



# MASTER SITE DEVELOPMENT PLAN

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**DECEMBER | 2023**

33019 Township Road 250, Rocky View County  
NE 33-24-03 W5M; Plan 7710987 Block 1

PETRO-CANADA SPRINGBANK  
INTEGRATED ENERGY CENTRE

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# 1. Introduction

The Petro-Canada Springbank Integrated Energy Centre Master Site Development Plan (MSDP) applies to the property located at 33019 Township Road 250 (subject property), NE 33-24-03 W5M; Plan 7710987 Block 1 in Rocky View County (County).

The MSDP provides guidance and direction for future development permit applications on the Subject Property. Specifically, this document will be used by Rocky View County to guide future development permit applications concerning the type and range of land uses, proposed placement of buildings, site lighting, and to establish expectations for the architectural treatment and landscape design within the MSDP area.

This MSDP provides a vision and rationale for the proposed development and establishes the context for the surrounding area. The MSDP also provides an explanation of the development in the context of the County's policy framework.

## Policy 1.1:

*The Springbank Integrated Energy Centre will be developed in accordance with the direction provided in this MSDP document.*



## 2. Project Vision and Rationale

Petro-Canada has a network of more than 1,800 retail and wholesale locations across Canada, providing customers with a wide variety of fuel and service offerings including low-carbon fuel options. In 2019, Petro-Canada opened Canada's Electric Highway, the first coast-to-coast network of electric vehicle chargers in Canada. The Trans-Canada – Highway 1 corridor traversing Rocky View County is an integral component of Canada's Electric Highway and the Springbank Integrated Energy Centre is envisioned as being an important fueling stop along the corridor.



Petro-Canada's objective is to develop a visually attractive and well maintained Integrated Energy Centre which will provide services and amenities to the Springbank Community and traveling public utilizing the Trans-Canada corridor. Petro-Canada is an iconic Canadian brand and has a strong desire to maintain brand design attributes but will exercise reasonable flexibility with brand standards during detailed design for the proposed development. The Integrated Energy Centre has been designed with future energy needs at the forefront of the design process through the inclusion of electric vehicle chargers and accommodations for future alternative fueling options.

The Integrated Energy Centre has been designed to integrate with the surrounding community with minimal disruption and impact. To minimize impact to the surrounding community, the proposed development will provide extensive screening along shared property boundaries so as to reduce the potential of visual and noise impacts. The subject property is to be developed with extensive landscape buffers along the westerly property line. Landscape buffers will utilize landscaping, bermming and noise attenuation features, or a combination thereof, to provide screening of the proposed development. Additional landscaping will be incorporated along the remaining property boundaries to enhance the visual appearance of the Integrated Energy Centre.

The proposed development is being sought to facilitate the relocation of Suncor's existing Jumping Pound Integrated Energy Centre located northwest of the Highway 22 and Trans-Canada Highway 1 interchange. The relocation of Suncor's Jumping Pound facility is a result of planned improvements by Alberta's Ministry of Transportation and Economic Corridors (TEC) to the highway interchange. TEC has indicated to Suncor that they intend to expropriate portions of the Jumping Pound facility to facilitate required interchange improvements. The land required through the expropriation will no longer permit the existing Jumping Pound facility to operate.



### 3. Springbank Integrated Energy Centre

In conjunction with this Master Site Development Plan, applications for Land Use Redesignation and Area Structure Plan Amendment have been submitted with the intent of redesignating the subject property from the current Special, Public District (S-PUB) land use district to Commercial, Highway (C-HWY) land use district to permit the future development of an integrated energy centre. An integrated energy centre is considered within the definition of Station (Gas/Electric) in the Land Use Bylaw. The definition provides it is “a use where fuel for vehicles, such as gasoline and/or electric vehicle charging stations are sold, typically including a Small Retail component. This use does not include a Bulk Fuel Facility.”

The definition includes permissions for a Small Retail Component which is a defined term in the Land Use Bylaw and is defined as “a use where the sale of goods and services occur in a building with a Gross Floor Area less than 1,000.0 m<sup>2</sup>. Typical uses include a convenience store or sandwich shop or personal services such as hairdressers/salons, massage clinics, laundromats, or tailors but does not include Retail (Groceries), Retail (Restricted) or Cannabis Retail Store.”



The development of the subject property with an Integrated Energy Centre will include the following:

1. A Convenience Store and Quick Service Restaurant (QSR) building consisting of 908 m<sup>2</sup> (9,773 ft<sup>2</sup>) floor area. Building will include restaurant seating, traveler facilities (shower & laundry) and restrooms;
2. A drive through facility associated with the QSR;
3. Petro-Canada retail gasoline and Diesel canopy with 12 fueling positions;
4. Petro-Pass canopy with a total of 8 fueling positions (5 current and 3 future);
5. Electric Vehicle charging station with 4 charging positions;
6. Customer Site services such as Air, Vacuum and ATM
7. Parking areas associated with Convenience Store/QSR and short term truck parking (Long term/overnight parking will not be permitted and will be strictly enforced); and,
8. A stormwater management pond.

## 4. Area Context

The Subject Property is located in an area with diversity in existing and planned/approved land uses. With a few noted exceptions, the area immediately surrounding the Highway 1 and Range Road 33 interchange has largely developed, or is planned to be developed, with light industrial and commercial land uses.

The lands immediately adjacent to the west of the subject property, have been developed with the Edge School. The Edge School is a private school specializing in academia and training/instruction in various sports. The Edge School also operates as a private recreational facility and has a number of ancillary commercial services which are provided to patrons.

The lands to the east of the subject property, located on the east side of Range Road 33, have been approved for the development of Bingham Crossing. Bingham Crossing is a mixed use retail and service commercial development. The development includes a Costco large format retail store with approximately 175,000 ft<sup>2</sup> of retail floor area.

The Springbank Airport is located 1 km to the northwest of the subject property. The airport supports light aircraft activity including flight training, recreational flying, corporate and air charter activity and compatible aircraft maintenance, manufacturing, and support operations. The Springbank Airport consists of a wide range of commercial uses including flight training, indoor and outside storage, a restaurant, offices, and warehousing.

The lands immediately adjacent to the east side of the Springbank Airport, and northwest of the subject property, have been developed as a light industrial district. Land uses in this area include office uses, outside RV storage, and light manufacturing.

The lands to the north of the subject property are developed with four rural residential dwellings and one agricultural operation (riding arena)/rural residence. The Springbank United Church and cemetery is located north of the subject property at the northwest corner of Range Road 33 and Township Road 250. The lands at the northeast corner of this intersection are comprised of agricultural land uses. The Harmony Community residential development is located approximately 4.5 km to the northwest of the subject property. An area of rural residential acreages is located approximately 3 km to the northeast.

The Trans Canada Highway 1 corridor is approximately 450 metres south of the subject property and provides convenient and efficient access to the subject property from the highway corridor.





# 5. Planning Policy Framework

## 5.1 Calgary Metropolitan Region Board Growth Plan – 2022

The Calgary Metropolitan Region Board (CMRB) Growth Plan provides a strategy for sustainable growth for the eight member municipalities within the region. The Growth Plan identifies Regional Placetypes as representing “development forms, generally described by densities, land use mix, and connectivity, and are used to aid in regional analysis and policy development.” The most accurate placetype within the Growth Plan, that is suitable for the proposed use on the subject property, is a Rural Employment Area. “The Rural Employment Area Placetype provides opportunities for smaller, lower service employment outside of Preferred Growth Areas in locations that are well connected to regional transportation infrastructure.” As per Schedule 1: Regional Growth Structure within the Growth Plan, the subject lands are visibly outside of a Preferred Growth Area.

The Growth Plan’s definition of a Rural Employment Area aligns closely with the proposed development on the subject property. “An employment development characterized by a variety of lower density, lower service industrial or commercial land uses such as manufacturing, outdoor storage, transportation services, or other similar uses. These areas may also include uses such as food, business, and fuel station services to serve a local population or the traveling public, but they do not include regional commercial centres.”

**Policy 5.1:**  
*Future Development Permit applications pertaining to the subject property are required to be circulated to the CMRB for review and commentary.*





## 5.2 Rocky View County's County Plan

Rocky View County's County Plan (County Plan) is a statutory document that establishes the orderly use of land and settlement. It is a strategic policy document that guides the County's growth and development.

As shown on Map 1-Managing Growth in the County Plan, the subject property is located within an area identified as a Highway Business Area. As per the policy direction in the County Plan:

"Highway business areas are intended to take advantage of the provincial highway system. They are of limited size and should be located in proximity to highway intersections and interchanges. The purpose of a highway business area is to contribute to the County's fiscal goals, provide destination commercial and business services, provide services to the traveling public, and offer local employment opportunities."

Policy Section 14.9 of the County Plan indicates that ASP's shall be adopted to provide the framework for highway business area

development. We note that the subject property is located within the North Springbank Area Structure Plan. Additionally, we note that the subject property is also included in the draft Springbank Area Structure Plan which was released in June of 2023.

The subject property is adjacent to a Regional Business Centre as identified on Map 1-Managing Growth, in the County Plan. Regional Business Centres are intended to be areas where the majority of commercial and industrial development should be located. Furthermore, the purpose of a Regional Business Centre is to provide regional and national business services, along with local and regional employment opportunities.

### **Policy 5.2:**

*Future Development Permit applications will be required to conform to the policies contained within the County Plan.*



Regional Business Centres make significant contributions in achieving the County's fiscal goals. The proposed development aligns closely with Policy 14.8 of the County Plan which indicates to:

**“Direct new commercial and industrial development to existing, identified regional business centres and ensure development complies with existing area structure plans.”**

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As identified in Policy Section 24.0 the subject property is located within the Central West Rocky View Region. As described in the County Plan, commercial activity within the Central West Region is situated adjacent to provincial highways, primarily at Range Road 33 and Springbank Airport. The County Plan identifies the subject property within an area in the County that is experiencing pressures for commercial growth along the highways as well as additional residential growth pressure outside of existing planned areas.

The following Key Directions within Policy Section 24.0 are relevant to the evaluation of the proposed development:

- Locate new highway commercial development as per the requirements of the County Plan, in consultation with area residents.
- Encourage watershed protection by implementing and following adopted watershed management plans.
- Provide comprehensive stormwater management plans and solutions as part of a development proposal.

Section 29.7 of the County Plan directs that a master site development plan should address all matters identified in Appendix C, sections 1 and 3. The development concept proposed in this MSDP has been developed in general accordance with the policy direction in Sections 1 and 3 of Appendix C of the County Plan. This development concept will be refined through a future development permit application for the subject property.

### 5.3 North Springbank Area Structure Plan – C-5035-99

The North Springbank Area Structure Plan (ASP) was adopted on May 4th, 1999, and it is intended to refine and implement the strategic objectives and policies identified within the County Plan. We note that as the North Springbank ASP was approved in 1999, it predates the in force and effect County Plan which was approved in 2013. Additionally, we note that the draft Springbank ASP dated June 2023 has been released by the County for public engagement and commentary. The draft Springbank ASP represents the emerging policy direction for the Springbank community, however the North Springbank ASP is the in force and effect ASP.

#### Policy 5.3:

*Future Development Permit applications will be required to conform to the policies contained within the North Springbank ASP or applicable Area Structure Plan.*

Over the last two decades this area has experienced and is planned to continue experiencing development, specifically through commercial intensification. The ASP under section 5.2 Growth Management Strategy outlines that, the implementation of the Future Land Use Concept is “dependent upon the broader land use planning principles and policies of the Municipal Development Plan facilitating its implementation.” Furthermore, in Section 5.7 Business Land Use, the ASP states that:

“Since the adoption of this plan in 1999, and as per Section 5.2 which anticipates periodic reviews and amendments so the Plan remains current, this Plan has been amended to permit development on land deemed suitable to support and sustain non-residential development.”

Section 6.1 Highway #1 Interface within the ASP states that: “The Trans-Canada highway is a significant transportation corridor traversing the Plan Area from its western boundary to its eastern boundary. It is important that the safety of the traveling public and the functional integrity of the provincial highway be preserved by ensuring that future land uses within the Plan Area do not impair this function.”



## 6. Existing Conditions

The subject property is located at the southwest corner of Range Road 33 and Township Road 250 within the community of Springbank in Rocky View County (RVC). The subject property is approximately 8.2 hectares (20.5 acres) in area and has an approximate frontage of 168 metres along Township Road 250. The property has a lot depth of approximately 325 metres along Range Road 33.

There is currently no significant vegetation on the subject property and a boundary fence has been erected along all property lines with the exception of the shared boundary with the Edge School to the west. The subject property is generally flat with gentle downhill slope as one transitions the site from northeast to southwest. An existing access approach is situated at the approximate midpoint along the northerly property line. An additional historical farm access gate and culvert entrance is located along the east property line approximately 50 metres north of the southeast corner of the property.

### 6.1 Historical Resources

A Historical Resource Overview (HRO) was prepared in support of the MSDP and the proposed development. The HRO provides a comprehensive evaluation of the project area in relation to known and potential cultural resources. This evaluation determines the need for ground survey or can result in a direct clearance for the project, pending approval from Alberta Culture and Community Spirit. The HRO concludes that the proposed development is located in lands that have been assigned an Historical Resource Value (HRV) notation of 5a. There are no previously recorded archaeological sites or historic structures within the proposed development footprint. Based on the level of prior disturbance within the footprint, as well as the results of prior work conducted near the proposed development lands, the footprint is interpreted as having low potential for the discovery of any new archaeological sites or historic structures. The HRO recommends that a Historical Resources Impact Assessment (HHRIA) is not warranted for the proposed development.

### 6.2 Mutual Access Easement

Access to the subject property from Township Road 250 is to be provided by way of an existing shared driveway entrance with the Edge School to the west. A mutual access agreement is registered on title and provides legal access and egress to the subject property over the adjacent parcel to the west.

#### **Policy 6.1:**

*An application for clearance under the Historical Resources Act will be required to be approved by the Ministry of Arts, Culture and Status of Women prior to MSDP approval.*

# 7. Development Concept

The development concept for the subject property is illustrated in **Figure 1: Development Concept**. The subject property is to be developed with the following site components:

1. A Convenience Store and Quick Service Restaurant (QSR) building consisting of 908 m<sup>2</sup> (9,773 ft<sup>2</sup>) floor area;
2. A drive through facility associated with the QSR;
3. Petro-Canada retail gasoline and Diesel canopy with 12 fueling positions;
4. Petro-Pass canopy with a total of 8 fueling positions (5 current and 3 future);
5. Electric Vehicle charging station with 4 charging positions;
6. Customer Site Services such as Air,Vacuum and ATM
7. Parking areas associated with Convenience Store/QSR and short term truck parking (Long term/overnight parking will not be permitted and will be strictly enforced);
8. A stormwater management pond;
9. A pylon sign and building signage as per Petro-Canada brand requirements;
10. Landscaped areas at site periphery with perimeter fencing/noise attenuation barrier; and,
11. In ground waste disposal bins (Waste, Organics, Recyclables and Grease)



## 7.1 Lighting

All lighting shall respect the outdoor lighting provisions for businesses in the County’s Land Use Bylaw by utilizing full cut-off fixtures to direct light towards the ground to minimize impact on adjacent sites. In addition, all private lighting including site security lighting and parking area lighting shall be designed to conserve energy and reduce glare to not create a negative impact on the surrounding community.

### **Policy 7.1:**

*Future Development Permit applications will be required to establish and maintain a lighting system in accordance with Sections 225 to 231 of the County’s Land Use Bylaw (C-8000-2020 as amended).*



**Policy 7.2:**  
*Future Development Permit applications will be required to provide parking in accordance with the requirements of Sections 232 to 250 of the County's Land Use Bylaw (C-8000-2020 as amended).*

## 7.2 Parking and Loading Area Requirements

Surface parking areas shall be provided with landscape screening to minimize visual impacts on Range Road 33 and Township Road 250. This will be achieved through the utilization of the following:

- Vegetation and landscaping features located between surface parking areas and a public right of way; and,
- Fencing and/or low architectural walls where appropriate, with the use of high quality materials that will require limited maintenance.

Loading and waste disposal bins areas are to be located internal to the site and are to be partially screened by the proposed building. Landscaped areas between the property line and surface parking areas will provide additional screening of loading and disposal bins areas.

### 7.3 Site Access

The development concept for the subject property proposes two site accesses. These accesses divide the site into north and south and allows for the separation of the retail component (car traveling public) and wholesale component (truck trailer) of the business. This separation of vehicle types is intended to prevent migration of truck trailer traffic beyond the intersection of Range Road 33 and Township Road 250.

The northerly access is proposed to be a full-moves access located in the northwest corner of the subject property providing access to Township Road 250. This access is intended to provide access and egress to the car traveling public and is focused on the retail component of the proposed use.

The Easterly access is proposed to be a right in-right out only access located along the easterly property line of the subject property and provides access to Range Road 33. This access is intended to provide access and egress to truck traffic and is focused on the wholesale component of the proposed use. The location of Easterly access is oriented so that it is coordinated with the access to the Bingham Crossing development to the east. A centerline concrete median will separate these two accesses.

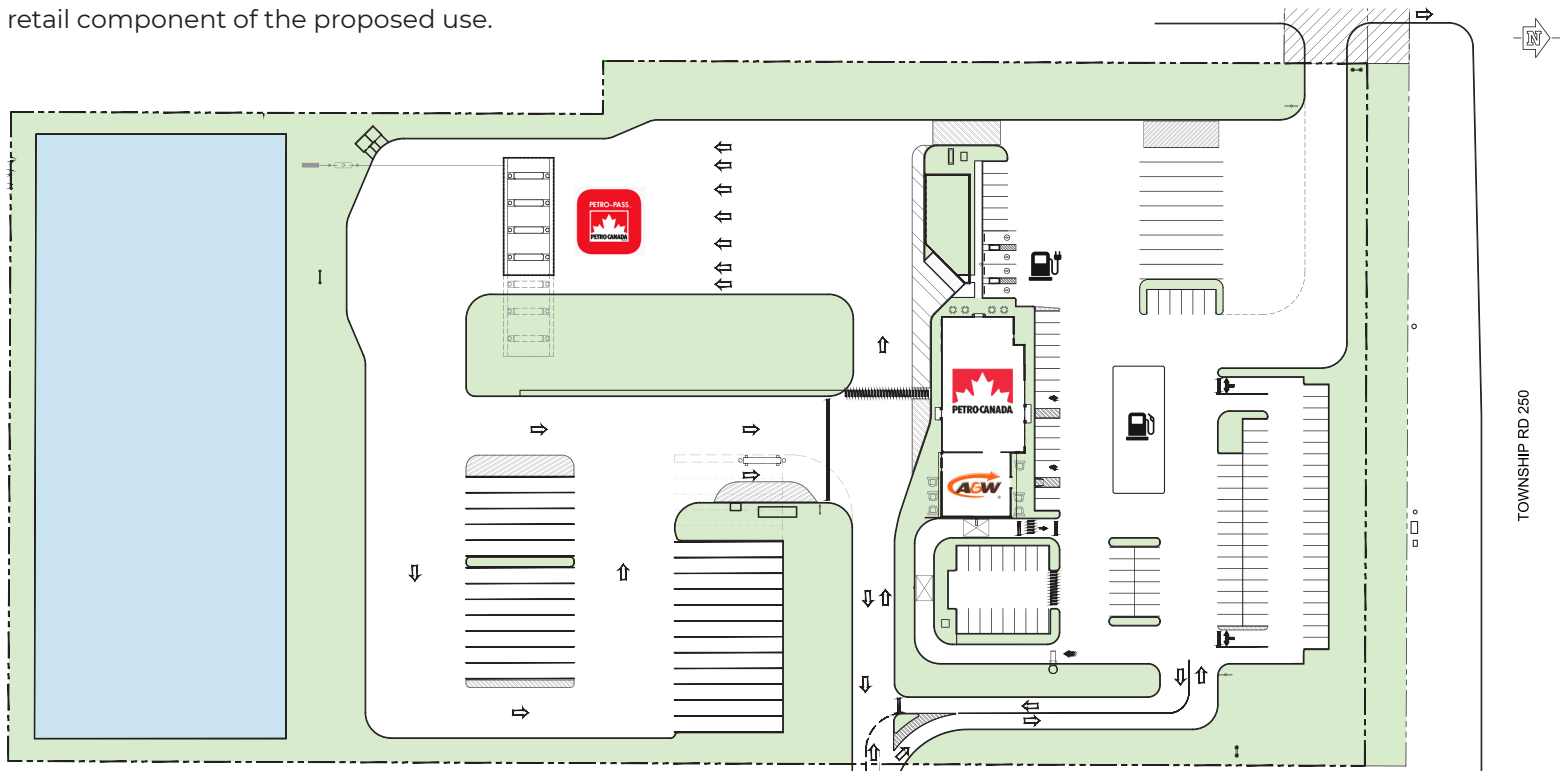


FIGURE 1 | Development Concept



# 8. Architecture and Landscaping

## 8.1 Architectural Design

Development of the subject property shall provide a high standard of architectural design to enhance the appearance of the development. The building design shall incorporate a generous amount of glazing to promote transparency and permeability from the public realm.

The built form shall enhance the surrounding public realm by utilizing durable and authentic materials and incorporating designs that balance environmental performance, aesthetic excellence and user functionality to contribute to a built environment that attracts employers, shoppers and visitors.

Any future building should incorporate pedestrian-oriented design, including sidewalks, canopies, glazing and varied building materials to create a pleasant pedestrian experience. Buildings shall also provide street-facing entrances in addition to parking lot-facing entrances. The primary entrances shall be oriented towards public streets and incorporate design elements highlighting entry points.

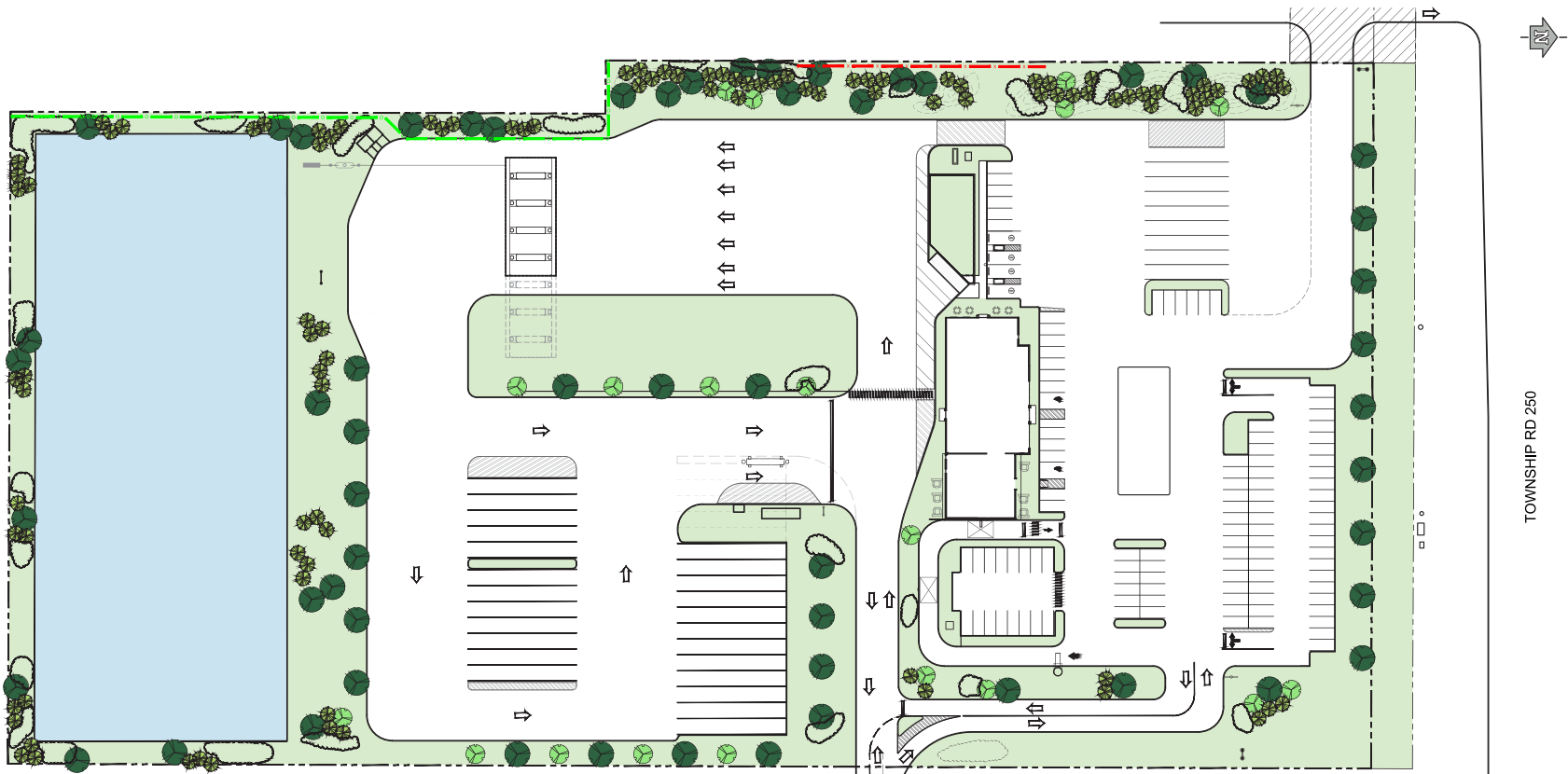


## 8.2 Landscape Design

Landscaping will be used to enhance the visual aesthetic of the development with a variety of landscape treatments and planting enhancements to be incorporated into main entrances, key pedestrian linkages, and other focal points. Plant materials will be clustered and massed to provide greater impact and add layers of color, texture and aesthetic character to the space. Native / drought tolerant, prairie-adapted, and low water-use species will be utilized throughout the site to promote sustainability and reduce requirements for long-term maintenance of the site.

Landscape components shall be used for both visual and sound buffering as required throughout the development.

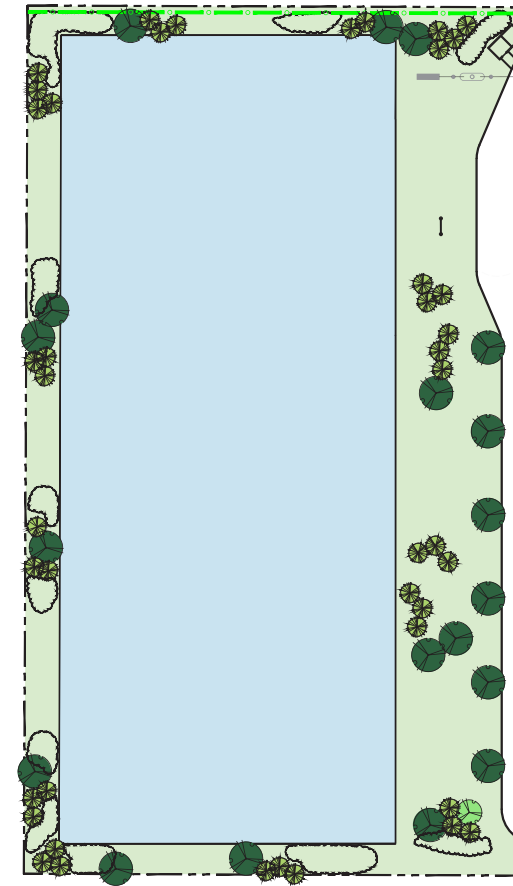
A conceptual landscape design has been prepared and is illustrated in **Figure 2: Conceptual Landscape Plan**.



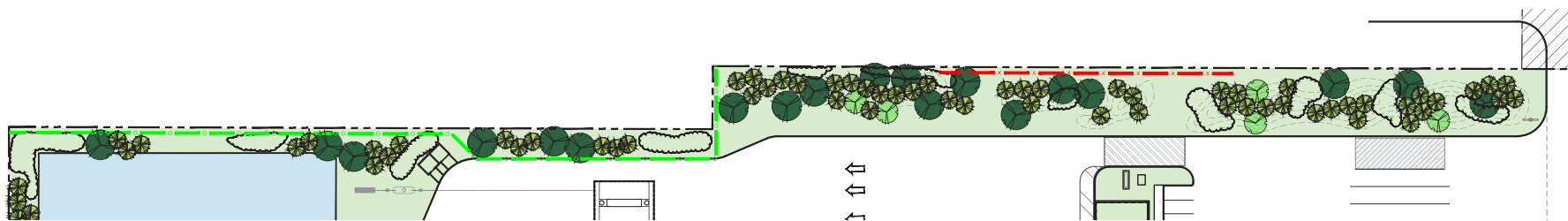
**FIGURE 2 | Conceptual Landscape Plan**

Policy 8.2: A detailed Landscape Plan shall be submitted with future development applications which demonstrates the following requirements:

- Plant material proven for the climate zone for the Calgary region and also addresses low available water resources for long-term maintenance;
- A visual continuity of trees planted in front yards and/or boulevards
- Avoid species monoculture over large areas;
- Retaining walls and front yard fencing shall be decorative as well as functional and integrated into the front yard landscape design;
- Decorative feature walls or low-profile landscaped berms including mass plantings of flowering shrubs, evergreen shrubs, or decorative tall grass species should be incorporated into the landscape designs at key public intersections and entryways without interfering with necessary traffic sight lines;



**FIGURE 3 | Stormwater Pond Concept**



**FIGURE 4 | Frontage Landscaping Concept**



## 9. Technical Analysis

### 9.1 Sanitary Servicing

The proposed Integrated Energy Centre includes provisions and design elements for full sanitary servicing by way of connections to the Bingham Crossing Sanitary Trunk (BCST).

Through collaboration with the neighbouring properties, it has been confirmed that the sanitary servicing of the proposed Integrated Energy Centre via the existing (or soon to be constructed) BCST will not cause negative impacts on the existing (or soon to be) infrastructure. It is the intent of Suncor Energy Products Partnership to provide full sanitary servicing on the subject property by way of connection to the BCST.

#### **Policy 9.1:**

*Detailed reporting of the connection and anticipated flows is to be included as part of the future Development Permit Application.*

## 9.2 Potable Water

The proposed Integrated Energy Centre is to be serviced by a connection to the Calalta Water Works potable water pipe. It is the intent of the Suncor Energy Products Partnership to connect to the existing pipe through an agreement with Calalta Water Works.

## 9.3 Stormwater Management

Stormwater will be managed on-site via an overland conveyance system and landscaped infiltration areas. A stormwater management (SWM) pond will be constructed in the southern portion of the subject property area to accommodate the surface drainage requirements of the development. The SWM pond will be designed in accordance with the County's Servicing Standards to limit the impact on areas downstream and other water bodies.

## 9.4 Shallow Utilities

Utilities such as gas meters, pad mounted transformers and other physical elements affecting urban design shall be appropriately screened from the street with various landscaping elements that are identified in this MSDP. Overhead power lines may be permitted within the municipal road allowance, however all power lines servicing individual development parcels will be buried underground.



### Policy 9.2:

*Detailed reporting of the connection and flows will be required as part of the future Development Permit Application.*

### Policy 9.3:

*A detailed SWM report will be required as part of the future Development Permit Application.*

# 10. Public Engagement

Community engagement was conducted for the proposed development to raise awareness about the project, and understand stakeholder impacts, concerns, and/or support for the development. A number of engagement strategies were employed, including virtual and in person meetings, community notice, required on-site signage and ongoing discussions with neighbouring property owners.

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## 10.1 Key Stakeholder Meetings

One-on-one in-person or virtual meetings were offered to neighbours of the site which included the Edge School, Rencor Developments (Bingham Crossing), the Springbank Community Church, C3 Church, Callaway Park, the Springbank Airport (Calgary Airport Authority), Springbank Community Association, the Springbank Community Planning Association, the Harmony Homeowner Association, and Qualico Developments (Harmony).

The purpose of the key stakeholder meetings was to introduce the project to site neighbours and facilitate a discussion, hear their concerns, and answer questions. Meetings were accepted with the Edge School, Rencor Developments (Bingham Crossing), Callaway Park, Springbank Community Association, the Springbank Community Planning Association, the Harmony Homeowners Association, and Qualico Developments (Harmony). The Springbank Airport received an information package which was deemed sufficient in place of a meeting, with no concerns noted. A separate engagement session was held with the five residential property owners immediately north of the subject property.

The initial meetings were approximately one-hour in length and were conducted from June 2023 - September 2023. Prior to submission of the land use applications, supplementary materials were provided to all stakeholders including meeting

summaries, draft site plans, and supporting mapping documents to encourage accurate and transparent information sharing with stakeholders. No printed materials were provided at engagement meetings which occurred following the submission of the land use applications on the basis that the County would have the most recent submission materials for public review. Additionally, engagement follow-ups were facilitated with all stakeholders to offer a second meeting, and an opportunity to provide additional discussion and engagement feedback.

## 10.2 Project Summary Distribution and Project Email

A project summary was created for the public to learn more about the Land Use Redesignation application prior to submission, and included information on the intended future use of the subject property. The communication was distributed to the Springbank Community Planning Association, the Springbank Community Association, and Deputy Reeve Kochan. The communication was shared with over 1000 email subscribers and was included in Deputy Reeve Kochan's community update email. The communication provided the public with a project specific email address that could be used to submit concerns, support, and questions to the project team for response. Within a two-week period after the communication was shared with community members, a total of 5 emails were received and replied to by the project team.



## 11. Operational Plan

The Springbank Integrated Energy Centre is expected to operate as a commercial enterprise under the following general parameters:

1. The facility will operate on a 24 hours per day, seven days per week basis.
2. Sufficient parking will be provided to meet and/or exceed the County's minimum parking requirements as established in the Land Use Bylaw.
3. Overnight parking will not be permitted on the subject property. Site signage is to be posted to this effect.
4. On-site parking will be strictly enforced, and parking of non-patron vehicles will be prohibited. Site signage is to be posted to this effect.
5. All landscaping on the subject property will be maintained year-round.
6. A sound attenuation feature (wall, solid fence, berm or other suitable feature) will be maintained along the entire length of the westerly property line.
7. The subject property will be maintained in accordance with the County's Property Standards and Maintenance Bylaw.

### **Policy 11.1:**

*A detailed operational plan for the proposed the Springbank Integrated Energy Centre is required to be submitted as part of a future DP application.*



## 12. Supporting Studies

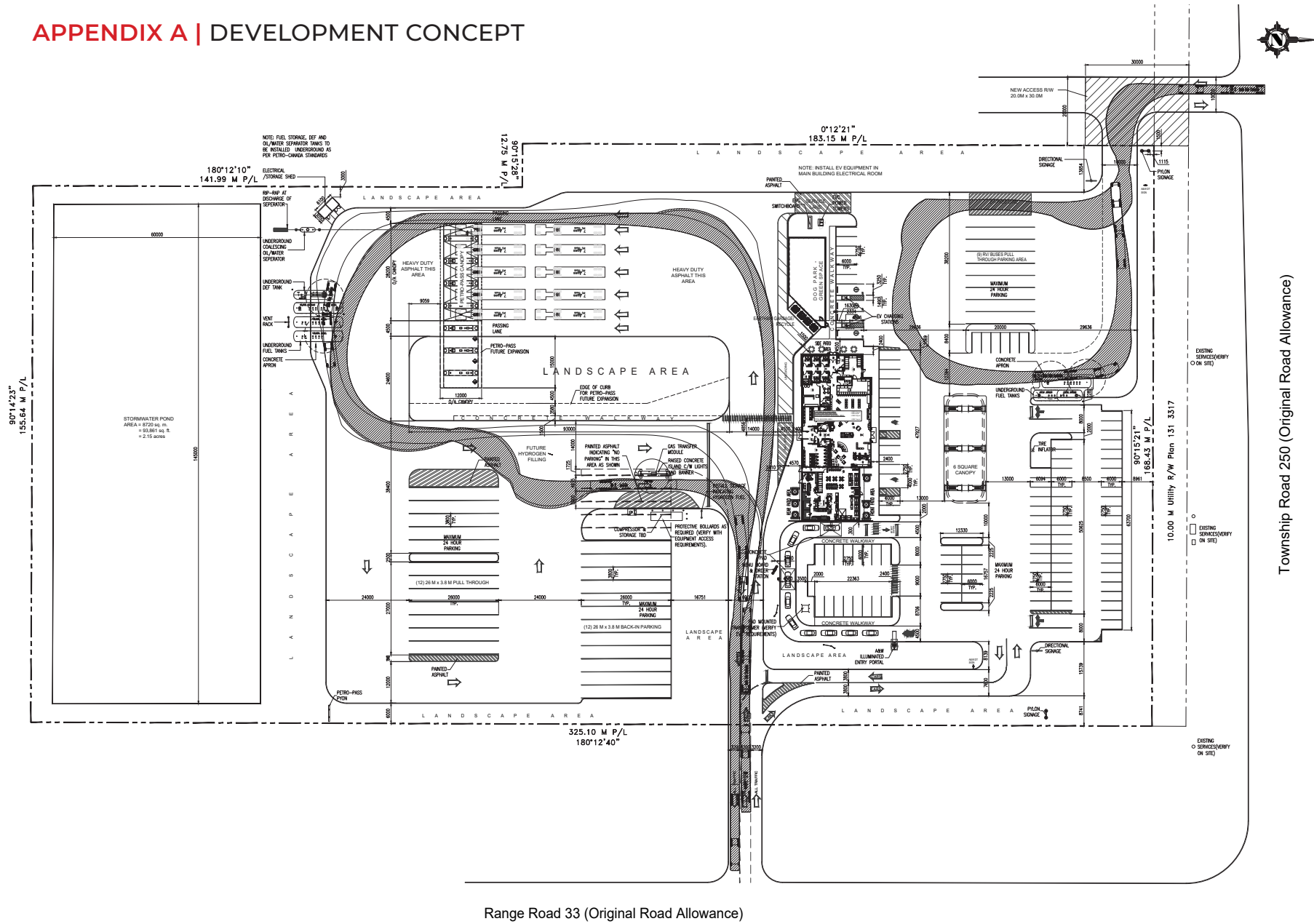
The following additional reports and studies have been prepared in support of the proposed development:

1. Traffic Impact Assessment, Bunt & Associates Engineering – September 21, 2023.
2. Planning Justification Report, Urban Systems Ltd. – October 2023.
3. Land Use Redesignation Engagement Summary Report, Urban Systems Ltd. – October 2023.
4. Geotechnical Evaluation and Phase II Environmental Site Assessment Report – August 23, 2023.
5. Historical Resource Overview (HRO 23-026) – Suncor Springbank Integrated Energy Centre – December 1, 2023.



# Appendix >

# APPENDIX A | DEVELOPMENT CONCEPT



APPENDIX B | LANDSCAPE CONCEPT

