans-Canada corridor. The proposal seeks to replace the existing Jumping Pound facility, located northwest of the junction of Highways 22 and 1, which will be affected by the Alberta Ministry of Transportation and Economic Corridors' planned highway improvements.

A Master Site Development Plan (MSDP) was submitted to guide future development of the proposed gas/electric station and auxiliary commercial establishments; the MSDP was submitted in accordance with the requirements of Section 29 and Appendix C of the County Plan.

#### *Development Concept*

The proposed development would include a gas/electric station, convenience store and quick service restaurant, parking areas, a stormwater management pond, and signage. The proposed lighting would use full cut-off fixtures to minimize impact on adjacent sites. The site proposes two (2) access points: one dedicated to retail traffic and the other to wholesale traffic.

#### *Landscaping / Agricultural Boundary Design*

The proposed MSDP provides a section that focuses on boundary design between surrounding parcels in alignment with the County's Agricultural Boundary Design Guidelines. The proposed development intends to conserve and manage riparian areas and wetlands on site. Provisions within the MSDP would ensure that a landscaping plan would adhere to the *Land Use Bylaw* and Agricultural boundary Design Guidelines at the time of DP Stage.

#### *Servicing*

- For wastewater servicing, it is proposed that the development would connect to the Bingham Crossing Sanitary Trunk (BCST).
- For potable water, the development would be serviced by CalAlta Water Works through an agreement for connection. The Applicant has submitted a confirmation from CalAlta confirming that it has capacity to service the proposed development.
- Stormwater would be managed on-site via an overland conveyance system and a stormwater management pond, designed to meet County standards.
- Utility infrastructure such as gas meters and transformers would be screened with landscaping, and power lines servicing the development would be buried underground.

#### *Transportation*

A Traffic Impact Assessment (TIA) was prepared by Bunt & Associates Engineering Ltd., dated September 21, 2023. The TIA acknowledges the improvements required for the Highway 1/Range Road 33 interchange (i.e. Stage 2 improvements) and Township Road 250/Range Road 33 intersection. The Stage 2 improvements would be required to be completed prior to the issuance of DP.

#### *Operational Plan, Landscaping, and Parking*

The proposed development would operate 24/7. Sufficient surface parking would be provided and adhered to the County's minimum parking requirements as established in the *Land Use Bylaw*. The parking areas would be screened by landscaping, and loading areas would be screened by buildings and landscaping.

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### *Public Consultation*

A public engagement process was conducted through the following:

- **2023 Meetings:** Meetings occurred with several stakeholders from June to September 2023, and supplementary materials were shared for transparency. Key stakeholders, including local institutions and community associations, were offered one-on-one meetings, both in-person and virtual, to discuss a new project, address concerns, and answer queries. The Springbank Airport was provided an information package instead of a meeting and reported no issues. Follow-up engagement opportunities were also arranged to continue dialogue and gather further feedback.
- **2024 Webinar:** A virtual public information session on the proposed development was held in May 2024. It featured a 30-minute presentation and a Q&A period. The event was advertised through on-site signage, a mailout to 1,772 local addresses, and memos in community newsletters. 82 people attended the live session, contributing 111 questions and comments.

### **Policy Review** (Attachment E)

The application was reviewed pursuant to the Calgary Metropolitan Region Growth Plan (RGP), Rocky View/City of Calgary IDP, County Plan, North Springbank ASP, and *Land Use Bylaw*.

The Regional Growth Plan (RGP) designates Preferred Growth Areas for new residential and employment development within the region. The proposed subject land is not within the RGP's Preferred Growth Area but falls under the North Springbank ASP, which predates the RGP. Thus, policies within the North Springbank ASP remain in full effect.

The subject lands are currently only supported for institutional uses in the existing North Springbank ASP, alongside the Edge School immediately to west of the proposal. In the wider ASP area, business uses are limited to approximately 240 acres of land around the Springbank Airport and then the approved developments of Commercial Court, Calaway Park and Bingham Crossing.

As an amendment to the existing ASP is required to support the proposed business development, the Rural Employment Area policies of the RGP apply. Although the proposal is generally in alignment with the Growth Plan definition and policies relating to Rural Employment Areas, the creation of a new employment area adjacent to the existing Springbank Airport is problematic, as there has not been a comprehensive planning exercise to show how this proposal would support uses within the Springbank Airport Employment Area, or how it could be planned with future complementary uses and transitions on surrounding lands. The interface with the country residential uses immediately north of the subject lands particularly warrants a wider ASP amendment to ensure that the transition between business and residential uses is managed sensitively.

The subject property and adjacent lands around the Highway 1 and Range Road 33 intersection are identified as a highway business area on Map 1 in the County Plan. Policy 14.10 (Business Development – Highway Business Areas) requires that highway business areas are planned in a “comprehensive manner and not subject to incremental expansion” and that they “minimize adverse impact on existing agriculture or residential development”. Administration considers the development to be inconsistent with the intent and criteria of Policy 14.10.

Importantly, the proposed development is also not consistent with Council's direction in May 2024 to consolidate the three existing Springbank ASPs, while “keeping the direction of the existing land use strategies”. The proposed development is expected to generate 40-50 commercial truck trips during peak hours, potentially resulting in up to 400 truck trips daily. Therefore, the intensity of this business use is not likely to be incompatible with the nearby residential developments to the west and north, nor is it considered to uphold the direction of the existing ASP land use strategies.

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The subject land falls on the Notification Zone in the Map 1 of the IDP; The City of Calgary provided comments in relation to servicing, transportation and CMRB alignment, but did not object to the applications. The IDP notes that applications should be reviewed against each municipality's statutory plans. As the proposal does not meet the requirements of the County's statutory plans, it does not align with the IDP.

The proposed development conforms with the intent of C-HWY district as it located in close proximity to Highway 1 and providing services to the traveling public and tourists. Furthermore, the proposed development is listed under the Permitted Uses of C-HWY district.

### COMMUNICATIONS / ENGAGEMENT

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Consultation was conducted in accordance with statutory requirements and County Policy C-327.

### IMPLICATIONS

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#### Financial

No financial implications identified at this time.

### STRATEGIC ALIGNMENT

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This report is a statutory obligation under the *Municipal Government Act*.

### ALTERNATE DIRECTION

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No alternative options have been identified for Council's consideration.

### ATTACHMENTS

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- Attachment A: Map Set
- Attachment B: Application Information
- Attachment C: Application Referral Responses
- Attachment D: Public Submissions
- Attachment E: Policy Review
- Attachment F: Bylaw C-8556-2024 (ASP Amendment)
- Attachment G: Bylaw C-8557-2024 (Redesignation)
- Attachment H: Proposed ASP Amendment (Redlined Version)
- Attachment I: Proposed MSDP

### APPROVALS

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Manager:	Dominic Kazmierczak
Executive Director/Director:	Matt Boscariol
Chief Administrative Officer:	Byron Riemann