

ATTACHMENT E: POLICY REVIEW

Definitions		
Consistent	Generally Consistent	Inconsistent
Clearly meets the relevant requirements and intent of the policy.	Meets the overall intent of the policy and any areas of inconsistency are not critical to the delivery of appropriate development.	Clear misalignment with the relevant requirements of the policy that may create planning, technical or other challenges.

Calgary Metropolitan Regional Growth Plan (RGP)	
3.1.5 Preferred Growth Areas	
3.1.3.5	<i>Employment Areas outside of a Preferred Growth Area shall be identified as follows: (a) Springbank Airport Employment Area</i>
Inconsistent	The County has not identified the Springbank Airport Employment Area.
3.1.3.6	<i>Planning for the Springbank Airport Employment Area shall comply with the policies of 3.1.3.4 and include a collaborative planning process</i>
Inconsistent	The 2023 draft ASP proposed the Springbank Airport Employment Area, but Council has opted not to pursue this strategy, leaving the area unplanned. This application was submitted before Council decided to consolidate the existing ASPs while maintaining the current land use strategy. Given the parcel's proximity to the airport, its future use should be considered in the broader planning for the Springbank Airport Employment Area. Therefore, redesignating a single parcel to commercial use is premature without comprehensive planning for the area.
3.1.6 Rural Employment Area	
3.1.6.3	<i>Rural Employment Areas must be planned through an Area Structure Plan that identifies how the development protects the function of regional transportation infrastructure and provides water, wastewater and/or Stormwater servicing.</i>
Inconsistent	The proposed use for the parcel aligns better with the Rural Employment Area definition. However, due to its likely proximity to or inclusion within the Springbank Airport Employment Area, comprehensive planning for this parcel within that context is necessary. Therefore, the application is premature at this time.
3.1.10 Existing Area Structure Plans and Area Redevelopment Plans	
3.1.10.1	<i>Existing Area Structure Plans and Area Redevelopment Plans that were adopted in accordance with the Municipal Government Act prior to the date this Growth Plan comes into force, will remain in effect.</i>
Consistent	Subject land is within the North Springbank ASP, which was adopted in May 4, 1999.
3.1.10.3	<i>Area Structure Plan or Area Redevelopment Plan amendments outside of a Preferred Growth Area shall not increase the overall projected population within the plan area.</i>
Consistent	The proposed commercial development will not increase the overall projected population within the plan area as there are no residential component attached to it.

Rocky View County / City of Calgary Intermunicipal Development Plan (IDP)	
Plan Implementation	
15.1.1	<i>The following that occur partially or wholly within the Plan Area (Map 1) shall be circulated to both municipalities:</i> <i>(a) Statutory and non-statutory plans within the Plan Area and proposed amendments to such plans;</i> <i>(b) Applications for land use redesignation and subdivision;</i> <i>(c) All applications for development permits, including renewals;</i> <i>(d) Disposition of environmental, municipal and/or school reserves, environmental easements, public utility lots and/or road allowances;</i> <i>(e) Emergency response plans for natural resource extraction activities; and</i> <i>(f) Flood hazard mapping revisions</i>
Consistent	The application was referred to the City of Calgary ("City") for comments on January 12, 2024 when the application was deemed complete by the Administration.
15.1.5	<i>Municipal processes and timelines shall leave sufficient time for intermunicipal discussion outlined in Section 15.3.</i>
Consistent	The required circulation time for these types of applications is 30 days. The comment Period was from January 12, 2024 to February 12, 2024.
15.3.2	<i>The host municipality shall ensure that complete information addressing the application, as outlined in the IDP, is provided to the responding municipality</i>
Consistent	The City was provided the application and submitted technical studies and memos.
15.3.3	<i>Upon circulation of a proposal, the Administration of the responding municipality should undertake a technical evaluation of the proposal and provide comments to the Administration of the host municipality</i>
Consistent	The City provided their formal comments on February 12, 2024.
15.3.4	<i>The Administrations of both municipalities shall determine, based on the provisions of the IDP, whether proposals should be referred to the IMC.</i>
Consistent	An Intermunicipal Committee Meeting was not requested by neither the City nor the Administration.

Municipal Development Plan (County Plan)	
14.0 Business Development – Highway Business Areas	
14.8	<i>Direct the majority of new commercial and industrial businesses to locate in the business areas identified on Map 1.</i>
Consistent	The proposed development is identified as Highway Business Area as shown in Map 1.
14.0 Business Development – Highway Business Areas	
14.9	<i>Area structure plans shall be adopted to provide the framework for highway business area development.</i>
Consistent	Subject area is within the approved North Springbank ASP and have supporting policies for highway business area within the ASP. See North Springbank ASP Section 5.7.1 policy review.
14.10	<i>Highway business areas are identified on Map 1 and should have the following characteristics:</i> <i>a. located along intersections or interchanges with the provincial highway network;</i>

	<p><i>b. land uses consistent with the purpose of a highway business area;</i></p> <p><i>c. limited development area close to one or all of the quadrants of the intersection or interchange;</i></p> <p><i>d. planned in a comprehensive manner and not subject to incremental expansion;</i></p> <p><i>e. meet the environmental, infrastructure, and financial goals and policies of this Plan;</i></p> <p><i>f. minimize adverse impacts on existing agriculture or residential development;</i></p> <p><i>g. developed in consultation with Alberta Transportation; and</i></p> <p><i>h. consistent with the provincial freeway and access location plans.</i></p>
Inconsistent	<p>The subject area is in close proximity to Highway 1 and is identified on Map 1 that it is within Highway Business Areas. Although the current land use of the subject area, Institutional, cannot accommodate the proposed development (i.e. Gas Station), a land use redesignation to Commercial, Highway (C-HWY); MSDP, and minor map amendment (Commercial) to Figure 3 of the North Springbank ASP were submitted to accommodate the request proposal.</p> <p>The proposed development lacks comprehensive planning and poses potential negative impacts on the neighboring agricultural and residential areas. While it meets certain criteria, it is important to note that, according to North Springbank ASP Section 7.1, development should ideally progress westward in a contiguous manner from the existing residential areas east of RR 32. The current North Springbank ASP does not provide policy direction for the Springbank Employment area, making this application premature. The proposed development is considered spot-zoning and does not meet criteria d and f of this section. Additionally, an application for a single parcel does not constitute comprehensive planning. The TIA indicates that the development could generate 40-50 commercial truck trips during peak hours, potentially resulting in up to 400 truck trips per day. This traffic pattern may not be compatible with the residential developments to the west and north, nor with the existing school directly west of the parcel.</p>
29.0 Technical Requirements and Submissions – Master Site Development Plan	
29.6, 29.7	<i>Where applicable, master site development plans shall guide the implementation and sequencing of development permit applications, as determined by the County; A master site development plan should address all matters identified in Appendix C, sections 1 and 3</i>
Consistent	Addressed through the submitted Petro Canada Springbank Integrated Energy Centre MSDP.

North Springbank ASP**5.0 Future Land Use Concept**

Figure 3	<i>Figure 3 is the Future Land Use Concept for the Plan Area and generally identifies the distribution of future land uses within the Plan Area.</i>
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Consistent	The subject land is within the North Springbank ASP and the proposal will amend Figure 3 (from Institutional to Commercial designation) to accommodate their proposed development.
5.7.1 Business Land Use – General Business Land Use	
5.7.1.1	<i>The Future Land Use Concept (Figure 3) identifies areas within the Plan Area generally considered appropriate for commercial based land uses.</i>
Consistent	The applicant proposed to amend Figure 3 from Institutional to Commercial to allow for the proposed development. The purpose of the policy is to “include stand-alone commercial developments that may provide goods and services to the local community, the traveling public or a recreational market.”
5.7.1.2	<i>Redesignation proposals and/or applications for subdivision approval to accommodate commercial based land uses shall be considered pursuant to the Future Land Use Concept, the Development Guidelines and Performance Standards herein and other relevant Plan policies.</i>
Consistent	A redesignation application has been submitted to change the existing zoning classification from S-PUB to C-HWY to facilitate the development of a Gas/Electric Station and auxiliary commercial establishments.
5.7.1.3	<i>Highway commercial and recreation business land uses provided for in the Land Use Bylaw are considered appropriate land uses within commercial areas identified by the Future Land Use Concept.</i>
Consistent	A redesignation application has been submitted to change the existing zoning classification from S-PUB to C-HWY to facilitate the development of a Gas/Electric Station and auxiliary commercial establishments.
5.7.1.7	<i>When considering the appropriateness of redesignation proposals and/or applications for subdivision to accommodate commercial based land uses within the Plan Area, the Municipality shall require, prior to undertaking an amendment to the Land Use Bylaw to accommodate the proposed use, require the proponent of such a use to prepare the following:</i> <ul style="list-style-type: none"> <i>a) a Comprehensive Development Plan for the proposed site;</i> <i>b) an assessment of the potential impact on surrounding land uses including, but not limited to, traffic, noise, dust, safety and visual impact;</i> <i>c) the availability and adequacy of on-site and off-site municipal services, private and/or public utilities necessary to support the commercial development;</i> <i>d) the Operational Plan for the commercial use (i.e. proposed days and hours of operation, number of employees);</i> <i>e) a Landscaping and Buffering Plan;</i> <i>f) an Environmental Overview or Impact Assessment and/or Audit;</i> <i>g) an Archaeological/Historical Impact Assessment;</i> <i>h) any other matter the Municipality deems necessary.</i>
Consistent	The proposed MSDP has substantially addressed majority of the specified criteria. To support the proposed applications, the Applicant has submitted a series of technical reports that demonstrate the engineering feasibility of the proposed use on the subject parcel. The MSDP has established a policy framework that mandates further technical and operational submissions at the Development Permit stage. Additionally, the MSDP includes policies to ensure compliance with the Land Use Bylaw at the Development Permit stage. Finally, the Applicant also submitted a Traffic Impact Assessment (TIA), which acknowledges the need for Stage 2 improvements at the Highway 1 and Range Road 33 interchange and a dual lane roundabout at the Township Road 250 and Range Road 33 intersection prior to the development opening.

5.7.1.8	<i>All Business development proposed within the Plan Area, should comply with the Performance Standards and Development Guidelines of this Plan.</i>
Consistent	See Section 5.7.3
5.7.3 Business Land Use – Performance Standards and Development Guidelines	
5.7.3.1	<i>When considering proposals for redesignation and/or applications for subdivision and/or development approval of Business Land Uses and/or Business Parks within the Plan Area, the Municipality should ensure that these uses meet or exceed the minimum performance standards and development guidelines of this Plan, Council may at its sole discretion, vary the performance standards and development guidelines from time to time to accommodate individual proposals.</i>
Consistent	See next sections.
5.7.3.9	<i>Performance Standards – Development Guidelines Development Guidelines are intended to be implemented through the development approval process. Notwithstanding, the Municipality may require proponents of proposals for redesignation and/or applications for subdivision approval contemplating Business Land Uses and/or Business Parks, to prepare and submit an Operational Plan in support of these proposals.</i>
Consistent	Addressed through preparation of the Petro Canada Springbank Integrated Energy Centre MSDP, Section 11. Operational Plan
5.7.3.10	<p><i>Performance Standards – Development Guidelines Minimum Development Guidelines for Business Land Uses and/or Business Parks contemplated by this Plan are as follows:</i></p> <p><i>a) Access Parking and Loading – Entrances shall be designed to accommodate the turning movements of trucks and recreational vehicles and shall be positioned to allow for safe and adequate site distances. Parking and loading facilities shall be provided in accordance with the requirements of the Municipality and/or Land Use Bylaw. Loading and vehicle servicing areas should be integrated into the site and building architecture and be located to the side or rear of buildings.</i></p> <p><i>b) Signage – The size and placement of all signage shall be considered and integral part of site development and a Signage Plan shall be submitted to the Municipality upon application for a Development Permit and be in accordance with the Land Use Bylaw or special district provisions prepared for the site. Temporary signage is prohibited with the exception of temporary signs required during development or building construction.</i></p> <p><i>c) Lighting – All on-site lighting shall be located, oriented, and shielded to prevent adverse affects on adjacent properties and to protect the safe and efficient function of Highway #1 and the Springbank Airport.</i></p> <p><i>d) Landscaping – Landscaping shall be provided for all Business development and/or Business Parks in accordance with a Landscape Plan to be submitted to the Municipality upon application for a Development Permit. The Landscape Plan shall identify the location and extent of landscaped areas proposed for the site. The following standards apply to all landscaped areas:</i></p> <p><i>Landscaped areas should be provided within front yard setback areas, side yards between the front and rear of the principal building when they are not proposed to be used for vehicular movement and located within a strip adjacent to the front of the principal building. Existing soft landscaping retained on a site may be considered in fulfillment of the total landscaping requirement.</i></p>

	<p><i>Except for road right-of-ways, trees shall be planted and maintained in the overall minimum ratio of one tree per 484.39 square feet (45 square meters) of the landscape areas identified in the Landscape Plan.</i></p> <p><i>The quality and extent of the landscaping established on a site shall be the minimum standard to be maintained for the life of the development. Irrigation and maintenance of landscaping shall be detailed in the Landscape Plan.</i></p> <p><i>All plant materials shall be of a species capable of healthy growth in the Municipality and shall conform to the standards of the Canadian Nursery Trades Association for nursery stock.</i></p> <p><i>The mixture of tree sizes at the time of planting shall contain a minimum of 50 percent larger trees (greater than 2.16 inches (55 mm caliper)).</i></p> <p><i>The minimum size for small deciduous trees shall be 2.0 inches (50 mm) caliper.</i></p> <p><i>The minimum size for small coniferous trees shall be a height of 6.5 feet (2 meters) and for large coniferous trees, a height of 9.8 feet (3 meters).</i></p> <p><i>Coniferous trees shall comprise a minimum proportion of 1/3 of all trees planted and where feasible trees should be planted in groups.</i></p> <p><i>Any areas subject to excavation, stripping or grading during construction phases of development that are not identified as a landscaped area in the Landscape Plan shall be seeded to grass.</i></p> <p><i>e) Outside – Storage Outside storage, including the storage of trucks, trailers and other vehicles may be permitted adjacent to the side or rear of a building provided such storage areas are not located within a required side or rear yard setback and the storage is visually screened from adjacent non-commercial land uses and Highway #1.</i></p> <p><i>f) Outside Display Areas – Outside display areas are permitted provided they are limited to examples of equipment, products or items related to the commercial use located on the site containing the display area and are not located within any required setback.</i></p> <p><i>g) Stormwater Management – A Stormwater Management Plan shall be submitted to the Municipality if required upon application for a Development Permit. Stormwater should be retained on-site where possible.</i></p> <p><i>h) Construction Management – A Construction Management Plan shall be submitted to the Municipality if required upon application for a Development Permit. The Construction Management Plan shall detail the management of all construction activity on-- site including, but not limited to, the management of construction debris and dust.</i></p> <p><i>i) Fencing – The use of fencing on any site should not be permitted, other than for required screening of outside storage, garbage or equipment or for security purpose provided it is adjacent to the side or rear of buildings.</i></p> <p><i>j) Antennas – Antennas, satellite dishes or other similar equipment is not permitted on the roof of any building and shall be located in the rear or side yard and shall not exceed any height restrictions imposed by the Municipality.</i></p>
Consistent	Addressed through preparation of the Petro Canada Springbank Integrated Energy Centre MSDP, Sections 7.2 Parking and 7.3 Transportation and Site Access; Section 8. Architecture and Landscaping; 9. Technical Analysis.

	Under Section 3. Springbank Integrated Energy Centre and Section 11. Operational Plan that "Overnight parking will not be permitted on the subject property. On-site parking will be strictly enforced, and parking of non-patron vehicles will be prohibited." Site signage will be placed accordingly.
6.0 Plan Area Infrastructure	
6.1 Highway #1 Interface	
6.1.1	<i>Figure 5 identifies that portion of the Plan Area within the Highway #1 Interface. Lands within this interface shall be subject to the policies of this Section in addition to other relevant provisions of this Plan.</i>
Consistent	Subject area is within the Highway #1 Interface and will be reviewed against the relevant policies under this section.
6.1.2	<i>All proposals for redesignation, subdivision and/or development within the Highway #1 Interface should be circulated to the City of Calgary for comments respecting the City of Calgary's "Improving Calgary's Entranceway" program.</i>
Consistent	The application was circulated to the City of Calgary ("City") for comments on January 12, 2024.
6.1.3	<i>No direct access to Highway #1 shall be permitted from lands within the Highway Interface.</i>
Consistent	The subject area does not lie on Highway #1 and the proposed accesses will be utilizing the existing access on 33 and TWP RD 250 respectively.
6.1.4	<i>All development proposed on lands within the Highway #1 Interface shall obtain Provincial Roadside Development Permits in accordance with the requirements of Alberta Transportation and Utilities.</i>
Consistent	Application is forwarded to ATEC for comments. Detailed information such as setbacks and landscaping can be addressed at the Development Permit (DP) Stage, where Roadside Development Permit will also be required prior to the issuance of DP.
6.1.7	<i>Appropriate setbacks to development shall be assessed by the municipality in consultation with Alberta Transportation and Utilities on a case by case basis taking into account the future highway improvement plans. Generally, the minimum setback for all development proposed within the Highway #1 Interface is 70 meters (229.66 ft.) from the highway centre-line and no closer than 40 meters (131.23 ft.) from the highway right-of-way boundary except where these distances must be increased to allow for highway widening.</i>
Consistent	Application is forwarded to ATEC for comments. Detailed information such as setbacks and landscaping can be addressed at the Development Permit (DP) Stage, where Roadside Development Permit will also be required prior to the issuance of DP.
6.1.8	<i>The placement of any trees, hedges or shrubs within 30 meters (98.43 ft.) from the highway right-of-way boundary, or 60 meters (196.85 ft.) from the centre line of the highway, whichever distance is greater, is prohibited without the required permits and approvals from Alberta Transportation and Utilities.</i>
Consistent	Application is forwarded to ATEC for comments. Detailed information such as setbacks and landscaping can be addressed at the Development Permit (DP) Stage, where Roadside Development Permit will also be required prior to the issuance of DP.
6.2 Municipal Roads	
6.2.9	<i>When considering proposals for redesignation, subdivision and/or development located adjacent to minor and major collector roads, the Municipality may require</i>

	<p><i>the developer to submit a Traffic Impact Analysis which includes, but is not limited to:</i></p> <p><i>a) the potential impact proposed uses may have on the existing transportation network including, but not limited to anticipated traffic volumes, vehicle types, turning movements and hours of usage;</i></p> <p><i>b) any requirements for future expansion of the existing transportation network that may be required to accommodate traffic generated from the proposed development;</i></p> <p><i>c) any mitigation measures that may be required to ensure that the function and integrity of any part of the Transportation Network is preserved (i.e. noise attenuation measures, buffering or screening, setbacks);</i></p> <p><i>d) any other matter deemed appropriate by the Municipality.</i></p>
Consistent	The Applicant submitted a Traffic Impact Assessment (TIA), which acknowledges the need for Stage 2 improvements at the Highway 1 and Range Road 33 interchange and a dual lane roundabout at the Township Road 250 and Range Road 33 intersection prior to the development opening.
7.0 Development Sequence	
7.1	<i>The preferred sequence of development within the Plan Area should facilitate a westerly expanding residential development pattern within the Plan Area that is contiguous to existing residential development east of Range Road 32. Other future land uses are identified as islands of development potential.</i>
Inconsistent	The proposed application does not facilitate an expansion of a residential nor the existing institutional use.
7.2	<i>The redesignation, subdivision and/or development of lands within the Plan Area should proceed in accordance with preferred sequence of development identified herein.</i>
Inconsistent	The proposed application does not proceed in accordance with the preferred sequence identified in this section.

Land Use Bylaw C-8000-2020	
C-HWY	
404	<i>Purpose: To provide for development along primary and secondary highways and major transportation links including services to the traveling public and tourists, requiring high standard of visual quality and ease of access.</i>
Consistent	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. The proposal also provides landscaping design to enhance the visual aesthetic.
405	<i>Permitted Uses</i>
Consistent	The proposed development is listed under the Permitted Uses of C-HWY district.