

Rockyview County Proposed Suncor Development

Tracey Ast [REDACTED]

Tue 1/30/2024 10:55 AM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

📎 1 attachments (18 KB)

Letter to Rocky View County re Truck Stop.docx

Attn: Bernice Leyeza

Please find attached my letter in opposition to the proposed development adjacent to the Edge School for Athletes.

I sincerely thank you for your time and attention to this matter.

Warm regards,

Tracey Ast

Riverside Spa

mobile: [REDACTED]

site: www.riversidespa.ca

email: [REDACTED]



Tracey Ast255095 Woodland Road
Calgary, AB, T3R 1G3
[REDACTED]

January 30, 2024

SUBMITTED BY EMAILRocky View County
Planning Services Department
262075 Rocky View Point
Rocky View County, AB T4A 0X2File No.: 04733008
Application No. PL20230127
PL20230127
PL20230158Attention: Bernice Leyeza bleyeza@rockyview.ca 403-520-8182

Dear Ms. Leyeza,

Subject: **Suncor's Plans to Locate a Major Truck Stop Next to a School, Playing Fields and Community Recreation Facilities - SW Corner Range Road 33 and Township Road 250, Rocky View County – Legal: Block 1, Plan 7710987, NE-33-24-03-W05M**

I am a parent of a 16-year-old child who attends Edge School. In addition to travelling to and from the school every day, my soccer playing son makes extensive use of the outdoor pitch connected to the school. Furthermore, I am also an aunt to two young children who live in Harmony and attend Springbank Elementary School. They also make frequent use of the recreation facilities connected to Edge.

I understand that Urban Systems (David Capper), on behalf of 1841954 Alberta Ltd. (and Suncor), has submitted applications to amend the North Springbank Area Structure Plan; to redesignate the subject lands, and to approve of the development of an integrated energy centre master plan development. Upon review of their application, I am very concerned and adamantly opposed to the development, as proposed. The main reasons for my opposition are noted below.

- The proposed development is not a suitable use adjacent to a major school, community recreation complex and sports playing fields. The high volume of traffic (especially multi-trailer trucks) with difficult access, the smell of vehicle fuels (especially diesel), exhausts from idling vehicles (especially tractor trucks), and the spin-off impacts on parking make this a highly unsuitable adjacent land use.
- The proposed development includes a major semi-trailer tractor and trailer fueling depot. The noxious diesel fumes from the noisy idling trucks and the fuel station should not be located in close proximity to facilities that host many users and spectators, including school aged children.
- Suncor is expecting this new facility will replace the existing Jumping Pound facility located to the west at the northwest corner of the intersection of Highways 1 and 22. It has been common for the access roads to the Jumping Pound facility to be used for parking and a meeting point for pooling of vehicles by people heading to the Rockies for day and overnight use, or into the City for work and other trip purposes. Often, there are hundreds of vehicles parked on the adjacent roadways. At the proposed location, adjacent to the Edge School and community recreation facilities, such an option

for parking is not available. We are very concerned that most of these commuter vehicles will end up parking in the Edge School parking lots.

- Access to the proposed Petro Canada facility will likely lead to significant safety issues. As illustrated on the proposed plan, most traffic to the site will access to the Suncor facility or egress onto Range Road 33. This may create a very high risk of accidents, and traffic back-ups especially with large trucks with multiple trailers.

The proposed development site is not appropriate for the service centre and truck stop. The safety of all the children who frequent this intersection as they travel to and from various schools and recreation facilities must be a priority above all others. I ask Rocky View County to not approve the plan for this highly incompatible use.

Sincerely,


Tracey Ast


Opposition Letter for Proposed Development of a Truck Stop near our Child's School

[Redacted]

Mon 1/29/2024 3:48 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

 1 attachments (64 KB)


Rocky View County Proposed Suncor Development SW RR 33 and TR 250 TB.pdf

Hello,

Please see the attached letter of opposition to the proposed development of a truck stop near our child's school.

Thank you,

Travis

Travis Balaski61 Rockford Road NW,
Calgary AB T3G 0E1


January 29, 2024

SUBMITTED BY EMAILRocky View County
Planning Services DepartmentFile No.: 04733008
Application No. PL20230127262075 Rocky View Point
Rocky View County, AB T4A 0X2PL20230127
PL20230158Attention: Bernice Leyeza bleyeza@rockyview.ca 403-520-8182

Dear Ms. Leyeza,

Subject: **Suncor's Plans to Locate a Major Truck Stop Next to a School, Playing Fields and Community Recreation Facilities - SW Corner Range Road 33 and Township Road 250, Rocky View County – Legal: Block 1, Plan 7710987, NE-33-24-03-WO5M**

I am a parent of a child who attends Edge School. We make extensive use of the indoor and outdoor community recreation facilities connected to the school.

I understand that Urban Systems (David Capper), on behalf of 1841954 Alberta Ltd. (and Suncor), has submitted applications to amend the North Springbank Area Structure Plan; to redesignate the subject lands, and to approve of the development of an integrated energy centre master plan development. Upon review of their application, I am very concerned and adamantly opposed to the development, as proposed. The main reasons for my opposition are noted below.

- The proposed development is not a suitable use adjacent to a major school, community recreation complex and sports playing fields. The high volume of traffic (especially multi-trailer trucks) with difficult access, the smell of vehicle fuels (especially diesel), exhausts from idling vehicles (especially tractor trucks), and the spin-off impacts on parking make this a highly unsuitable adjacent land use.
- The proposed development includes a major semi-trailer tractor and trailer fueling depot. The noxious diesel fumes from the noisy idling trucks and the fuel station should not be located in close proximity to facilities that host many users and spectators, including school aged children.
- Suncor is expecting this new facility will replace the existing Jumping Pound facility located to the west at the northwest corner of the intersection of Highways 1 and 22. It has been common for the access roads to the Jumping Pound facility to be used for parking and a meeting point for pooling of vehicles by people heading to the Rockies for day and overnight use, or into the City for work and other trip purposes. Often, there are hundreds of vehicles parked on the adjacent roadways. At the proposed location, adjacent to the Edge School and community recreation facilities, such an option for parking is not available. We are very concerned that most of these commuter vehicles will end up parking in the Edge School parking lots.
- Access to the proposed Petro Canada facility will likely lead to significant safety issues. As illustrated on the proposed plan, most traffic to the site will access to the Suncor facility or egress onto Range

Road 33. This may create a very high risk of accidents, and traffic back-ups especially with large trucks with multiple trailers.

The proposed development site is not appropriate for the service centre and truck stop. I ask Rocky View County to not approve the plan for this highly incompatible use.

Sincerely,

Travis Balaski

(No subject)

Mon 1/29/2024 10:54 AM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Cc: Vivian Thomas [REDACTED]; Kurt Thomas [REDACTED]

January 30, 2024 SUBMITTED BY EMAIL
Rocky View County File No.: 04733008
Planning Services Department Application No. PL20230127
262075 Rocky View Point PL20230127
Rocky View County, AB T4A 0X2 PL20230158
Attention: Bernice Leyeza bleyeza@rockyview.ca 403-520-8182

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Subject: Suncor's Plans to Locate a Major Truck Stop Next to a School, Playing Fields and Community Recreation Facilities - SW Corner Range Road 33 and Township Road 250, Rocky View County – Legal: Block 1, Plan 7710987, NE-33-24-03-WO5M

I am a parent of a child who attends Edge School. We make extensive use of the indoor and outdoor community recreation facilities connected to the school.

I am also a resident of Rocky View County and my other child attends Springbank Middle School. We regularly use the community recreation facilities on the Edge School Site.

I understand that Urban Systems (David Capper), on behalf of 1841954 Alberta Ltd. (and Suncor), has submitted applications to amend the North Springbank Area Structure Plan; to redesignate the subject lands, and to approve of the development of an integrated energy centre master plan development. Upon

review of their application, I am very concerned and adamantly opposed to the development, as proposed.

The main reasons for my opposition are noted below.

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□ The proposed development includes a major semi-trailer tractor and trailer fueling depot. The noxious diesel fumes from the noisy idling trucks and the fuel station should not be located in close proximity to facilities that host many users and spectators, including school aged children.

□ Suncor is expecting this new facility will replace the existing Jumping Pound facility located to the west at the northwest corner of the intersection of Highways 1 and 22. It has been common for the access roads to the Jumping Pound facility to be used for parking and a meeting point for pooling of vehicles by people heading to the Rockies for day and overnight use, or into the City for work and other trip purposes. Often, there are hundreds of vehicles parked on the adjacent roadways. At the proposed location, adjacent to the Edge School and community recreation facilities, such an option for parking is not available. We are very concerned that most of these commuter vehicles will end up parking in the Edge School parking lots.

2/7/24, 11:54 AM

□ Access to the proposed Petro Canada facility will likely lead to significant safety issues. As illustrated on the proposed plan, most traffic to the site will access to the Suncor facility or egress onto Range Road 33. This may create a very high risk of accidents, and traffic back-ups especially with large trucks with multiple trailers.

The proposed development site is not appropriate for the service centre and truck stop. I ask Rocky View County to not approve the plan for this highly incompatible use.

Sincerely,


Vivian Thomas
256 Grayling Common, Rocky View County
Harmony. T3Z0G6

Proposed development next to Edge School

Tracy Mundy [REDACTED]

Mon 1/29/2024 6:34 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

 1 attachments (734 KB)

Rockyview Letter - Suncor Proposal.pdf;

Dear Bernice - please accept this letter regarding Suncor's proposed development next to the Edge School. Thank you,

Webster

Webster and Tracy Mundy13 Braemar Glen Road
Calgary, AB T3Z 3C9
[REDACTED]

January 29, 2024

SUBMITTED BY EMAIL

Rocky View County
Planning Services Department
262075 Rocky View Point
Rocky View County, AB T4A 0X2File No.: 04733008
Application No. PL20230127
PL20230127
PL20230158Attention: Bernice Leyeza bleyeza@rockyview.ca 403-520-8182

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- Potentially adverse health effects from high concentration of diesel fumes.
- Release of benzene and other harmful compounds from storage tank vents.
- Disturbing levels of noise.
- Suncor is expecting this new facility will replace the existing Jumping Pound facility located to the west at the northwest corner of the intersection of Highways 1 and 22. It has been common for the access roads to the Jumping Pound facility to be used for parking and a meeting point for pooling of vehicles by people heading to the Rockies for day and overnight use, or into the City for work and other trip purposes. Often, there are hundreds of vehicles parked on the adjacent roadways. At the proposed location, adjacent to the Edge School and community recreation facilities, such an option for parking is not available. We are very concerned that most of these commuter vehicles will end up parking in the Edge School parking lots.

- Access to the proposed Petro Canada facility will likely lead to significant safety issues. As illustrated on the proposed plan, most traffic to the site will access to the Suncor facility or egress onto Range Road 33. This may create a very high risk of accidents, and traffic back-ups especially with large trucks with multiple trailers.
- Increased potential for crime at transient fuel depot including harassment, robberies and drug and/or human trafficking.

The proposed development site is not appropriate for the service centre and truck stop. I ask Rocky View County to not approve the plan for this highly incompatible use.

Sincerely,


A handwritten signature in black ink, appearing to read "W. J. ...", with a long, sweeping flourish extending to the right.

Opposition to Suncor's Development

Yuan Cao [REDACTED]

Mon 1/29/2024 9:43 AM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

 1 attachments (510 KB)

Yuanyuan Cao.pdf;

Hi Bernice,

I have attached Opposition Letter to Suncor's plan. Much appreciate if this can be considered.

Thank you

Best regards,

Yuanyuan

Sent from [Mail](#) for Windows

From: Yuanyuan Cao [REDACTED]
Sent: Monday, January 29, 2024 9:35:40 AM
To: Alex Hu [REDACTED]
Subject: Yuanyuan Cao

Sent from my iPhone

Yuanyuan Cao954 Harmony Parade
Rocky View County, AB T3Z 0H1
[REDACTED]

January 29, 2024

SUBMITTED BY EMAIL

Rocky View County
Planning Services Department
262075 Rocky View Point
Rocky View County, AB T4A 0X2File No.: 04733008
Application No. PL20230127
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PL20230158Attention: Bernice Leyeza bleyeza@rockyview.ca 403-520-8182

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Subject: Suncor's Plans to Locate a Major Truck Stop Next to a School, Playing Fields and Community Recreation Facilities - SW Corner Range Road 33 and Township Road 250, Rocky View County – Legal: Block 1, Plan 7710987, NE-33-24-03-WO5M

I am a parent of a child who attends Edge School. We make extensive use of the indoor and outdoor community recreation facilities connected to the school.

I am a resident of Rocky View County and my child attends EDGE School.

I am a resident of Rocky View County. I regularly use the community recreation facilities on the Edge School Site.

I understand that Urban Systems (David Capper), on behalf of 1841954 Alberta Ltd. (and Suncor), has submitted applications to amend the North Springbank Area Structure Plan; to redesignate the subject lands, and to approve of the development of an integrated energy centre master plan development. Upon review of their application, I am very concerned and adamantly opposed to the development, as proposed. The main reasons for my opposition are noted below.

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Sincerely,



Yuanyuan Cao

Opposition to File No 04733008

Alicia Tisnic [REDACTED]

Mon 1/29/2024 2:47 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

📎 1 attachments (501 KB)

Opposition for Suncore RR33 and TR 250.pdf;

Hi Bernice,

Please find attached a letter written, opposing the proposed Suncore Development on RR 33 and TR 250.

Alicia Tisnic, RRT, BKin

Unit Manager – ACH Respiratory Therapy, Orthotics, Seating, Movement Assessment Center, Audiology

Phone: [REDACTED]

ACH Respiratory Therapy Sharepoint <https://albertahealthservices.sharepoint.com/sites/SP10116>

Alberta Children's Hospital



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Alicia Tisnic19 Country Lane Bay, T3Z1J8
[REDACTED]

January 29, 2024

SUBMITTED BY EMAILRocky View County
Planning Services Department
262075 Rocky View Point
Rocky View County, AB T4A 0X2File No.: 04733008
Application No. PL20230127
PL20230127
PL20230158Attention: Bernice Leyeza bleyeza@rockyview.ca 403-520-8182

Dear Ms. Leyeza,

Subject: **Suncor's Plans to Locate a Major Truck Stop Next to a School, Playing Fields and Community Recreation Facilities - SW Corner Range Road 33 and Township Road 250, Rocky View County – Legal: Block 1, Plan 7710987, NE-33-24-03-W05M**

I am a resident of Rocky View County and my children attend both Elbow Valley Elementary School and Springbank Middle School.

I understand that Urban Systems (David Capper), on behalf of 1841954 Alberta Ltd. (and Suncor), has submitted applications to amend the North Springbank Area Structure Plan; to redesignate the subject lands, and to approve of the development of an integrated energy centre master plan development. Upon review of their application, I am very concerned and adamantly opposed to the development, as proposed. The main reasons for my opposition are noted below.

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The proposed development site is not appropriate for the service centre and truck stop. I ask Rocky View County to not approve the plan for this highly incompatible use.

Sincerely,

A handwritten signature in black ink, appearing to read "Alicia Tisnic". The signature is written in a cursive, flowing style.

Alicia Tisnic
Resident of Rocky View County

Re: Proposed PetroCanada Service Station. - File 04733008

Judi Hunter [REDACTED]

Mon 1/29/2024 7:23 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Thanks Bernice

From: Bernice Leyeza <BLeyeza@rockyview.ca>
Date: Monday, January 29, 2024 at 10:10 AM
To: Judi Hunter [REDACTED]
Subject: Re: Proposed PetroCanada Service Station. - File 04733008

CAUTION: This email originated from outside of Rocky View Schools. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning, Judi:

The Master Site Development Plan (MSDP) has a section that talks about accessing the site ([Section 7.3](#)). As part of the application to redesignate the subject lands, and approve the MSDP, they submitted a Traffic Impact Assessment (TIA) to provide us with more information on the traffic flows if this gets built.

If you have further questions, please let me know.

Thanks,

Bernice Leyeza

Planner 2 | Planning and Development Services

From: Judi Hunter [REDACTED]
Sent: Sunday, January 28, 2024 4:11:57 PM
To: Matt Boscarior <MBoscarior@rockyview.ca>
Cc: Division 2, Don Kochan <DKochan@rockyview.ca>; Division 1, Kevin Hanson <KRHanson@rockyview.ca>
Subject: Proposed PetroCanada Service Station. - File 04733008

Hello Matt,

RE: PL20230127, PL20230128 and PL20230158

I am writing to express my traffic concerns regarding the proposed PetroCan station at RR#33 and highway 1

As Trustee for the 3 schools along RR33, I hope that one of the major considerations in approving this proposed development would be mitigation of the increased traffic. There are many buses and parent vehicles that travel twice daily in this area. Traffic is compounded by the new Costco development.

During this mitigation, I would hope that your department would work closely with Rocky View schools administration to ensure traffic flows and safety.

Thank you,

Sincerely

Judi Hunter

Ward 5 Trustee

This message (including any attachments) is for the addressee(s) only and may contain information that is privileged, confidential or exempt from disclosure. If you have received this message in error, please immediately notify the sender and delete this email message and any attachments.

Fwd: Petro Canada Springbank Integrated Energy Centre

Division 2, Don Kochan <DKochan@rockyview.ca>

Wed 1/31/2024 11:00 AM

To: Matt Boscarior <MBoscarior@rockyview.ca>; Bernice Leyeza <BLeyeza@rockyview.ca>

For your consideration in the application review.

DON KOCHAN

Deputy Reeve | Councillor, Division 2

ROCKY VIEW COUNTY

262075 Rocky View Point | Rocky View County | AB | T4A 0X2

Phone: 403-520-8160

DKochan@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.

From: Sean Alexander [REDACTED]
Sent: Wednesday, January 31, 2024 10:18:02 AM
To: Division 2, Don Kochan <DKochan@rockyview.ca>
Subject: Petro Canada Springbank Integrated Energy Centre

Hi Don

Wondering if you and I can discuss a new proposed development application related to the Petro Canada Springbank Integrated Energy Centre (full on card lock truck stop) next to Edge School where my children attend.

I just found out about this , and I also run a business across the highway in the warehouse district east of Calaway Park and also live in the Community of Harmony. I'm quite disturbed that this location would ever be considered for anything of this nature. I was one of the original residents in Harmony in 2017, and speaking with those in the community of Harmony and Business Owners in the immediate Area, we are vehemently opposed to a full truck stop at this location, as this will greatly affect the road systems in this immediate area among countless other things

- A gas bar: no problem,
- a convenience store: no problem,
- an A & W restaurant: no problem
- an electric car charging station: no problem,

However , we draw the line at a "full on" 53 ft tractor trailer, Card Lock and Truck Stop , which is completely unacceptable. These trucks carry multiple dangerous goods and this is in the immediate area of Edge School. These trucks run all night when parked and the noise pollution and air quality next to a school will be affected. The Seniors who will eventually move into the Bingham Crossing Retirement Community also will be greatly affected.

I'd like to know your stance on this and if you support this. Could you please give me a call back at 403-437-3239

Thank you for your time,
Sean



Sean Alexander
President & CEO
KAILANI SPORTS INC.
Unit 1, 135 Commercial Drive
Calgary, Alberta
T3Z 2A7
Canada

[Redacted contact information]

[Redacted contact information]

www.kailanisports.com


The content of this email is confidential and intended for the recipient specified in message only. If you received this message in error, please reply to this message and follow with its deletion, so that we can ensure such a mistake does not occur in the future.

File 04733008 proposed truck stop

J J [REDACTED]

Wed 1/31/2024 1:35 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

 1 attachments (140 KB)

File# 04733008.Jan31.24.pdf;

Please find a letter in relation to the above noted matter in relation to the proposed Petro Canada to be located next to the edge School in Rocky View County.

Julia Jensen
[REDACTED]

January 31, 2024

Attn: Planning Services Department (Bernice Leyeza)

Subject: File# 04733008, Applications PL20230127, PL20230128, PL20230158

I am writing to you as a concerned resident of Harmony in Rocky View County, to express my opposition to the proposed development of a vehicle and truck stop gas station in Division 2 of Rocky View County that is adjacent to the Edge School, a kindergarten to grade twelve school.

My opposition, which I believe I share with many other in and around our community, is grounded in several concerns that are critical to the well-being of our community, the safety of our children, and the preservation of our local environment and rural character.

Proximity to Educational Institution: The proposed location of the gas station is alarmingly close to the Edge School, where young children and teenagers attend daily. The presence of a vehicle and truck stop gas station would expose them to increased levels of air pollution as large semi-trucks often emit higher levels of exhaust fumes. Children are particularly vulnerable to air pollution, which can affect their respiratory health and exacerbate conditions like asthma.

Further this would increase the risk of potential safety hazards due to increased traffic, and the risk of accidents involving vehicles. Also, the constant noise from truck engines, braking systems, and loading operations can be disruptive to the learning environment within the school and can affect concentration and stress levels in students.

Lastly, the potential for fuel spills or leaks can pose environmental hazards, affecting local soil and water quality. This is particularly concerning as Edge School has outdoor areas used by children for play or learning.

The health and safety of our children must be a priority, and the proximity of such a development to a school is fundamentally incompatible with this principle.

Increased Road Congestion and Parking Issues: The area surrounding the proposed site is increasingly getting congested and will increase when the Costco is built. The nearby Costco will already present traffic issues. I also assume Costco will want a gas station as a result it is difficult to understand why another one is needed. Also, the current PetroCanada down the road is already known for its busy traffic and the fact that many people park their vehicles on the side of road to carpool. Introducing a gas station, particularly one that caters to trucks, would exacerbate these issues, leading to further congestion and potentially dangerous traffic conditions. This could hinder the flow of emergency vehicles, disrupt local commuting patterns, and create a less safe environment for pedestrians and cyclists, many of whom are students traveling to and from school.

Visual Impact on the Community: A vehicle and truck stop gas station, by its very nature, is not in keeping with the aesthetic of our rural community. The introduction of large signage, bright lighting, and the industrial appearance of such a facility would be an eyesore and detract

from the natural beauty and rural character that our residents value highly. This would not only impact the visual appeal of the area but could also affect property values and the overall quality of life for nearby residents and communities.

Impact on Adjacent Rural Farming Communities: It is obvious to be that the residents of Rocky View County are proud of its agricultural heritage and the rural farming communities that contribute to the identity of Rocky View County. The proposed gas station would be situated next to these rural areas, potentially impacting soil and water quality through runoff and pollution. The increase in noise and light pollution could also disrupt local wildlife habitats and the tranquility that farming communities rely upon.

Considering these concerns, I strongly urge the Rocky View County Council to oppose the development of the proposed vehicle and truck stop gas station. The long-term interests of our residents, the safety of our children, and the preservation of our community's character must take precedence over these types of short-term economic gains.

Thank you for considering my position on this matter. I look forward to your response and welcome an opportunity to discuss.

Sincerely,



Julia Jensen

36 Junegrass Terrace (Harmony)

File 04733008 - Resident Opposition Letter to Petro Canada Application

Baptie, Valeria [REDACTED]

Tue 1/30/2024 11:34 AM

To: Bernice Leyeza <BLeyeza@rockyview.ca>; kochandiv2@gmail.com <kochandiv2@gmail.com>; Matt Boscarol <MBoscarol@rockyview.ca>
Cc: Adam Baptie [REDACTED]

📎 1 attachments (128 KB)

Baptie - Petro Canada Letter.pdf;

To Whom It May Concern,

Please find our attached letter in opposition to the Petro Canada application at the Northwest Corner of RR33 and Twp. 250, specifically - Applications PL20230127, PL20230128 and PL20230158.

Thank you,



Valeria Baptie
Lawyer



Centennial Place, East Tower, 1900, 520 – 3rd Ave. SW, Calgary, AB, Canada T2P 0R3

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Borden Ladner Gervais LLP

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Planning Services Department
Rocky View County
26075 Rocky View Point
Rocky View County, AB
T4A 0X2

Attention: Bernice Leyeza

We are writing in opposition to the Petro Canada application at the Northwest Corner of RR33 and Twp. 250, specifically Applications *PL20230127, PL20230128 and PL20230158*.

Our family recently moved to Idlewild Estates in the summer of 2023, a huge investment we took for two main reasons. First, to provide first class education for our children in the Springbank school system, and two, to raise our family in a peaceful, country residential community.

The proposed Petro Canada would drastically change this community for several reason:

- Traffic: Simply, the intersections of RR33 at Twp.250 and HWY 1 are already too congested, even before the completion of Bingham Crossing and Costco. If the Petro Canada went ahead, one single Long-Haul truck heading East on HWY 1 using the Petro Canada would require a:
 - o Left off HWY 1 onto RR33 North
 - o Left off RR33 into Petro Canada
 - o Right out of Petro Canada onto RR33 South
 - o Left off RR33 bridge onto HWY 1

This one truck would cause significant back-ups for any families using RR33 to pick up/drop off their children at school. If we estimate 100+ cars and trucks per hour at the new Petro Canada, RR33 at Twp. 250 and HWY 1 would become borderline unusable.

- Safety: The increased traffic and 24-hour nature of the truck stop could lead to increased crime in the area. In addition, many people use the current Petro Canada truck stop along Highway 1 to park their cars for trips out to the mountains. There is not enough space for this to happen at the proposed location and if cars were to park along the side of RR33 or Twp. 250 this would have a significant safety impact to residents who drive along those roads every day. Furthermore, any resident, especially school children, who would want to ride their bikes to school would be putting themselves at considerable risk every single day.
- Pollution: The Petro Canada truck stop would significantly increase traffic into the area, significantly increasing pollutants in the residential community. We have been blessed with the wildlife in and around our community, and the truck stop would further push those animals out of their habitat and increase their risk of loss of life due to an accident.

For those reason, and several more, we hope you do everything in your power to not let this project move ahead. At the very least, the existing infrastructure cannot support the increased traffic, especially large, slow semi-trucks.

Thank you for your attention to this matter.

Sincerely,

Adam & Valeria Baptie
59 Idlewild Estate

Re: File 04733008,

Al Lawrence [REDACTED]

Tue 1/30/2024 11:06 AM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Thank you Bernice,
Catherine

Sent from my iPhone

On Jan 29, 2024, at 12:42 PM, Bernice Leyeza <BLeyeza@rockyview.ca> wrote:

Good afternoon, Al and Catherine:

Thank you for your comments. We are in the circulation phase of the application process and will consolidate your comments during the review of PL20230127, 128, and 158. I will reach out if I have further questions regarding your response.

Your comments will be shared with the applicant once circulation has ended. Council will receive a package of the comments submitted before scheduling a public hearing.

If you have any questions, please let me know.

Thanks,
Bernice Leyeza
Planner 2 | Planning and Development Services

From: Catherine Lawrence [REDACTED]
Sent: Monday, January 29, 2024 1:19 PM
To: Bernice Leyeza <BLeyeza@rockyview.ca>; kochandiv2@gmail.com <kochandiv2@gmail.com>; Division 1, Kevin Hanson <KRHanson@rockyview.ca>
Cc: Catherine Lawrence [REDACTED] Al and Cathy [REDACTED] Municipal Council <MunicipalCouncil@rockyview.ca>
Subject: File 04733008,

To Bernice Leyeza,

My husband and I are residents of Country Lane Estates, a community north of the TransCanada highway and Range Rd 33.

We are writing to state our opposition to the ASP change, and land use change for the land by the Edge School, along with the proposal to have a Petro Canada truck stop at the intersection of Range Rd 33 and the TransCanada highway. (The reason for the land use change). We definitely are against this proposal.

Our reasons are as follows:

1. This is the only access for residents to the community of Harmony, as well as traffic heading to residences north on Range Rd 33, off the TransCanada highway. (There is an exit at Old Banff Coach Road, however that is not as convenient as the Range Rd 33 exit and should not have

- to be the expectation of residents living north of the TransCanada highway. This just moves part of the problem to another area).
2. Harmony is expected to grow considerably over the next number of years, thus increasing the already large amount of traffic needing to use the highway exit at Range Rd 33 and the TransCanada highway.
 3. Our understanding is that there is a world class Nordic Spa expected to be developed in the community of Harmony over the next couple of years. This will bring even more traffic to this same exit from the TransCanada highway. We unfortunately don't know the anticipated number of vehicles, however do believe it will be used extensively.
 4. There are 800+ vehicles an hour anticipated to access the approved Costco location at Bingham Crossing. Although there are intentions to have two traffic circles in place prior to the opening of the Costco, we feel this is nowhere near enough to accommodate the traffic already expected at this intersection.
 5. Further anticipated development at Bingham Crossing will continue to add vehicular traffic to an already busy location.
 6. We also understand that there is a proposal in the Springbank ASP to develop some of the land along Range Rd 33 for commercial use. This will add even more traffic to this busy intersection, and we are not in favour of this change.
 7. Adding transport trucks to this location seems like an unsafe choice. Access to this location for truckers is not as ideal as an alternate location might be. I suspect that east and westbound transport traffic would use this stop, again increasing the number of vehicles at this intersection.
 8. We wonder that from an engineering perspective, if there is stability enough in the existing bridge to allow large transports, carrying heavy loads to access this location safely.
 9. School buses and parents shuttling children to and from school, before and after school activities, and daycares in the area, will have to compete with transports as well as the other already anticipated traffic from Bingham Crossing and Harmony.
 10. People accessing the Edge School, and Springbank Airport are also impacted, as these changes would have an effect on traffic accessing Township Rd 250 as well.

Please understand that this is not a ploy on our part to stop progress as has been stated by others in various survey comments. Although we are fine without the commercial development at Bingham Crossing, we are also not opposed to it, as long as the means are in place for people (including ourselves) to access it and our homes and activities safely. It seems like a tremendous amount of growth and change all at once without considering the impact of it all combined.

We are, however, definitely against having the land by the Edge School rezoned, and having a truck stop of any kind at that location and implore the decision makers to take ours and our neighbour's concerns seriously.

Sincerely,

Al and Catherine Lawrence

Country Lane Estates

Country Lane Dr



Re: Petition... file number in the subject line: File 04733008

Bernice Leyeza <BLeyeza@rockyview.ca>

Mon 1/29/2024 10:00 AM

To: Alex Paulis [REDACTED]

Good morning, Alex:

Thank you for your comments. We are in the circulation phase of the application process and will consolidate your comments during the review of PL20230127, 128, and 158. I will reach out if I have further questions regarding your response.

Your comments will be shared with the applicant once circulation has ended. Council will receive a package of the comments submitted before scheduling a public hearing.

If you have any questions, please let me know.

Thanks,

Bernice Leyeza

Planner 2 | Planning and Development Services

From: Alex Paulis [REDACTED]

Sent: Sunday, January 28, 2024 11:43 AM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Cc: kochandiv2@gmail.com <kochandiv2@gmail.com>; Matt Boscarior <MBoscarior@rockyview.ca>

Subject: Petition... file number in the subject line: File 04733008

Planning Services Department
Rocky View County
[262075 Rocky View Point](#)
[Rocky View](#) County, AB
T4A 0X2

Attention: Bernice Leyeza

I am opposed to the Petro Canada application at the Northwest Corner of RR33 and Twp. 250, specifically - Applications PL20230127, PL20230128 and PL20230158

We reside in Country Lane

Letter of opposition:

Facts:

· In the Springbank Area Structure Plan surveys, residents were overwhelmingly opposed to the Springbank Airport Employment Area. 100% of respondents from Idlewild and Country Lane were opposed to additional commercial/light industrial near our community. The County's economic study concluded there is no need for any more commercial/light industrial than what is already approved.

This Truck stop is NOT compatible with a country residential area.

Goals and Visions

· A massive Petro Canada truck stop in this location goes against all the goals and visions of the Springbank Area Structure plan – to maintain Springbank as a distinct and attractive country residential community.

Location:

· A massive Petro Can Truck Stop is in no way compatible with the country residential community, or with the schools in the area. It will dramatically worsen the horrendous traffic from developments already approved for this area (Costco and Harmony at its build out).

· A gigantic truck stop needs its own entrance and exit off the highway – like the Petro Canada has at its existing location at Hwy. 1 and RR 22. This permits vehicles to use the facility without imposing traffic on other road users.

· The massive truck traffic volumes the Petro Canada will generate will add to the 800+ cars per hour the Costco will attract. It will add dangerous traffic volumes to the only way in/out from our community.

Traffic:

· Traffic is already too much for this area – with Costco, ever growing Harmony, and the Airport's plan to develop more commercial/light industrial on its land. Even if and when all the planned upgrades to the interchange happen, the traffic volumes from a massive truck stop do not belong in this location.

Schools

· There are 3 Springbank schools in the area with school buses, - parents driving kids to and from school, and students driving themselves to and from school. There is also bicycle traffic along this route. None of this should have to mix with transport trucks that are always in a hurry, and RV's and campers using this truck stop on their way to the mountains and beyond.

· The Edge school is right next door and the Daycare at the United Church right across the road.

Safety:

· Transient folks will enter our area – who otherwise would not know this country residential area existed - opening us up to potential criminal intent.

· Police only patrol this area 2X a week at night and 2X a week in the daytime. This is a 24-hour operation!

Pollution:

· The truck stop caters to short term stays by truckers to fuel up, eat, shower, sleep and do laundry. This can result in a significant number of idling trucks. This creates toxic fumes that can travel in the wind to everyone in the area – including the adjacent Edge school and the nearby daycare.

Regards,
Alex Paulis

Petro Canada Truck Stop -- Please Stop now

a smoole [REDACTED]

Wed 1/31/2024 9:11 AM

To: Division 1, Kevin Hanson <KRHanson@rockyview.ca>; Bernice Leyeza <BLeyeza@rockyview.ca>; Municipal Council <MunicipalCouncil@rockyview.ca>; Division 2, Don Kochan <DKochan@rockyview.ca>

To whom it may concern,

It has recently come to our attention about the possibility of a Petro Canada Truck Stop at the intersection of RR33 and TWP 250. As 24 year residents of North Springbank (Livingstone Estates), we and our neighbours have accepted the development of Bingham Crossing. However, under no terms would this be a suitable place for a Truck Stop. In the initial plans for Bingham Crossing, we were promised a Retirement Home (is this still the plan)? Also, that the shopping area would be walkable and a beautiful place to spend time. This is already a very busy intersection with 4 schools, Calaway Park, and thousands of residents. The diesel fumes from the Trucks should be no where near to where children work(their school) or play.

Please stop this proposal in its tracks.

With deep concern,

*Alison and Oscar Smoole
(55 Livingstone Estates)*

File 04733008

Art Klukas [REDACTED]

Sat 1/27/2024 11:32 AM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Cc: Matt Boscarior <MBoscarior@rockyview.ca>; kochandiv2@gmail.com <kochandiv2@gmail.com>

January 27, 2024.

Planning Services Department

Rocky View County

[262075 Rocky View Point](#)[Rocky View](#) County, AB

T4A 0X2

To whom it may concern,

We are OPPOSED to the Petro Canada application at the Northwest Corner of R.R. 33 and Twp. 250, specifically - Applications PL20230127, PL20230128 and PL20230158.

In the Springbank Area Structure Plan surveys, residents were overwhelmingly opposed to the Springbank Airport Employment Area. A massive Petro Canada truck stop in this location goes against all the goals and visions of the Springbank Area Structure plan – **to maintain Springbank as a distinct and attractive country residential community**. This truck stop is NOT compatible with a country residential area.

Traffic is already too heavy for the infrastructure and will only get worse with Costco, Harmony, and the Airport's plan to develop more commercial/light industrial on its land. Even if and when all the planned upgrades to the interchange happen, the traffic volumes from a massive truck stop do not belong in this location.

There are 3 Springbank schools in the area with school buses and parents driving kids to and from school, and students driving themselves to and from school. The Edge School is right next door and the Daycare at the United Church is directly across the road from the proposed site. There is also bicycle traffic along this route. None of these uses are compatible with transport trucks that are always in a hurry, as well as RV's using this truck stop on their way to the mountains and beyond.

A truck stop caters to short term stays by truckers to fuel up, eat, shower, sleep and do laundry. This can result in a significant number of idling trucks which would create toxic fumes that would travel in the wind to everyone in the area – including the adjacent Edge School and the nearby Daycare.

Finally, a development of this kind will increase the number of people accessing this site and its surrounding area, resulting in increased accidents and crime. To maintain safety and security, a much larger police presence would be required than the current 2X per week at night and 2X per week daytime patrols.

While this is not a comprehensive list of the negative consequences of allowing a Petro Canada truck stop on the above mentioned site, we would strongly recommend that Rockyview County stop this

development from proceeding any further.

Thank you.

Sincerely yours,

Arthur & Betty Klukas,
49 Country Lane Drive,
Calgary, AB
T3Z 1J5

Re: File 04733008

Bernice Leyeza <BLeyeza@rockyview.ca>

Wed 1/17/2024 3:48 PM

To: Barb Robson [REDACTED]

Good afternoon, Barb:

Thank you for your comments on this application. Please note that this will be included in the application comments to be attached to the Council Report.

Thanks,

Bernice Leyeza

Planner 2 | Planning and Development Services

From: Barb Robson [REDACTED]

Sent: Wednesday, January 17, 2024 10:39 AM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Subject: File 04733008

Please accept this as my absolute opposition to the proposed development of this project.

Rockyview needs to please listen to the community on this and consider the impact this will create.

Not only is there a busy school with young inexperienced drivers, there is also a long standing community church and play school that will be absolutely destroyed by the infrastructure and traffic this will create.

As a community member living in The Ranch community, I cannot believe the county is even considering adding to a corner that will not only already have existing gas with Costco, and that development.

They are turning our community into a 10min to 1 hour quick stop for people, which give zero consideration to our community, the rural setting we live here for and the impact on traffic in the years to come.

Barb Robson
11 Corral View

Re: File 04733008

Bernice Leyeza <BLeyeza@rockyview.ca>

Wed 1/31/2024 9:05 AM

To: barb sponder [REDACTED]

Hey Barb,

These updated comments will also be consolidated with your previous comments. Thanks for forwarding! Let me know if you have any questions,

Thanks,

Bernice Leyeza

Planner 2 | Planning and Development Services

From: barb sponder [REDACTED]

Sent: Wednesday, January 31, 2024 6:00 AM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Subject: Re: File 04733008

Thank you, Bernice, for your quick response. I have thought of a few other points to consider.

Firstly, the Edge School consists of students from Grades 4-12, at some point those Grade 11 and 12 students will be driving themselves to school. We already have identified that youth are at a higher risk for vehicle collisions, due to where they are in their development and their inexperience. Having a truck stop close by to their school, I believe, would increase the number of these incidents, hence putting the community at risk of being involved in an incident (along with the truck drivers, who would be delayed in getting their product to their destination, something I am sure a truck driver would not want to be involved in, even for the paperwork).

Secondly, as we are in the midst of winter, I completely forgot about Calaway Park, which is a short distance away from where the truck stop is to be located. This area is quite popular in the summer, with the parking lot being virtually full every day once the students are on summer vacation. There is also a fairly large campground adjacent to the Park, again filled with families enjoying their camping and Calaway Park. Infants, young children, children with illnesses, seniors and infirm seniors and adults, do not need to be exposed to toxic fumes from a busy truck stop. As the time spent at Calaway Park is mostly outdoors, the noise from the truck stop, along with the increased traffic, and associated exhaust is not something that those people attending Calaway Park should be exposed to. As a grandparent, who has spent many a day at Calaway Park with my infant grandsons, and now as they are a bit older, I would want to enjoy my time there with my family without being exposed to that increased volume of traffic and associated fumes/noise. As you ride the train around the outskirts of the park, one can enjoy the scenery, and serenity of being outdoors with your family. This would definitely be impacted if there is going to be a busy highway truck stop in close proximity to the Park.

Thank you for your consideration in this matter.

Sincerely,

Barb Sponder

On Tue, Jan 30, 2024 at 8:24 AM Bernice Leyeza <BLeyeza@rockyview.ca> wrote:

Good morning, Barb:

Thank you for your comments. We are in the circulation phase of the application process and will consolidate your comments during the review of PL20230127, 128, and 158. I will reach out if I have further questions regarding your response.

Your comments will be shared with the applicant once circulation has ended. Council will receive a package of the comments submitted before scheduling a public hearing.

If you have any questions, please let me know.

Thanks,

Bernice Leyeza

Planner 2 | Planning and Development Services

From: barb sponder [REDACTED]
Sent: Monday, January 29, 2024 4:44 PM
To: Bernice Leyeza <BLeyeza@rockyview.ca>
Cc: kochandiv2@gmail.com <kochandiv2@gmail.com>
Subject: File 04733008

January 29,2024

Planning Services Department
Rocky View County
262075 Rocky View Point
Rocky View County, AB
T4A 0X2

Attention: Bernice Leyeza

I am opposed to the Petro Canada application at the Northwest corner of RR33 and Twp Rd250, specifically -Application PL20230127, PL20230128, PL20230158. I currently reside in Country Lane Estates and believe a truck stop is NOT compatible with a country residential area.

There are currently 3 schools within this area, which leads to very high traffic flow at different times during the day, as well the Edge School has many athletic events due to the very nature of the school (an athletic and sports private school). Also there is a church that currently houses a daycare right across from where the proposed Petro Can stop is to be located. With all these day care children, elementary and middle school students and high school students in close proximity to the truck stop, do we really want to risk our youth breathing in toxic fumes from the number of trucks, recreational vehicles that will be using the truck stop? As well, there are a great number of parents driving their children to the daycare and schools and with increased traffic to the truck stop, there will be increased risk of collisions. Our children are the future and putting a truck stop next to these schools and daycare is putting our children at risk.

3/6/24, 9:14 AM

A massive truck stop that caters to vehicles travelling on Highway 1 should have its own entrance and exit as it currently does on the corner of Highway 1 and Highway 22, where they can enter and exit without impacting daily traffic use on RR33 and Twp Rd 250. Putting a truck stop at the junction of RR33 and Twp 250, will create huge traffic, which will result in delays for everyone, thereby putting everyone at risk when people are rushed. As RR33 is the main access to the communities of Idlewild and Country Lane Estates, adding a truck stop will add dangerous traffic volumes to all the residents who reside in those communities. I have noted increased traffic volumes with the development of Harmony, this will only add more.

Springbank is considered a country residential community. A truck stop is not compatible with a residential community. Most residents of Springbank moved here to get away from the city, we don't want to have to contend with big trucks, etc, when we live in a quiet residential area.

My last concern is regarding safety in the area. With the increase in truck traffic, risk of collisions increase, as well as the fact that non-residents will be frequenting the area over a 24 hour time frame. As it currently stands, the RCMP patrol this area infrequently, and I am worried that there will be increased risk to our personal safety and property.

I hope you take all of these points into consideration, as I do not want to see a truck stop that should have highway access next to a school and a church.

Thank you,

Barb Sponder

Petro-Canada Proposed Master Site Development Plan

Blaine Treloar [REDACTED]

Thu 2/1/2024 3:17 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Cc: Blaine Treloar [REDACTED]

Good Afternoon Ms, Leyeza

Please accept this email as my direct opposition to the proposed development application.

File Number: 04733008
Application Number: PL20230127, PL20230128, PL20230158
Division 2

Petro-Canada Proposed Master Site Development Plan

My Comments and Areas of Concern are:

This Proposal would have direct impact on the North Springbank Area, of **significant magnitude**.

1. **Traffic Congestion:** Huge Safety Issues needs to be Addressed for a number of existing businesses and residences.
 - a. **Harmony Development** - 4 480 Residences
 - b. **Springbank Airport** - 2nd Busiest Airport in Alberta
 - c. **Additional Commercial Businesses**
 - d. **Edge School**
 - 330+ Students Enrolled, plus staff
 - Visiting students and families for sports activities
 - e. **Commercial Businesses on Commercial Drive** (East of Springbank Airport)
 - f. **Springbank RV & Storage** - over 2200 RV & Self Storage Sites

All have a steady flow of Daily Traffic.

2. The **Current Status** over the last number of years has seen progressively increasing daily traffic.
 - a. **Private Residences** adjacent to the proposed site must deal with traffic going in and out of Edge School on a regular basis. The turn lanes have helped manage this, but many of these drivers are new drivers.
 - b. **Township Road 250** handles a large flow of traffic to all of the Commercial, Industrial and Residential Properties above. More traffic would have a strong negative impact as can be witnessed during **Springbank Air Shows**.
3. A **Future Proposal** for Development needs to consider:
 - a. **Bingham Crossing**, already approved, with its Commercial Development
 - Recently Approved **Costco Warehouse**
 - Largest Costco Warehouse in Canada
 - Additional Fuel Pumps
 - **Development will have Increased Traffic**

Safety, Security, Environmental Impact need to be Addressed before this Proposal can be Considered for approval.

Bernice if you have any questions, Please feel free to give me a call. 

Thank you for your time,

Blaine Treloar

33066 Twp Rd 250
Calgary, Alberta

File 04733008

Hook, Lindsey [REDACTED]

Fri 1/26/2024 8:27 AM

To: Bernice Leyeza <BLeyeza@rockyview.ca>; kochandiv2@gmail.com <kochandiv2@gmail.com>; Matt Boscarol <MBoscarol@rockyview.ca>

Cc: Lindsey Hook [REDACTED]

 1 attachments (15 KB)

Letter.docx;

Good morning,

Please see my attached letter of opposition to the Petro Canada application at the northwest corner of RR33 and Twp. 250, specifically applications PL20230127, PL20230128 and PL20230158.

Thank you,

Lindsey Hook
Country Lane resident

January 26, 2024

Planning Services Department
Rocky View County
26075 Rocky View Point
Rocky View County, AB
T4A 0X2

Attention: Bernice Leyeza

I am writing to express my strong opposition to the Petro Canada application at the northwest corner of RR33 and Twp. 250, specifically applications PL20230127, PL20230128 and PL20230158. The proposed development would have a significant negative impact on the quality of life for residents in the area.

The truck stop will attract a large number of vehicles, which will increase traffic congestion in the area. This will make it difficult for residents to travel to and from their homes, schools, and workplaces. The increased traffic will also pose a safety risk to pedestrians, cyclists, and other motorists. Traffic is already too much for this area and even with all the planned upgrades to the interchange, the traffic volumes from a massive truck stop do not belong in this location.

The proposed location is in close proximity to numerous schools and daycares, which will expose children to the dangers of heavy traffic and pollution. The noise and air pollution generated by the truck stop will have a negative impact on the health and well-being of students and teachers.

Finally, the truck stop will attract a large number of trucks and other heavy vehicles, which will pose a safety risk to residents. The increased traffic and 24-hour nature of the truck stop could lead to increased crime in the area. In addition, many people use the current Petro Canada truck stop along Highway 1 to park their cars for trips out to the mountains. There is not enough space for this to happen at the proposed location and if cars were to park along the side of RR33 or Twp. 250 this would have a significant safety impact to residents who drive along those roads everyday.

In light of these concerns, I urge you to reject the proposed location of the truck stop and recommend the applicant finds a more suitable location that is away from residential areas and schools. I believe that the negative impact on the quality of life for nearby residents far outweigh any potential benefits of the development.

Thank you for your attention to this matter.

Sincerely,

Brent & Lindsey Hook
121 Country Lane Drive

Petro Can relocation in Springbank: File# 04733008

Susan [REDACTED]

Tue 1/30/2024 9:08 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Cc: Brian Copithorne [REDACTED]; Susan [REDACTED]

Hello Bernice,

I am writing to voice objection to the current application for the re-location of Petro Can Truck Stop to TWP 250 & RR 33. I believe there are issues that have not been adequately evaluated. I also believe the location is inappropriate and does not bring a "value added" component to the Springbank community.

The most pressing issue is the traffic congestion this operation would bring to the area. That intersection is a main artery for traffic from Springbank Airport and associated businesses in airport district, Harmony and accompanying Mickelson Golf course, many families heading to work, school busses heading to 4 community schools, Commercial Court including recycling depot, Springbank Park For All Seasons, arenas, soccer fields and baseball diamonds. This does not include impending traffic from Costco (which may have a gas station) and Bingham Crossing. I am not convinced mitigation strategies would be sufficient in addressing the volume of traffic introduced by the Truck Stop. For example, will this parking lot for truckers also be unofficially used by hikers, travellers and commuters. There is an enormous volume of vehicles parked all along the service road at the current location. Are those vehicles factored into the traffic congestion?

The Truck Stop in this location does not bring added value to the community. Already there are coffee shops and restaurants nearby. I also expect Costco will build many gas pump stations. I would like to hear from the developers as to what value they bring to the community.

I maintain the proposed location is not the right fit for the community.

Sincere regards,
Brian and Susan Copithorne

Re: Petro Can relocation of Jumping Pound Facility

Carol Gilchrist [REDACTED]

Thu 12/14/2023 2:29 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Thank you. I appreciate this information.

Best,

Carol

On Dec 14, 2023, at 2:00 PM, Bernice Leyeza <BLeyeza@rockyview.ca> wrote:

Good afternoon, Carol et. al:

Thank you for your comments on this application. Please note that this will be included in the application comments to be attached to the Council Report, when this application is presented to Council.

The County has a duty to process applications that have been submitted. And as part of the process, the County notifies adjacent landowners within 1.6km of the application in accordance with Council [Policy C-327](#). This policy was recently reconsidered by Council and the 1.6km circulation area was determined to be appropriate for these types of applications in locations outside of a hamlet boundary.

This application is still in its initial stage, and once I have reviewed the submitted documents and deemed complete, it will be sent to the Notification Area set in Policy C-327, which is 1.6km away from the subject area.

The County appreciates comments and feedback from residents and will endeavour to answer questions on process and what is proposed.

Thanks,
Bernice Leyeza
Planner 2 | Planning and Development Services

From: [REDACTED]
Sent: Wednesday, December 13, 2023 7:05 PM
To: Bernice Leyeza <BLeyeza@rockyview.ca>
Cc: [REDACTED] mg [REDACTED]
[REDACTED]
Subject: Petro Can relocation of Jumping Pound Facility

Hi Bernice,
As residents of Springbank, we were interested to learn about the proposed land use application as described in Councillor Don Kochan’s column in the December 2023 Springbank Park Patter and the proposed relocation of Petro Canada’s Jumping Pound facility to the intersection of Range Rd 33 and Township Road 250. Mr Kochan’s column mentions that ‘once the Planner assigned is satisfied the

3/5/24, 2:32 PM

information provided is enough to circulate the files, they will have the notices drafted and mailed out to area residents of the proposal'. And Mr Kochan mentions: 'During the circulation the County will be seeking responses from applicable agencies and area residents. While landowners within 1.6 km of the subject parcel will be directly mailed a notice, development in that area is of interest to most Springbank community members and HOA's. It is our hope that "applicable agencies and area residents" also includes Springbank HOA's.

Thank you.

Regards,


Carol Gilchrist

File 04733008 Opposition Letter

Chelsea Copithorne [REDACTED]

Fri 1/26/2024 9:26 AM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

 1 attachments (287 KB)

Opposition Letter File 04733008.docx

Hello, please find the attached letter in regards to the proposed location change of the Petro Canada station.

Regards,

Chelsea Copithorne

January 26th, 2024

Planning Services Department
Rocky View County
26075 Rocky View Point
Rocky View County, AB T4A0X2

Attention: Bernice Leyeza

I am writing this letter to express my strong opposition to the proposed location of the Petro Canada truck stop (located at the northwest corner of RR33 and Twp 250). After carefully reviewing the plans and considering the potential consequences, I believe that this decision poses significant safety concerns for the students and the community as a whole.

Firstly, the increased traffic resulting from the truck stop will undoubtedly pose a threat to the safety of the students attending the nearby schools. The influx of large vehicles navigating through the area could lead to congestion, making it difficult for parents and school buses to drop off and pick up children safely. Moreover, the presence of heavy trucks poses a higher risk of accidents, especially in areas with a high concentration of pedestrians, such as school zones.

Furthermore, the noise and air pollution generated by the constant flow of trucks can have detrimental effects on the health and well-being of the students and residents in the vicinity. Studies have consistently shown that exposure to high levels of noise and air pollution can have adverse effects on both physical and mental health, particularly in young children.

I urge you to reconsider the location of RR33 and Twp250 and take into account the potential negative impact on the safety and well-being of our community. Alternative locations that are not in close proximity to schools should be explored to ensure the safety of our children and the overall harmony of the neighborhood. Even with upgrades, this will be an absolute nightmare for our community, congestion 24 hours a day, which opens up a whole other safety concern. Our community does NOT need to be accessible 24 hours a day.

I appreciate your attention to this matter and trust that you will carefully weigh the concerns raised by the community. I look forward to a decision that prioritizes the safety and welfare of our residents, especially the children who attend the local schools.

Thank you for your time and consideration.

Sincerely,

Chelsea Copithorne

Re: File 04733008

Bernice Leyeza <BLeyeza@rockyview.ca>

Wed 1/31/2024 8:57 AM

To: Corey Kaye [REDACTED]

Good morning, Corey:

Thank you for your comments. We are in the circulation phase of the application process and will consolidate your comments during the review of PL20230127, 128, and 158. I will reach out if I have further questions regarding your response.

Your comments will be shared with the applicant once circulation has ended. Council will receive a package of the comments submitted before scheduling a public hearing.

If you have any questions, please let me know.

Thanks,

Bernice Leyeza

Planner 2 | Planning and Development Services

From: Corey Kaye [REDACTED]

Sent: Tuesday, January 30, 2024 7:52 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>; kochandiv2@gmail.com <kochandiv2@gmail.com>; Matt Boscarior <MBoscarior@rockyview.ca>; Shawna Bava [REDACTED]

Subject: File 04733008

Attention: Planning Services Department, Rocky View County (Bernice Leyeza)

I am writing to express my deep concerns regarding the proposed establishment of a large truck stop in our residential area, particularly its proximity to the Edge School, an active church, and a local daycare center. The potential risks associated with locating a truck stop in such close proximity to these sensitive establishments cannot be overstated. My wife and I are opposed to the Petro Can application, specifically PL20230127, PL20230128, and PL20230158.

The Edge School, along with the adjacent church and daycare center, serves as a hub for our community's children, providing them with a safe and nurturing environment to learn, play, and grow. The presence of a large truck stop nearby poses significant safety hazards, including increased noise pollution and the potential for accidents involving heavy commercial vehicles navigating through residential streets.

Furthermore, truck stops have been known to attract criminal activity, including theft, vandalism, and other security concerns. The influx of large trucks and transient visitors could disrupt the peaceful atmosphere of our residential neighborhood and compromise the safety and security of our families and children.

Additionally, the unsightly presence of litter, debris, and pollutants associated with truck stops could detract from the aesthetic appeal of our community and diminish property values. As residents, we take

3/6/24, 9:08 AM

pride in maintaining a clean and welcoming environment for our families and neighbors, and the establishment of a truck stop would undermine these efforts.

In light of these concerns, I urge you to consider the potential negative impacts of allowing a large truck stop to operate in our residential area. I respectfully request that you prioritize the safety and well-being of our community.

Thank you for your attention to this matter, please confirm this matter is being reviewed.

Sincerely,

Corey Kaye



11 Country Lane Drive

Fwd: Division 2 Newsletters

Matt Boscarior <MBoscarior@rockyview.ca>

Sat 2/3/2024 4:35 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>; Logan Cox <LCox@rockyview.ca>

Cc: Dominic Kazmierczak <DKazmierczak@rockyview.ca>; Rhonda Pusnik <RPusnik@rockyview.ca>

FYI

Matt Boscarior, MES, RPP, MCIP, CLGM
Executive Director, Community Development Service
Rocky View County
262075 Rocky View Point
Rocky View County, AB, T4A 0X2
Phone: 403-520-6307
Mobile: 780-898-8177
www.Rockyview.ca

This email, 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.

From: Don Kochan <kochandiv2@gmail.com>
Sent: Saturday, February 3, 2024 10:18:59 AM
To: Matt Boscarior <MBoscarior@rockyview.ca>
Subject: Fwd: Division 2 Newsletters

Matt,
Can you forward this to the file manager, Bernice.
Thanks!

----- Forwarded message -----
From: **Corey Kaye** [REDACTED]
Date: Fri, Feb 2, 2024 at 1:56 PM
Subject: Re: Division 2 Newsletters
To: Don Kochan <kochandiv2@gmail.com>

Dear Don,

I hope this email finds you well. I wanted to take a moment to express our gratitude regarding Bingham Crossing. Your continued support and attention to matters and how it affects our community is deeply appreciated by all of us.


Regarding the addition of Costco to Bingham Crossing, it was indeed a surprising development, which I have been on the fence about for some time. However, with the presence of various other stores and after a well-designed, safe traffic interchange, I believe it can be a tolerable addition to our otherwise quiet area.

3/6/24, 9:43 AM

On the other hand, the proposal for a Petro-Canada truck stop nearby raises significant concerns amongst us all. I have yet to meet anyone in favour of this. Placing such a facility next to a school, a church, and active daycare is simply too much for our community to bear. The potential negative impacts, increased heavy traffic, 24x7 idling truck noise, pollution, litter, and the other concerns that come with a large overnight truck stop, outweigh any perceived tax benefits. At least the Costco closes at night, the Petro Can will see trucks in-and-out at all hours, 7 days a week.

We urge you to consider the concerns of the residents and explore alternative locations for the truck stop that would not compromise the safety and well-being of our community, especially our children and families at the daycare and the Edge School.

Once again, thank you for your ongoing support and advocacy on behalf of our community, we know you'll use your voice to ensure the right decisions are made in support of North Springbank.

Thank-you Don,
Corey
--
Corey Kaye


From: Don Kochan <kochandiv2@gmail.com>
Sent: Friday, February 2, 2024 8:58 AM
Subject: Fwd: Division 2 Newsletters

Hi there,
I have been providing a monthly newsletter to residents of Division 2 and since you have expressed an interest on a very important topic in the division I have added you to my list .
I try to keep the residents updated on important topics as they progress.
If you do not want to receive the newsletters please let me know and I will discontinue sending them to you.
Take care!

File 04733008, Application to redesignate land at Range Rd 33 and Township 250, North Springbank

[Redacted]

Mon 1/29/2024 10:05 AM

To: Bernice Leyeza <BLeyeza@rockyview.ca>; Division 2, Don Kochan <DKochan@rockyview.ca>; Division 1, Kevin Hanson <KRHanson@rockyview.ca>; Municipal Council <MunicipalCouncil@rockyview.ca>; Matt Boscarol <MBoscarol@rockyview.ca>
Cc: Matt Boscarol <MBoscarol@rockyview.ca>

📎 1 attachments (69 KB)

File 04733008_PetroCanada_Energy_Center.pdf;

Attached is my response to File 04733008 – application to redesignate land,
Cynthia Clarke
251242 Rocky Range Vw
NE-09-25-3 WSM
North Springbank

Cynthia Clarke
241242 Rocky Range Vw
NE-09-25-3 W5M
Rocky View County, AB T3Z 1K8

Planning Services Department
Rocky View County
262075 Rocky View Point
Rocky View County, AB T4A 0X2

File No 04733008
PL20230127
PL20230128
PL20230158

Attention: Bernice Leyeza, BLeyeza@rockyview.ca

CC [Don Kochan](#), DKochan@rockyview.ca
Kevin Hanson, Div 1, KRHanson@rockyview.ca
All Council : MunicipalCouncil@rockyview.ca
Matt Boscarior: mboscarior@rockyview.ca

As a 35-year resident of North Springbank-Range Rd 33 – I am opposed to a massive Suncor-Petro-Canada Integrated Energy Center. I drive through this intersection every day and ask Council and Planning staff via this letter, to reconsider the shear overload of daily vehicular traffic planned for Range Rd 33–Township Rd 250–Hwy #1 road system, even with the addition of two roundabouts (a third for the south side of RR 33) and no further upgrades to the TransCanada highway overpass.

Rocky View Council has commissioned a total of three traffic counts in this area over 2023-2024 – Council already knows the current daily numbers!

Daily Costco vehicle visit counts can total +800 per day; these numbers are well published. There are no traffic counts for the unfinished “shopping center” side of Bingham Crossing (Phase 1). Weekend visits are overwhelmingly the bulk of the load.

Calaway Park’s operating season – May to October - further adds to this intersection’s daily load; weekends bringing the bulk of visitors.

YBW/Springbank airport is currently advertising for future development of their lands, which will also bring heavy vehicle truck traffic – of which traffic counts are not available.

The hamlet of Harmony, once built out, will be using the new “Heartland Road” through YBW air tanker base to RR 33 – and their predicted numbers include 10,000 vehicles per day.

Further, there is the The Edge school student body, and a Daycare in the United Church at this intersection.

The existing Springbank Community involves three Springbank schools in the immediate area with buses and parents driving children to/from school, in addition to high-school students driving themselves. There is also bicycle traffic along this route, particularly on weekends.

A service station will attract RV’s/travel trailers- which are oversized vehicles - further complicating the flow of traffic at this intersection.

Big development, particularly commercial industrial, will bring an increase in crime, to which Springbank will not receive any increase in policing. Currently, the entire Springbank area only receives 1 police officer patrolling twice a week.

Fire and EMS can also be included in the burden of increased development; these critical services will see no further increase.

- 2 -

An oversized transport truck stop needs its own entrance-exit system off the highway – like the existing Petro-Canada station at Hwy 1-Hwy 22. This permits vehicles to use the facility safely without imposing traffic on other road users. More importantly, this allows for safe entrance/exiting by oversized transport truck traffic.

It is a fact that transport trucks cannot YIELD, they MERGE, and the current Hwy 1 interchange system is not conducive to transport trucks merging onto the #1 Hwy in its existing form in Springbank.

The Springbank Area Structure Plan surveys showed residents were overwhelmingly opposed to the Springbank Airport Employment Area. Respondents from Idlewild, Idlewild South and Country Lane Estates were overwhelmingly opposed to additional commercial/light industrial near our community.

The County's economic study concluded there is no need for any more commercial/light industrial than what is already approved.

Sincerely,

Cynthia Clarke

35-years North Springbank


File 04733008

Claudia Schaaf [REDACTED]

Thu 1/25/2024 9:25 AM

To:kochandiv2@gmail.com <kochandiv2@gmail.com>;Bernice Leyeza <BLeyeza@rockyview.ca>;Matt Boscarol <MBoscarol@rockyview.ca>

Cc:Darrell Schaaf [REDACTED]

 1 attachments (52 KB)

Petro can file File 04733008 .pdf

Good Morning ,

We are residents of Country lane drive and received the notification to the Petro Canada application. We are opposed to the Petro Canada application at the Northwest Corner of RR33 and Twp. 250, specifically - Applications PL20230127, PL20230128 and PL20230158

Please find attached letter outlining concerns.

Claudia Schaaf

This message contains personal and confidential information.

#Personal

January 25, 2024 9:24:30 AM

Darrell and Claudia Schaaf, 85 Country lane drive, Calgary T3Z 1J6

Planning Services Department

Rocky View County

262075 Rocky View Point

Rocky View County, AB

T4A 0X2

Att: Bernice Leyeza BLeyeza@rockyview.ca
 Don Kochan ████████████████████
 Matt Boscarior mboscarior@rockyview.ca

January 26, 2024

Regarding File 04733008

Dear Bernice,

We are homeowners on Country lane drive and are opposed to the Petro Canada application at the Northwest Corner of RR33 and Twp. 250, specifically - Applications PL20230127, PL20230128 and PL20230158.

This Truck stop is NOT compatible with a country residential area. We did not move into this area 15 years ago to be in close proximity to a truck stop and all the issues that come with it.

Goals and Visions

- A massive Petro Canada truck stop in this location goes against all the goals and visions of the Springbank Area Structure plan - to maintain Springbank as a distinct and attractive country residential community.

Location:

- A Petro Can Truck Stop is in no way compatible with the country residential community, or with the schools in the area. It will dramatically worsen the traffic from developments already approved for this area (Costco and Harmony at its build out).
- A truck stop of this size requires its own entrance and exit off the highway -similar to the Petro Canada has at its existing location at Hwy. 1 and RR 22. This permits vehicles to use the facility without imposing traffic on other road users.

Darrell and Claudia Schaaf, 85 Country lane drive, Calgary T3Z 1J6

- The truck traffic volumes the Petro Canada will generate will add to the 800+ cars per hour the Costco will attract. It will add dangerous traffic volumes to the only way in/out from our community. The current Highway overpass is in no way able to handle this capacity.

Traffic:

- Traffic is already too much for this area – with Costco, ever growing Harmony, and the Airport's plan to develop more commercial/light industrial on its land. Even if and when all the planned upgrades to the interchange happen, the traffic volumes from a massive truck stop do not belong in this location.

Schools

- There are 3 Springbank schools in the area with school buses, – parents driving kids to and from school, and students driving themselves to and from school. There is also bicycle traffic along this route. None of this should have to mix with transport trucks, and RV's and campers using this truck stop on their way to the mountains and beyond.
- The Edge school is right next door and the Daycare at the United Church right across the road.

Safety:

- Transient folks will enter our area – who otherwise would not know this country residential area existed – opening us up to potential criminal intent.
- Police only patrol this area 2X a week at night and 2X a week in the daytime. This is a 24-hour operation!

Pollution:

- The truck stop caters to short term stays by truckers to fuel up, eat, shower, sleep and do laundry. This can result in a significant number of idling trucks. This creates toxic fumes that can travel in the wind to everyone in the area – including the adjacent Edge school and the nearby daycare.

Sincerely,

Darrell and Claudia Schaaf

File No. 04733008

David Dennis [REDACTED]

Fri 1/26/2024 1:38 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Cc: kochandiv2@gmail.com <kochandiv2@gmail.com>; Matt Boscarol <MBoscarol@rockyview.ca>

January 26, 2024

Planning Services Department
Rocky View County
262075 Rocky View Point
Rocky View County, AB
T4A 0X2

Attn. Bernice Leyeza

We were recently told about new development plans for industrial/commercial use along the access corridor to our residential neighbourhood. We live in Country Lane Terrace and Range Road 33 is the only direct access road to our home.

We are opposed to the Petro Canada application at the Northwest Corner of RR33 and Twp.250, specifically Applications PL20230127, PL20230128 and PL20230158.

The intersection at RR33 and Twp.250 is already problematic with traffic going to/from the Edge School, Springbank Airport and Harmony routinely ignoring traffic stops. This intersection will only get worse with the addition of Costco traffic in this area.

It makes no sense for a truckstop facility so close to Calgary and one with no direct highway access.

Best regards,
David and Katherine Dennis
11 Country Lane Terrace
Calgary, AB
T3Z 1H8

FILE: 04733008 Applications PL20230127, PL20230128, PL20230158

David Johnson [REDACTED]

Fri 1/26/2024 11:05 AM

To: Bernice Leyeza <BLeyeza@rockyview.ca>; Matt Boscarol <MBoscarol@rockyview.ca>

Cc: Don Kochan <kochandiv2@gmail.com>

Dear Matt, Bernice, Don,

Katherine and I are property owners of 67 Country Lane Terrace, T3Z-1H8, in Country Lane Estates. We will be directly impacted by Applications PL20230127, PL20230128, PL20230158, FILE 04733008.

We DO NOT believe the Truck Stop planned under Applications PL20230127, PL20230128, PL20230158, FILE 04733008 are not compatible with the development of the area. owed to:

- the location is accessing and adding a significant burden on two already very busy intersections, which have no announced or approved plans for upgrading; either RR33 and the TransCanada, or TWP 250 and RR33.
- the industrial and transient nature of the truck traffic bring increased potential for crime next to a School, a Church, and a Day Care. We have lived in Country Lane Estates for 20+ years and it is only in the last 5 years that we have been experiencing an increase in crime in our neighborhood.
- the noise, light, and hydrocarbon pollution inherent to all truck stops, but particularly those which are situated next to places where people gather (Schools, Churches, DayCares).

For the reasons above, we DO NOT support Applications PL20230127, PL20230128, PL20230158, FILE 04733008, and propose they are denied.

Kindest regards,

David and Katherine Johnson
67 Country Lane Terrace, T3Z 1H8

FW: Comments on the proposed Springbank Petro-Canada gas station file 04733008

Logan Cox <LCox@rockyview.ca>

Mon 1/22/2024 12:44 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

📎 1 attachments (89 KB)

RVC PetroCanada 01.22.24.pdf;

Sincerely,

LOGAN COX, BA

HE/HIM/HIS

Supervisor (Planning & Development) | Planning

Absence Alert: Please note that I will be away from the office from February 5, 2024 to February 27, 2024.

From: Matt Boscarior <MBoscarior@rockyview.ca>

Sent: Monday, January 22, 2024 12:32 PM

To: Logan Cox <LCox@rockyview.ca>

Cc: Dominic Kazmierczak <DKazmierczak@rockyview.ca>

Subject: FW: Comments on the proposed Springbank Petro-Canada gas station file 04733008

FYI

MATTHEW BOSCARIOR, MES, MCIP, RPP, CLGM

Executive Director | Community Development Services

ROCKY VIEW COUNTY

262075 Rocky View Point | Rocky View County | AB | T4A 0X2

Phone: 403-520-6307 | Cell: 780-898-8177

mboscarior@rockyview.ca | www.rockyview.ca

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From: Yager Management [REDACTED]

Sent: Monday, January 22, 2024 10:37 AM

To: Division 2, Don Kochan <DKochan@rockyview.ca>; Division 1, Kevin Hanson <KRHanson@rockyview.ca>; Matt Boscarior <MBoscarior@rockyview.ca>; municipalcouncil@rockyview.ca

Subject: Comments on the proposed Springbank Petro-Canada gas station file 04733008

Please read this letter. I have made every attempt to be as reasonable as circumstances permit.

As a 36-year resident of Springbank north of the intersection of RR 33 and TWP RD 250, please commit to considering the traffic situation before you accept any more development applications.

This has become an increasingly serious road and traffic safety issue.

David Yager

3/5/24, 2:52 PM

Energy Policy Analyst – Oil & Gas Writer – Author *From Miracle to Menace: Alberta, A Carbon Story*
Calgary, Alberta

Tel [REDACTED] Fax Email [REDACTED]

Please respect the confidentiality of the email among sender and recipient(s).

David Yager & Alessandra Predolin
33046 Rocky Range View
Calgary, Alberta, T3Z-1K1



January 22, 2024

Rocky View County

Re: File Number 04733008
Petro-Canada Springbank Integrated Energy Centre

To: Don Kochan, Kevin Hanson, Matt Boscariol, Rocky View Council

We have been residents of Springbank for 36 years at the above address. Timely access to our home requires the use of the increasingly congested overpass at Range Road 33 and the increasingly congested 4-way stop at RR 33 and Township Road 250. Since we moved into our home in February of 1988, we now share these roadways with Harmony, the Springbank Airport Industrial Park, Edge School, the buildout of Country Lane Estates north on RR 33, and the growing industrial park across RR 33 from Calaway Park.

This other Springbank industrial park across from Calaway Park is getting more traffic, particularly in the evenings and on weekends, as the number of sports and recreation training operations grows offering instruction and practices in gymnastics and dance.

Over the past few years, and despite our continued written concerns, significant development and expansion has been approved for Harmony, Bingham Crossing and now an "anchor tenant" Costco store, all primarily accessed through the narrow and limited roadways described above.

The average Costco "warehouse" worldwide receives an average of 3,357 visitors per day. Rocky View Country (RVC) reported that in 2016, Springbank had a population of only 3,479. Either everybody in Springbank will be visiting the Costco store every day, or our road and community can anticipate a massive increase visitors in traffic. This site was chosen anticipating traffic from Bragg Creek, Cochrane, Canmore and Banff.

It is in the face of this already planned massive increase in traffic and congestion that we learn that an application has been filed for a Petro-Canada gas/EV refueling station on the southwest corner of RR33 and TWP RD 250.

One assumes this will replace the Petro-Canada on the north side of Highway 1 just west of the Highway 22 overpass. Not only does this location attract near-continuous highway traffic for refueling, but a driver resting location for the largest highway transport trucks. The access road from Highway 22 has become a parking area for buses or car pooling for westbound travel. Many weekend

days there are dozens and dozens of vehicle parked here. Once can assume they too will be using our highly restricted roadway.

The "To The Landowner" letter from RVC about the Petro-Canada applications dated January 10, 2024 appears to apply to only those in the immediate proximity of the proposed site. This is unfair for the rest of us affected by the traffic as noted above and below.

Since 1988, the only improvements that have been made to the aforementioned roads we have depended upon are:

- Conversion of the intersection at RR 33 and TWP RD 250 from a three-way stop to a four-way stop
- Shoulders added to RR 33 north of TWP RD 250
- All weather surfacing (instead of gravel) on our road, Rocky Range View, after I wrote annual compliant traffic speeding and road dust letters for over ten years

Traffic/Congestion Reaching Hazardous Levels

We have attended RVC public events at the Heritage Centre south of Calaway Park and learned about plans for the expansion of the overpass and roadways.

While obviously this will relieve some of the aforementioned traffic and access issues, it doesn't exist. Nor is there any timeline for work to begin. All we were told is that a condition of construction for the Costco and other major projects is that this road work begins.

But this is now a safety issue. The continued growth of Harmony, the Springbank airport industrial park, the south Springbank industrial park and increased use of Edge School facilities such as the hockey and skating rinks on the weekends and evening shas increased traffic levels to hazardous levels.

Exiting Hwy 1 east to RR 33 north on the south side of the overpass has always had blind spot. At times there is near-steady southbound traffic at this intersection. On icy roads the temptation after long waits to turn left unsure of whether southbound vehicles can slow down or stop in time to avoid a collision grows.

Exiting Hwy 2 west to RR 33 north on the north side of the overpass to go home is becoming increasingly congested from traffic in both directions with long wait times particularly when the schools closes. The blind spot from the overpass also exists here. More drivers are risking unsafe entry in smaller breaks in the traffic, made more dangerous by icy road conditions.

One of the major causes of congestion early in the day and around 3:30 on schooldays is the growing number of school buses because of growing attendance at the three schools south of Hwy 1.

Without sounding excessively alarmist, a collision with a vehicle or truck with a loaded school bus under existing road and traffic conditions is inevitable.

Rocky View Property Tax/Development Cart Miles Ahead of Vehicle Safety Horse

We have enjoyed our country/residential lifestyle without full services such as water and sewage for 36 years. As the population of Calgary and Alberta increases it is inevitable that there are more people and more pressure to expand Calgary in all directions including west in Springbank grows with it.

We accept that because of our proximity to Springbank Airport. We knew we were moving into a multi-use area many years ago.

But the relentless expansion of development and road traffic in our area years before any material improvement in road access and safety has reached hazardous proportions.

It is not unreasonable to not classify Rocky View's acceptance of continued expansion and traffic in the absence of clear timelines and road improvements – and a commencement of construction – as reckless.

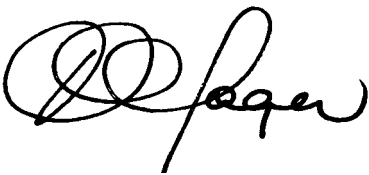
One can only imagine how difficult traffic congestion will become once construction begins. What will the daily traffic volume be if and when this actually commences? It will be much greater than today.

Our simple request as long-time residents of this community is that Rocky View County stop accepting any further proposals for industrial and commercial growth – including the Petro-Canada - until such time that the foregoing issues are addressed in a manner which includes timelines and plans for safe continued access during construction.

Declaring a moratorium on any further development projects or applications is hardly an unreasonable request under the circumstances.

Contact me anytime about anything.

Thank you.

A handwritten signature in black ink, appearing to read 'D. Yager', written in a cursive style.

David Yager and on behalf of Alessandra Predolin

FILE RVC PetroCanada 01.22.24

Petro Canada Relocation Proposal

Deb Phillips [REDACTED]

Mon 12/4/2023 10:25 AM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Hello Bernice,

As a resident of Springbank, I am against the proposal for the relocation of the Petro Canada to the corner of Range Road 33 and Township 250. This already is a very busy section of road with North Springbank & Harmony residents and the Edge School. The approval of Costco in Bingham Crossing will add substantially to the traffic in this area and adding the truck/car traffic who would be accessing this gas station would make this a very busy and unsafe road for our residents, students and school buses who drive this section everyday.

Regards,

Debra Phillips

168 Springbank Heights Loop

Opposition to approving Petro Canada Truck Stop on RR 33 File No. 04733008

Ed Mullens [REDACTED]

Wed 1/31/2024 4:26 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Cc: Don Kochan <kochandiv2@gmail.com>

Bernice,

This is in regards to the proposed relocation of the Petro Canada station, I believe the permit application numbers are

PL20230127, PL 20230128 and PL20230158.

My wife and I are local residents in Country Lane Estates at the North end of RR 33. We've been residents for 22 years. To be brief, we oppose any proposal or permit application of this nature in that area. The opposition is for the reasons of it being close to a school, unsightly, pollution and increase risk in traffic hazards.

Please consider not approving any proposal of this nature.

Regards

Ed and Gail Mullens

[REDACTED]

Sent from my iPhone

Re: File 04733008

Effy & Peter Klironomos [REDACTED]

Thu 2/1/2024 11:18 AM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Thank you for the update.

On Thu, Feb 1, 2024, 11:00 a.m. Bernice Leyeza <BLeyeza@rockyview.ca> wrote:

Good morning, Effy and Peter:

Thank you for your comments. We are in the circulation phase of the application process and will consolidate your comments during the review of PL20230127, 128, and 158. I will reach out if I have further questions regarding your response.

Your comments will be shared with the applicant once circulation has ended. Council will receive a package of the comments submitted before scheduling a public hearing.

If you have any questions, please let me know.

Thanks,

Bernice Leyeza

Planner 2 | Planning and Development Services

From: Effy & Peter Klironomos [REDACTED]

Sent: Wednesday, January 31, 2024 2:00 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Cc: Don Kochan <kochandiv2@gmail.com>; Matt Boscarior <MBoscarior@rockyview.ca>

Subject: File 04733008

We are opposed to the Petro Canada application at the Northwest Corner of RR33 and Twp 250, specifically Applications PL20230127, PL20230128, and PL20230158. We are residents of Country Lane Estates.

We'd like to start by stating that this proposition seems completely mismatched to our area. Why would a major fuel station be brought into our community? This truck stop is not compatible with a country residential area. Also, the residents of this area have already made it clear that more commercial ventures are not needed.

It would be next to a school and a church, and it would absolutely effect their operations and atmosphere.

Also, how can this proposed gas station best provide service to it's intended primary users (18 wheel trucks) by moving it off a main highway and into a country community? The movement of these massive vehicles within the intended traffic area is irresponsible.

The traffic issues that would ensue are nightmarish. The current

3/6/24, 9:37 AM

traffic load of students going to and from school every morning and afternoon is pushing the intersection to its limits. Not to mention the traffic chaos that erupts every summer on busy days at Calaway Park, and even worse when the Springbank Air Show is running.

Why is this proposal even being considered? The Petro Canada's current location is optimally located at the intersection of two major highways (Hwy #1 and #22x). The approval of their application to move, or, for that matter, any other company opening a truck stop in our community, would be truly detrimental.

Please listen to these major concerns and do not allow this application to move forward.

Emphatically opposed,
Effy and Peter Klironomos

Re: File 04733008

Bernice Leyeza <BLeyeza@rockyview.ca>

Thu 1/25/2024 3:02 PM

To: Erin O'Brien [REDACTED]

Good afternoon, Erin:

Thank you for your comments. We are in the circulation phase of the application process and will consolidate your comments during the review of PL20230127, 128, and 158. I will reach out if I have further questions regarding your response.

Your comments will be shared with the applicant once circulation has ended. Council will receive a package of the comments submitted before the public hearing.

If you have any questions, please let me know.

Thanks,

Bernice Leyeza

Planner 2 | Planning and Development Services

From: Erin O'Brien [REDACTED]

Sent: Thursday, January 25, 2024 2:09 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>; Don Kochan <kochandiv2@gmail.com>; Matt Boscariol <MBoscariol@rockyview.ca>

Subject: File 04733008

January 25, 2024
Planning Services Department
Rocky View County
262075 Rocky View Point
Rocky View County, AB
T4A 0X2

Attention: Bernice Leyeza

I am opposed to the Petro Canada application at the Northwest Corner of RR33 and Twp. 250, specifically - Applications PL20230127, PL20230128 and PL20230158

This Truck stop is NOT compatible with a country residential area. The following are some points to consider about this unnecessary and unwanted development in a Country Residential Area.

- In the Springbank Area Structure Plan surveys, residents were overwhelmingly opposed to the Springbank Airport Employment Area. 100% of respondents from Idlewild and Country Lane were opposed to additional commercial/light industrial near our community. The County's economic study concluded there is no need for any more commercial/light industrial than what is already approved.
- A massive Petro Canada truck stop in this location goes against all the goals and visions of the Springbank Area Structure plan – **to maintain Springbank as a distinct and attractive country residential community.**

3/5/24, 3:12 PM

- A massive Petro Can Truck Stop is in no way compatible with the country residential community, or with the schools in the area. It will dramatically worsen the horrendous traffic from developments already approved for this area (Costco and Harmony at it's build out).
- A gigantic truck stop needs its own entrance and exit off the highway – like the Petro Canada has at its existing location at Hwy. 1 and HWY 22. This permits vehicles to use the facility without imposing traffic on other road users.
- The massive truck traffic volumes the Petro Canada will generate will add to the 800+ cars per hour the Costco will attract. It will add dangerous traffic volumes to the only way in/out from our communities.

- Traffic is already too much for this area – with Costco, ever growing Harmony, and the Airport's plan to develop more commercial/light industrial on its land. Even if and when all the planned upgrades to the interchange happen, the traffic volumes from a massive truck stop do not belong in this location.

- There are 3 Springbank schools in the area with school buses, - parents driving kids to and from school, and students driving themselves to and from school. There is also bicycle traffic along this route. None of this should have to mix with transport trucks that are always in a hurry, and RV's and campers using this truck stop on their way to the mountains and beyond.
- The Edge school is right next door and the Daycare at the United Church right across the road.

-

- Police only patrol this area 2X a week at night and 2X a week in the daytime. This is a 24-hour operation!
 - The truck stop caters to short term stays by truckers to fuel up, eat, shower, sleep and do laundry. This can result in a significant number of idling trucks. This creates toxic fumes that can travel in the wind to everyone in the area – including the adjacent Edge school and the nearby daycare. Light pollution should also be considered. How will this comply with Rocky View's dark sky policy.

Please consider the concerns of residents and do not allow this plan to move forward.

Erin O'Brien
Country Lane Estates

Re: Petro-Canada

Bernice Leyeza <BLeyeza@rockyview.ca>

Mon 1/29/2024 9:57 AM

To: Gary Biagioni [REDACTED]

Good morning, Gary:

The Master Site Development Plan (MSDP) has a section that talks about accessing the site ([Section 7.3](#)). As part of the application to redesignate the subject lands, and approve the MSDP, they are required to provide a Traffic Impact Assessment to provide us with more information on the traffic flows if this gets built.

If you have further questions, please let me know.

Thanks,

Bernice Leyeza

Planner 2 | Planning and Development Services

From: Don Kochan <kochandiv2@gmail.com>
Sent: Friday, January 26, 2024 9:50 AM
To: Gary Biagioni [REDACTED]
Cc: Matt Boscarior <MBoscarior@rockyview.ca>
Subject: Re: Petro-Canada

Hi Gary , I am forwarding your email to administration for consideration in their application evaluation. As part of the application process the developer is required to provide a traffic impact analysis as well as how the potential impacts are to be addressed. Will keep you informed as this progresses.

On Thu, Jan 25, 2024 at 5:10 PM Gary Biagioni [REDACTED] wrote:

Hi Don,

I am writing to you as I have heard some concerns from my neighbours about the Petro-Canada development. The only concern that I might have is traffic congestion, for the most part the other concerns I have heard are pretty much, in my opinion, not a real concern. My current position is that the MD will properly address the traffic concerns. That said, I am wondering if the MD has any plans of the traffic realignment that I can see. If so please forward the document or a link to it. Can I trust that the MD is looking at the traffic situation in great detail? Have there been any statistics taken at the current Petro-Canada to make sure that traffic flow will work properly. In addition, what are the traffic plans for the Costco?

Gary

Gary Biagioni
Ecension Inc.
103 Country Lane Terrace
Calgary, Alberta, Canada
T3Z 1H8

Cell: [REDACTED]

3/5/24, 3:22 PM

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Re: Opposition to development applications

Bernice Leyeza <BLeyeza@rockyview.ca>

Wed 1/17/2024 3:53 PM

To: Glen Downs [REDACTED], stef_simpson [REDACTED]

Good afternoon, Glen:

This email is to acknowledge receipt of your email that was forwarded to me as the file manager of this application. Please note that this will be included in the application comments to be attached to the Council Report.

Thanks,
Bernice Leyeza
Planner 2 | Planning and Development Services

From: Glen Downs [REDACTED]
Sent: Wednesday, January 17, 2024 10:59 AM
To: Division 2, Don Kochan <DKochan@rockyview.ca>
Cc: stef_simpson [REDACTED]
Subject: Opposition to development applications

Good morning Don,
It was brought to my attention that there is a proposed land development plan for a truck stop adjacent to the Edge School.
My wife and I strongly oppose this development, there are already too many developments in that vicinity including Bingham and the Costco Store.

We moved into the area so that we would be further away from this kind of development. A few years ago when you were running for councillor you mentioned your stance was to oppose further development in Division 2, yet it seems to be going the other way.

Our address is 83 Lynx Lane.

Thanks and I would appreciate your support to oppose this development.

Glen Downs | President and Solutions Director

[REDACTED] | Inside Support: 905 666 0505

[REDACTED] | www.dsa-canada.com

[Click Here](#) - Manufacturers Represented by DSA



RE: questions on Petro Canada application

[REDACTED]
Sun 12/17/2023 9:31 AM

To: 'David Capper' <dcapper@urbansystems.ca>; Bernice Leyeza <BLeyeza@rockyview.ca>

Cc: 'Alex Vainshtein' [REDACTED]

Good morning David,

Thank you for the clarity that there has been no purchase to date. That certainly goes along with the info directly from AT that they are only speculating about if, where and when the current location may be needed for future transportation updates to replace hwy 1 and 22.

It would be very helpful to our community to have regular communication; even if it is to say no change in status.

Thank you.

Gloria

From: David Capper <dcapper@urbansystems.ca>

Sent: Monday, December 11, 2023 2:39 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>; [REDACTED]

Cc: Alex Vainshtein [REDACTED]

Subject: questions on Petro Canada application

Good afternoon Ms. Wilkison,

Apologies for the delayed response. In terms of the for-sale sign still being located on the property, the property is owned by the vendor and Suncor/Petro-Can is the purchaser. It would typically be at the vendors discretion/direction to remove a marketing sign. Given that the offer to purchase is conditional, the vendor most likely does not want to take down the sign down in case Suncor/Petro-Can does not waive the conditions of the agreement and the sale does not go through.

I am not aware of any secret land-trade deal that you mention in your email. Urban Systems has been retained by Suncor to pursue the land use application on this property only. We are not retained on any other parcel relating to the relocation of the Jumping Pound facility.

I trust this addresses your concern, however please let me know if it generates additional questions.

Thanks very much,

David

David Capper, RPP, MCIP Senior Planner – Land Development

URBAN
S Y S T E M S

101-134 11 Ave SE, Calgary, AB, T2G0X5

t 403-450-6572

c 905-399-6230

w urbansystems.ca

From: [REDACTED]

Sent: Friday, December 8, 2023 9:27 AM

To: 'Bernice Leyeza' <BLeyeza@rockyview.ca>; David Capper <dcapper@urbansystems.ca>

Cc: [REDACTED]
Subject: RE: questions on Petro Canada application

CAUTION: External Email.

I appreciate your responses, Bernice. I await even more clarification from David – who BTW has not bothered with any communication since Sept. 20th.

Gloria

From: Bernice Leyeza <BLeyeza@rockyview.ca>
Sent: Thursday, December 7, 2023 4:12 PM
To: [REDACTED]; David Capper <dcapper@urbansystems.ca>
Subject: Re: questions on Petro Canada application

Good afternoon, Gloria:

Thanks for sending us your comments and apologies for the delay in our response. Some of your questions are directed for the applicant to answer. Applicant is David Capper of Urban Systems which is the planning consultant of Suncor Energy Products Partnership. I copied David on this email for him to answer those questions. Our comments are below in **green**.

Bernice Leyeza

Planner 2 | Planning and Development Services

From: [REDACTED]
Sent: Sunday, December 3, 2023 1:26 PM
To: Bernice Leyeza <BLeyeza@rockyview.ca>; Don Kochan <kochandiv2@gmail.com>
Cc: [REDACTED]
Subject: questions on Petro Canada application

Good afternoon,

With knowledge that Petro Canada is proceeding to submit the paperwork on their application for the corner of RR33 and Twp 250:

why is there still a for sale sign on the land? Is there some secret land-trade deal going on? [@David](#)

[Capper](#) should be able to answer that.

What is the timeframe given by the province – 10, 20, 50 years? **The province has not communicated a timeline with the County for the upgrade of the Highway 1 and Highway 22 interchange.**

Transportation infrastructure – Harmony is just getting started and they already had to go to RVC for a “backdoor” fix to handle the internal traffic they propose – none of which makes any improvements to RVC road infrastructure

- Costco has been approved with very little improvement to RVC infrastructure
The Costco Development Permit has been conditionally approved on the basis that the Range Road 33 / Highway 1 interchange is upgraded

to the Stage 1 improvement. The scope of this work includes improvement in the on/off ramps, and three traffic circles to improve vehicle movement along Range Road 33. Further information on the improvements required prior to Costco opening can be found in the Project FAQs [here](#).

- SO the big question is: Will this proposal be required to work with Harmony and Costco to provide 100% of costs to create 4 lanes on 250 from Harmony to RR32, AND 4 lanes on 33 from Harmony's east access south to Hwy 1, AND the province be required to complete the overpass as 4 lanes BEFORE Petro Canada can proceed?

A transportation impact assessment will be required to quantify impacts this development would have on the road network. Having said that, the County has begun tendering process to initiate the engineered design of the Range Road 33 / Highway 1 Stage 2 improvements, which will include a second bridge deck, allowing Range Road 33 to be four lanes between Township Range 245 and Township Road 250. Additionally, there are Transportation Impact Assessments that are currently under review that assess the impacts and required road network improvements as a result of Harmony and Bingham Crossing development. All assessments will be utilized to determine the necessary network improvements, and the appropriate Developers will be tasked with making those improvements as a condition of their developments.

These are key planning questions to be answered for both the safety of the current residents in relation to fire and emergency; and will certainly be mandatory to handle the future traffic generated! **The County recognizes that this area is highly congested and will be subject to additional traffic as the area develops. We are working diligently with developers to ensure that road network improvements are being completed as they are required.**

Respectfully,

Gloria Wilkinson

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File 04733008 - Opposition to Petro Canada Commercial Truck Stop in RVC

greg toner [REDACTED]

Tue 1/30/2024 3:30 PM

To: Bernice Leyeza <Bleyeza@rockyview.ca>; kochandiv2@gmail.com <kochandiv2@gmail.com>; Matt Boscarol <MBoscarol@rockyview.ca>; premier@gov.ab.ca <premier@gov.ab.ca>; ae.minister@gov.ab.ca <ae.minister@gov.ab.ca>; cfs.minister@gov.ab.ca <cfs.minister@gov.ab.ca>; transportation.minister@gov.ab.ca <transportation.minister@gov.ab.ca>

Planning Services Department
Rocky View County
262075 Rocky View Point
Rocky View County, Alberta T4A OX2

Attention: Bernice Leyeza

Cc: Don Kochan, Matt Boscarol, Danielle Smith, Rajan Sawhney, Searle Turton, Devin Dreeshen

Dear Ms. Leyeza, Mr. Kochan, Mr. Boscarol, Premier Smith, Ms. Sawhney, Mr. Turton, Mr. Dreeshen -

I am a resident of Country Lane Estates, located off Range Road 33 in Rocky View Country, AB outside of Calgary.

I am vehemently opposed to the proposed Petro Canada Commercial Truck Stop proposed for RVC for the following reasons:

1. The massive Petro Canada Truck Stop is NOT congruent with country-residential zoning, and the visions of the Springbank Area Structure plan.
2. The location is NOT compatible with our country-residential community, and will have a negative impact on property values.
3. Commercial truck stops bring mammoth traffic volume increases, emissions pollution increases, 24/7 noise, and increases in crime rates that have been WELL DOCUMENTED in areas near commercial truck stops (prostitution, drug dealing, petty crime, loitering, littering, etc).
4. This proposed commercial truck stop will GREATLY INCREASE the risk of an environmental catastrophe via tank leakage, delivery truck explosion/spillage, or even worse, a catastrophic vehicular collision with the many cars, school buses and parents that use RR33 everyday to travel to work, or transport their children to nearby schools. Furthermore, the area is home to majestic wildlife, whose natural habitat will be greatly impacted by the non-stop commercial truck volumes, noise, and pollution.
5. RR33 and the current overpass and underpass are NOT designed to handle commercial trucks, or the increase in commercial truck volume that would accompany this ill-conceived location for the Petro Canada Commercial Truck stop.
6. MOST IMPORTANTLY, school buses and parental vehicles ARE NOT compatible with semi trucks hauling flammable and explosive petroleum products, not today, not any day. One major accident or death of any of our school children would be forever be imbedded in our collective guilt. The life of an innocent SCHOOL CHILD CAN NEVER BE REPLACED OR REDEEMED. This proposal MUST BE cancelled immediately.

I look forward to your timely response.

Regards,

Greg Toner
Country Lane Estates
Rocky View County, AB
[REDACTED]

Re: Public Hearing Notices sent to residents 1.6 Km of the Proposed Petro-Can in Springbank

Jackie Glen [REDACTED]

Mon 12/11/2023 2:03 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Cc: Don Kochan <kochandiv2@gmail.com>; Matt Boscarol <MBoscarol@rockyview.ca>

Bernice:

Thank you for your response.

It is the policy that needs to change.

We made it clear to the planners during the Springbank ASP Open House this policy is not acceptable.

When Costo was approved only a handful of folks even knew it was happening and yet it greatly impacts so many other residents.

Jackie Glen

On Mon, Dec 11, 2023 at 1:54 PM Bernice Leyeza <BLeyeza@rockyview.ca> wrote:

Good afternoon, Jackie:

I have received your email and will file accordingly. The Petro Can redesignation application and Area Structure Plan amendment will be circulated as per [Circulation Policy C-327](#).

Please let me know if you have further questions relating to this application.

Thanks,

Bernice Leyeza

Planner 2 | Planning and Development Services

From: Jackie Glen [REDACTED]**Sent:** Monday, December 11, 2023 1:27 PM**To:** Bernice Leyeza <BLeyeza@rockyview.ca>**Cc:** Don Kochan <kochandiv2@gmail.com>; Matt Boscarol <MBoscarol@rockyview.ca>**Subject:** Public Hearing Notices sent to residents 1.6 Km of the Proposed Petro-Can in Springbank

Bernice Leyeza:

It appears Rocky View is again limiting any feedback to a handful of residents - just like they did with the Springbank Area Structure Plan coffee chats and Costco notifications.

Rocky View planners indicated during the Springbank ASP they would note the resident's concerns on this 1.6 km radius in the future. It appears they did not listen at all.

The residents North of the Petro-Can proposed at the corner of RR 33 and Twp. 250 in North Springbank, all are greatly affected by the application from the Petro-Can.

I strongly urge you to mail out notices to every house North on RR 33 - this includes the Rocky Range View road, Idlewild Estates and Country Lane Estates, plus two houses East of Idlewild and Country Lane Estates.

I am truly so sorry to be so blunt, but as a resident, this repeated behaviour of limiting notification and feedback is so disheartening.

RV can afford the stamps for such an impactful (and ludicrous) proposal as the Petro-Can location..

3/5/24, 2:28 PM

Sincerely,
Jackie Glen



Re: Questions on Springbank Petro-Can

Bernice Leyeza <BLeyeza@rockyview.ca>

Fri 1/19/2024 2:46 PM

To: Jackie Glen [REDACTED]

Cc: Matt Boscarior <MBoscarior@rockyview.ca>; Dominic Kazmierczak <DKazmierczak@rockyview.ca>; Logan Cox <LCox@rockyview.ca>; Don Kochan <kochandiv2@gmail.com>

Hey Jackie,

I can only speculate as I only gathered a little information from your email below. Harmony is considered as a hamlet, and in our [Circulation and Notification Policy \(C-327\)](#), Circulation Area for the subject land located **inside of a hamlet boundary** is 800m. Those who are notified are landowners within the identified Circulation Area. Hope that helps!

Thanks so much and hope you have a great day as well!

Bernice Leyeza

Planner 2 | Planning and Development Services

From: Jackie Glen [REDACTED]**Sent:** Friday, January 19, 2024 1:04 PM**To:** Bernice Leyeza <BLeyeza@rockyview.ca>**Cc:** Matt Boscarior <MBoscarior@rockyview.ca>; Dominic Kazmierczak <DKazmierczak@rockyview.ca>; Logan Cox <LCox@rockyview.ca>; Don Kochan <kochandiv2@gmail.com>**Subject:** Re: Questions on Springbank Petro-Can

Bernice:

Thank you for your responses.

I would like to add a note for all:

Your policy - the **County's Circulation and Notification Policy (C-327)** needs to change for notifying folks.

Why did someone in Idlewild get a mailed a notice for a public hearing today, for someone in Harmony to build closer to their lot line when only a handful of people were notified of something like Costco, and just a few more for the commercialization of Springbank or a massive truck stop?? This is not acceptable.

Also, I hope the feedback "rollup" makes a distinction between Developers/Landowners and residents' feedback.

Thanks again for your responses, Bernice. I appreciate the clarification.

Good to know the letters will all be taken into consideration.

You answered my questions.

Have a good day!

Jackie Glen
[REDACTED]

On Fri, Jan 19, 2024 at 9:48 AM Bernice Leyeza <BLeyeza@rockyview.ca> wrote:

Good morning, Jackie:

Thanks for your comments on this application. Please see our response below in **green**.

Stay warm! Best,

Bernice Leyeza

Planner 2 | Planning and Development Services

From: Jackie Glen [REDACTED]
Sent: Thursday, January 18, 2024 1:58 PM
To: Bernice Leyeza <BLeyeza@rockyview.ca>
Cc: Don Kochan <kochandiv2@gmail.com>; Matt Boscarol <MBoscarol@rockyview.ca>
Subject: Questions on Springbank Petro-Can

Bernice:

A few questions on the Petro-Can (File No. 04733008)

(1)

Please send me a copy of the following:

"Traffic Impact Assessment, Bunt & Associates Engineering – September 21, 2023" cited on page 21 of the MSDP Petro Canada Springbank Integrated Energy Centre.

The submitted technical reports are not considered part of the public record, and can only be obtained from the County through a Freedom of Information Protection (FOIP) or Privacy Act request. You can request the Traffic Impact Assessment by filling out the [form](#) and send it to FOIP@rockyview.ca. Alternatively, you could request the document directly from the applicant—Urban Systems.

(2)

I know only a few residents are within the 800 m notice area.

As with the Springbank Area Structure Plan, the massive highway truck stop directly affects a ton more residents.

I am asking this get escalated above the planners to management, as the planners, even after RV planning had meetings about resident feedback on the Springbank ASP- still refuse to seek feedback from all affected.

The Planning Department appreciates the raised concerns over the Circulation Area for this type of application. The request to increase the circulation area from the current 1600 metres has been evaluated pursuant to the County’s Circulation and Notification Policy (C-327). The current policy does not allow for the assigned Planner on an application, nor Management, to increase the circulation distances as outlined in the Policy. As such, there is no avenue for Administration to notify a larger area as requested. This Policy was recently reviewed by Council and the current circulation areas for all Planning file types were considered.

(3a)

You have had already and are going to get a lot of emails from residents outside of the 800m restriction.

I understand the residents within the 800 m have to do the following:

 Add the File Number and the Application number.

Residents outside of the 800m will not have received the notice with the File and Application number.

My question is - How is the resident feedback rolled up?

Are you only taking into consideration those within 800 m in your report (Engagement Summary type report) to Council?

OR - will residents' feedback outside the 800m be included in the report to council?

All comments received will be included in the Council Report. There is a portion in the Council's Report that speaks to the total number of landowners that were direct mailed, and the number of responses in support and in opposition to the application.


(3b)

If the resident feedback outside the 800m zone is included, but their letters/emails do not add the file and application number - are those negated??

Submissions that are received without the associated file number will still be included if it can be determined that the submission is for a particular application. Administration will reach out to the sender should a specific file is not clear. For example, submissions received without the application number but reference the following terms: "Petro-Canada station", "truck stop", "energy centre", etc., within Springbank, would be associated with this ongoing application and included in the Council Report.

I am cc'ing Don Kochan and Matt Boscarior on this e-mail.

Thank you in advance,
Jackie Glen


Springbank

Re: Petro Can notification zone map

Bernice Leyeza <BLeyeza@rockyview.ca>

Tue 1/23/2024 8:37 AM

To: Jackie Glen [REDACTED]

Hey Jackie,

All comments received regarding this application will be included in the Council Report. In the said report, there is a portion that speaks to the total number of landowners that were direct mailed, and the number of responses in support and in opposition to the application. Hope that helps!

Thanks,

Bernice Leyeza

Planner 2 | Planning and Development Services

From: Jackie Glen [REDACTED]

Sent: Monday, January 22, 2024 3:30 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Subject: Re: Petro Can notification zone map

I assume you summarize the feedback from all in the radius area.

Does RV plan to differentiate between residents who live here and landowners/renters of commercial etc. who do NOT live here?

For example 300 commercial landowners or developers may be in favour compared to the only 6 or so residents in houses who are 100% against it.

If you tell councillors 95% were for it - that does not represent the residents - just the already commercial owners/developers.

Thanks,

Jackie

Call me if it is easier.

[REDACTED]

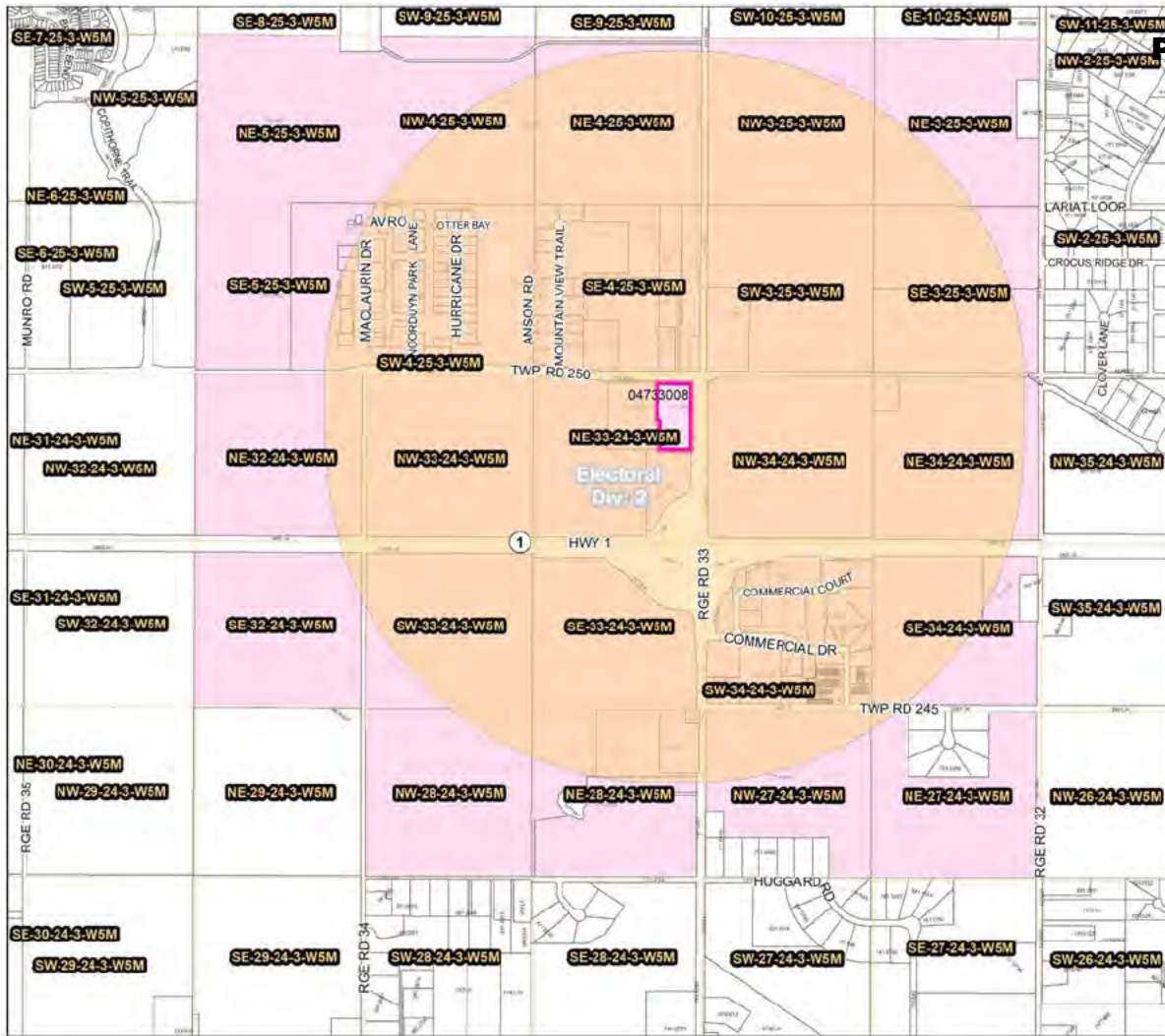
On Mon, Jan 22, 2024 at 3:12 PM Bernice Leyeza <BLeyeza@rockyview.ca> wrote:

Hey Jackie,

I'm unsure on what you mean by "rollup (stats included) from the landowners who do not live". As per the Circulation Policy, we only circulate to Landowners. It's incumbent for the Landowner(s) to ensure that these notifications are passed along to their tenants, if there's any.

Here's the map requested:

3/5/24, 2:48 PM



Bernice Leyeza
 Planner 2 | Planning and Development Services

From: Jackie Glen [REDACTED]
Sent: Monday, January 22, 2024 2:13 PM
To: Bernice Leyeza <BLeyeza@rockyview.ca>
Subject: Re: Petro Can notification zone map

ok - thank you, Bernice for responding so quickly.
 One more thing.. and that is it for now..
 It looks like there are obviously a ton of commercial/Light Industrial people in this radius - **who own land but do not live here**, so it does not affect their lives.
 How are you going to differentiate the rollup (stats included) from the landowners who do not live here and the handful of actual residents?
 Thanks, Bernice.
 Jackie

On Mon, Jan 22, 2024 at 2:05 PM Bernice Leyeza <BLeyeza@rockyview.ca> wrote:
 Hey Jackie,

Those parcels are not included in the Circulation Area (1600m radius if outside of a hamlet) . (See orange circle).

Circulation Policy stated that:

The circulation area for planning applications and the notification areas for development permit applications is 1600 m (1 mile) when located on lands outside of a hamlet boundary.

1. Any properties located wholly or partially within this circulation area shall be included in the circulation or notification of the subject application.
2. The set distance is measured from the property line of the subject application property.
3. Where the notification area reaches a property within a cul-de-sac, all properties in the cul-de-sac are included in the circulation area or notification area

Since no properties in the cul-de-sac touches circulation area (orange circle), they are not included.



Thanks,
Bernice Leyeza
 Planner 2 | Planning and Development Services

From: Jackie Glen [REDACTED]
Sent: Monday, January 22, 2024 1:31 PM
To: Bernice Leyeza <BLeyeza@rockyview.ca>
Subject: Re: Petro Can notification zone map

Bernice - Thank you.

A few questions:

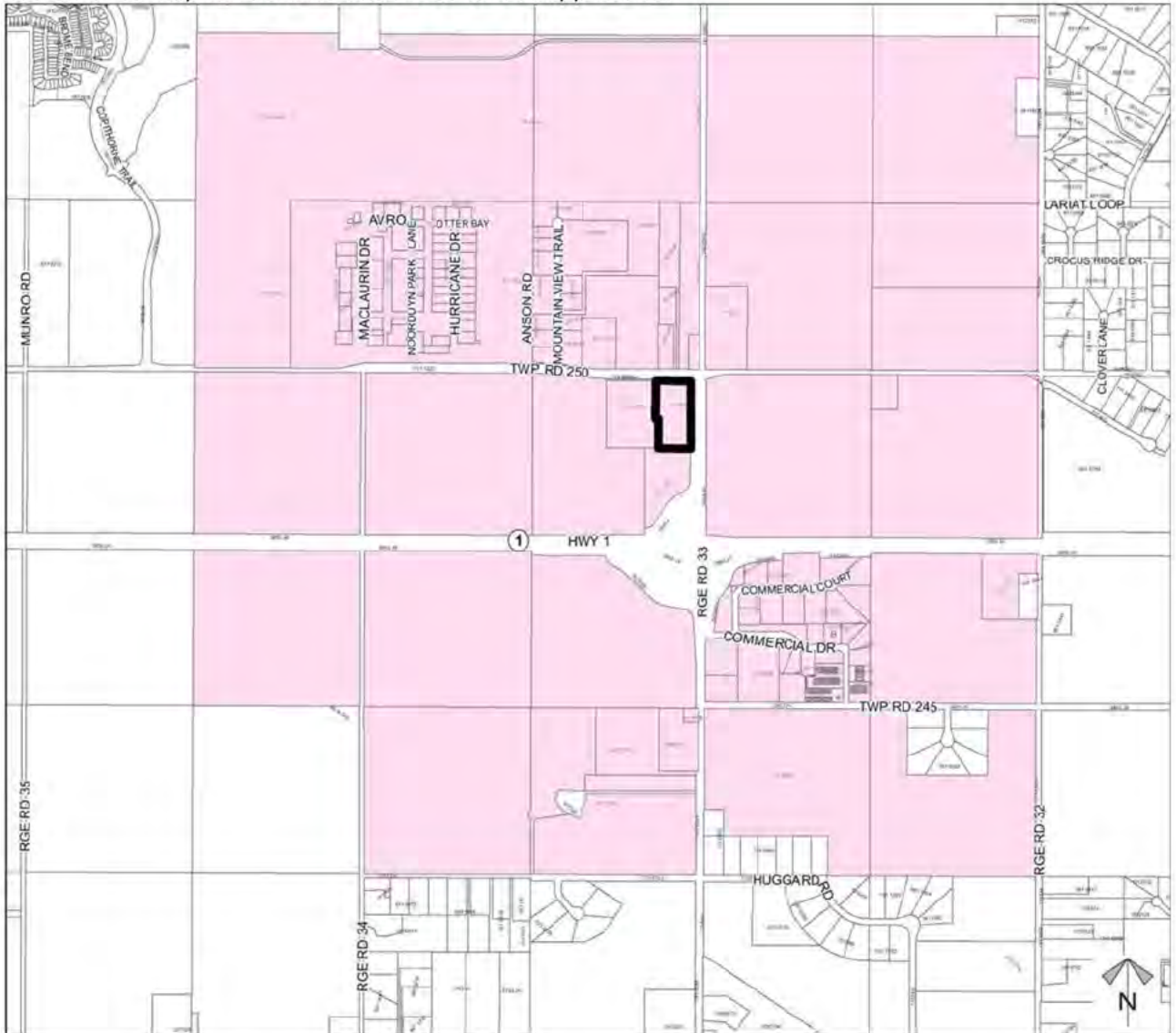
The cul de sac on the bottom right pink square appears to be excluded. Can you please confirm and if they were excluded why?

Was the Elbow Valley Elementary school excluded?

Thanks,
Jackie

On Mon, Jan 22, 2024 at 12:50 PM Bernice Leyeza <BLeyeza@rockyview.ca> wrote:
Hey Jackie,

See attached map for the Circulation Area for this application:



Thanks,
Bernice Leyeza
Planner 2 | Planning and Development Services

From: Jackie Glen [Redacted]
Sent: Monday, January 22, 2024 11:32 AM

3/5/24, 2:48 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Subject: Petro Can notification zone map

Bernice:

Please send me the map outlining the zone for those who were sent letters to comment on the proposed land use change for the Petro-Can in Springbank.

Thank you

Jackie Glen



Petro Canada Truck Stop letter of opposition - File 04733008

Jackie Glen [REDACTED]

Tue 1/30/2024 7:35 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Cc: Don Kochan <kochandiv2@gmail.com>; Matt Boscarior <MBoscarior@rockyview.ca>

January 30, 2024

Planning Services Department
Rocky View County
262075 Rocky View Point
Rocky View County, AB
T4A 0X2

Attention: Bernice Leyeza

This email is written in opposition to File 04733008 and the 3 applications:

1. PL20230127 (amendment to North Springbank ASP)
2. PL20230128 (redesignation of S-PUB to C-HWY)
3. PL20230158 (approval of the MSDP for an Integrated Energy Centre)

Amendment to the North Springbank ASP:

The Governance Committee already acknowledged this area does not need any more commercial at the Jan. 16th Governance Committee meeting.

Petro Canada's proposal was submitted before the Draft 2023 Springbank Area Structure Plan was heard and debated by the Governance Committee. At that meeting, the 2023 draft plan was not accepted and so the 1999 North Springbank ASP remains as the statutory document.

Approval of the Petro Can MSDP

This massive truck stop, complete with short term stays, showers, laundry, and restaurant in a country residential area is ludicrous. It is clear and consistent from resident feedback on previous Area Structure Plans, and from the 2023 Area Structure plan, residents value the country residential area. This simply does not belong in a country residential area.

NOT the location for a massive truck stop:

1. The Springbank Economic study "Nichols Report" clearly indicated there is no need for any more commercial in this area. The Governance Committee acknowledged this at the Jan. 16th meeting on the Springbank ASP. The Committee clearly knows this is not needed, nor is it wanted.
2. Springbank is a country residential area, and a massive truck stop is absolutely not compatible with the area.
3. Springbank residents have clearly over the years stated time and time again their desire to keep this area country residential and again, and this was acknowledged at the Jan. 16th ASP meeting.
4. Suncor may need to relocate, but unfortunately for them this is not the right location!
5. The existing location of the Petro-Can at Hwy 22X is a perfect location – right off the highway. AB Transportation needs to work with Suncor to keep this location as it also gets traffic from Hwy 22 and doesn't have to negotiate 3 roundabouts. The alternative is to relocate farther west, and

AB Transportation make an exception and allow a proper highway truck stop with an entrance and exit right off the highway like other provinces and states have.

6. If you use the “walking man” on google maps – and look at all the truck stops on Hwy 2 from Calgary to Edmonton – none of them are in the middle of a country residential area nor close to schools.
7. Costco will have 24 gas/diesel pumps at a lot cheaper price than the 24 (incl. 4 charging) Petro Can is proposing. There is no way on this earth this area needs 48 fuelling options!
8. The County Plan shows the NW corner of the highway and RR 33 as Highway-Business area – however the Petro Can location is outside of this quarter section and NOT immediately adjacent to the highway.

Traffic:

1. With the addition of more traffic as Harmony builds out, Costco, Bingham Crossing, which will be the size of Westhills, and the 300 acres of Springbank airport commercial/light industrial this area, residents will already be lined up like all the other Costco locations to get in and out of the area. Westhills does not have Costco but it accommodates residents with 13 lanes of traffic going in and out and it is still backed up! This is not the area to add more traffic!
2. An AB Transportation engineer told me this area is not conducive to a lot of traffic – it is hemmed in by the Bow River on the North and the Highway to the south and only 2 bridges – 2-way traffic on each. The last thing we need in this area is massive trucks and campers adding to the nightmare traffic. Past Rocky View council allowed this and we as residents will have to endure.
3. Even if/when all the planned upgrades to the interchange happen, the traffic volumes from a massive truck stop do not belong in this location. Also, who is going to pay for this upgrade – which will still not be enough lanes to alleviate the traffic in this area.
4. Already the traffic just from Calaway Park backs up onto the westbound (exit) lane from Hwy. 1 onto Range Rd 33. Add this with the Costco 800+ vehicles per HOUR, Bingham Crossing, the additional ~4,000+ homes still to be built in Harmony, additional country residential in the area, the 300 acres of Springbank Airport commercial/light industrial, Harmony’s amenities – 300,000 - 400,000 visitors a year alone to their Nordic Spa - almost 1,000 visitors a day alone – and now can you see what a traffic nightmare this area will become? Traffic will be a safety hazard created by Rocky View. Please do not add to this nightmare!

Goals and Visions:

A massive Petro Canada truck stop in this location absolutely goes against the goals and visions of a Springbank Area Structure plan – **to maintain Springbank as a distinct and attractive country residential community.** The Governance Committee acknowledged Springbank needs to be kept country residential and resident feedback supported this loud and clear – at the Jan. 16th ASP meeting.

Schools:

There are 5 schools and a daycare in the area. The Edge school is immediately adjacent, and the daycare is immediately across the road to the north. Transport trucks - many always in a hurry and talking on their phones - plus RV's and campers do not mix with school buses, parents driving their kids to and from school/daycare and young student drivers driving themselves to school. There have been numerous “near misses” and accidents at the overpass area involving young drivers.

The local school trustee in a phone conversation about the Petro Can location with me stated she is very concerned about safety.

Safety:

This truck stop will bring in transient folks into our area who otherwise would not know our country residential area existed. This has the potential to open us up to potential criminal intent. This area is already a target for city thieves who have discovered this area and are free to steal and deal at night, as police only frequent the area twice a week, once at night and once during the day.

It is a huge safety concern for bicyclists riding through this Truck Stop traffic. Transport trucks, semi-trucks, and campers, do not “see” as well as regular vehicles, putting bicyclists at risk. This area is used by local and by Calgary bicycle riders. Again – this truck stop is not a mix for this area.

Pollution:

The truck stop caters to short term stays by truckers to fuel up, eat, shower, sleep and do laundry. This can result in a significant number of idling trucks. This creates toxic fumes that travel in the wind to everyone in the area – including the adjacent Edge school and the nearby daycare.

This is a 24-hour location and light pollution will be inevitable – but is not allowed in this country residential area.

Tactics:

Urban Systems opted not to notify the community – opting for one meeting with the Harmony Community Association.

I know firsthand the overwhelming majority of contacted residents North on RR 33, are against this development – and the majority only became aware of the Petro Can proposal through word of mouth.

Rocky View insists on using the 1600m (1 mile) notification zone to solicit feedback which they know severely limits feedback of those directly affected by the submissions. Once again – the 1-mile radius includes ~ 12 homes and a multitude of commercial landowners who can opt to write letters and also forward their letters to their renters. From an email with B. Leyeza Jan. 22, 2024 – “As per the Circulation Policy, we only circulate to Landowners. It's incumbent for the Landowner(s) to ensure that these notifications are passed along to their tenants, if there's any”. When Rocky View Planning tallies the results, they do not differentiate between actual residents and commercial landowners, renters, or developers - and the ~12 actual residents.

RR 33 and Hwy. 1 Bridge Upgrade:

From AB Transportation – in an email between a Springbank resident and J. Lau (AB Transportation) – the interchange upgrade at Hwy 22 - near the existing Petro-Can location “..is not in our program and is not known when it will be”. AB transportation currently has the RR 33 interchange upgrade estimated for 2040. Even though RV is asking for an upgrade sooner, it is likely not to happen.

City of Calgary:

A City of Calgary letter of Jan. 6th clearly states - Springbank is not a Growth Area – and the CMRB Regional Growth Plan does not support this use outside of a Preferred Growth Area.

Closing notes:

I wonder if Suncor thought this area of Springbank was being commercialized, as in the Draft 2023 Area Structure plan, that was then not accepted by the Governance Committee at the Jan. 16h meeting.

They state in the MSDP “over the past 2 decades this area has experienced and is planned to continue experiencing development, specifically through commercial intensification”.

This is false:

1. Commercial Court is still not full after 3 decades.
2. The airport's existing commercial/light industrial is not full after 5 decades.
3. Springbank is not going to grow commercially in the future as the Nichols report indicates there is no need for any more other than what is approved.

Council acknowledges this is a country residential area.

Springbank is not a preferred growth area therefore does not support this application use.

This massive truck stop does not belong in this country residential area – already overtaxed with future traffic and would create safety and environmental hazards in the community.

We trust council will uphold their acknowledgement that this is a country residential area with 5 schools and a daycare in the area and continue to support this community to stop this massive truck stop in its tracks.

3/5/24, 4:24 PM

Thank you,
Sincerely,
Jackie Glen
19 Idlewild Est., Springbank

File 04733008

James Alison [REDACTED]

Wed 1/31/2024 4:37 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>
Cc: kochandiv2@gmail.com <kochandiv2@gmail.com>

Planning Services Department
Rockyview County
262075 Rocky View Point
Rocky View County, AB
ATTN Bernice Leyeza

Dear Ms Leyeza,

I am opposed to the Petro Canada application at the Southwest Corner of RR33 and TWP 250, specifically Applications PL20230127, PL20230128 and PL20230158.

My home is located at 4 Country Lane Court in Country Lane Estates off the north end of RR33.

My primary objection is that a massive Petro Canada Truck stop is not compatible with the goals and visions of the Springbank Area Structure plan (the voice of the residents) to maintain Springbank as a distinct country residential community.

Already traffic on RR33 is heavily impacted by the Edge School and Harmony - not to mention the Harmony east exit onto RR33 by the tanker base (promised never to happen by RV at the time of Harmony approval)... and the coming attraction of Bingham crossing and the Costco (the largest in Alberta??) complete with its large gas bar light pollution and traffic.

All the envisaged uses of RR33 will place us behind worse than city traffic to use our most direct access and exit to Country Lane.

Traffic and trucks to and from Petro Canada will overload RR33 and impact the safety and community lifestyle of the North Springbank residents.

All these projects/approvals traffic impacts need to be considered collectively...not in isolation for each project.

James and Cindy Alison
4 Country Lane Court

--
James Alison
President
OpenGeoSolutions
[REDACTED]
<https://www.opengeosolutions.com>


Springbank Petrocan letter Jan. 31, 2024

Jan Erisman [REDACTED]

Wed 1/31/2024 12:23 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Cc: Division 2, Don Kochan <DKochan@rockyview.ca>; Matt Boscarol <MBoscarol@rockyview.ca>; Division 1, Kevin Hanson <KRHanson@rockyview.ca>; Kent Robinson <kRobinson@rockyview.ca>

 1 attachments (14 KB)

Springbank Petrocan letter Jan. 31, 2024.docx

Good day,

Please see the attached letter re: Petrocan.

Thanks,

Jan Erisman



Virus-free www.avg.com

RE: PETROCAN TRUCK STOP RELOCATION INTO THE HEART OF SPRINGBANK COMMUNITY**PL20230127, PL20230128, PL20230158****I AM AGAINST PETROCAN MOVING INTO THE HEART OF SPRINGBANK**

This application is an opportunity lost by Rockyview planning to envision a new commercial Hub at Jumping Pound and 22 highway. With a new interchange required, Rockyview could be rezoning the land around the interchange to create and design a fabulous truck stop at its existing location and rezoning surrounding lands to encourage a commercial hub that serves the community as it now does and improve it. Moving a truck stop so far off the main highway and into the heart of Springbank is not the answer. The time is now to plan the access points for a new commercial hub in conjunction with the new interchange at highway 1 and 22. It should house the existing elements – truck stop, restaurant, ride sharing parking lot, tourism building and maybe other complementary businesses.

Rockyview planning could spend some time addressing realistic long term planning to address existing and future needs along the Highway and design roads to support the new opportunities. Forcing the old truck stop to move because of lack of planning is pathetic. It is obvious the truck stop is much better at highway 1 and 22 and that Rockyview has the opportunity to design the planning to work well, instead of trying to fit into an existing community.

Trying to force a truck stop into the heart of Springbank on our only access road out is not safe or required. It is bad planning and will incur great costs to the County while not supporting the area structure plan vision of the community. I would request an independent traffic study for trucks heading west as they will be using range road 250 for access into the area. This will also lead to many trucks driving right by our schools as they try to circumvent the traffic. The driveway access points are very close to the intersections and are going to back up and then block access to the roundabouts and our roads.

There is also no need to bring the massive amount of transient traffic off the highway into the core of our community, across from our historical church and on our only community road, School road. I would expect that there would have to be a truck ban on Range Road 250 and also on School Road which Rockyview will incur costs to enforce.

In any form, this application for a massive truck stop is not acceptable or workable at this location in Springbank and does not serve the community. It is serving the traffic on the highway and Springbank has nothing to gain by bringing that traffic onto the only access road they have running north/south through Springbank. This brings us to the safety issue of evacuation due to fire and when is one access point acceptable for Harmony and Springbank, Bingham, Costco? And now this?

In closing, Springbank community is degraded by this application for a truck stop and property values will reduce and therefore taxes. Rockyview planning has a spectacular opportunity to plan a fabulous commercial hub at Jumping Pound by rezoning the lands required to build a new truck stop, ride sharing parking, tourist kiosk, coffee shop that cater to the passing public on one of the busiest highways in Canada. This is an opportunity to expand your tax base and plan a Commercial Hub well so that it does not cost the taxpayers in constant changes. Rockyview planning can create viable zoned areas to

enhance the Rockyview experience but they need to plan for the future and stop reacting after the fact. Rockyview can do a better job of interacting with highways. Here is your opportunity to create an excellent Commercial hub in conjunction with the new interchange, without ramifications to an existing community and its families.

Turn this application down and make a motion to get planning working on an exciting Jumping Pound Complex option.

Thank you for your time,

Jan Erisman

3154 Springbank Heights Way

New PetroCan Truck Station - File 04733008

[REDACTED]

Fri 1/26/2024 9:36 AM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Dear Bernice,

Your contact details were passed on by someone in our community who brought this application to our attention.

I have to admit, it seems unlikely that PetroCanada would consider the location directly adjacent to the Edge and the future Costco as a replacement location for their truck stop that now exists west of Hwy 8, but just in case this is legitimate, I want to state my full and unequivocal opposition to this proposal, especially in light of the immense number of other possible locations that exist between Range Road 33 and Canmore as logistically viable locations.

Thank you,

Jerry Sykora
83 Country Lane Terrace, Calgary
T3Z 1H8

[REDACTED]


File 04733008

Sarita Barrett [REDACTED]

Mon 1/29/2024 10:44 AM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Cc: kochandiv2@gmail.com <kochandiv2@gmail.com>; Matt Boscarol <MBoscarol@rockyview.ca>

 1 attachments (14 KB)

RV Petrocan development.docx;

Good morning,

We are **opposed** to the Petro Canada application at the Northwest Corner of RR33 and Twp. 250, specifically - **Applications PL20230127, PL20230128 and PL20230158**. We live in Country Lane Estates.

Please see attached letter for consideration.

Regards,

Joe and Sarita Barrett

Residents of Country Lane Estates since 1997

January 29, 2024

Planning Services Department
Rocky View County
262075 Rocky View Point
Rocky View County, AB
T4A 0X2

Attention: Bernice Leyeza

Re: Proposed PETRO-CANADA SPRINGBANK INTEGRATED ENERGY CENTRE

Please consider our **opposition** to the above-mentioned development proposal for our area. This massive truck stop is **not compatible with the country residential area**, especially near the schools and children in the area.

It is bad enough that there will be a massive shopping center right across with the approved Costco and related retail, gas station located across from the schools, another massive center will definitely disrupt the country living for all the residents living in the area. It will **reduce the value** of the designated residential area homes.

With the increase in transient traffic at all times of the day and night, along with the noise and pollution that comes with such traffic, it will increase crime, support from our county services such as traffic control, policing and other areas of county responsibilities. There will certainly be conflicts with domestic and travelling traffic in the area. Especially with younger generations driving to/from school. Not to mention that from Country Lane Estates, this is our only way in and out of our neighborhood.

We would like to re-iterate that this is mainly a residential area with lots of seniors, children in the area and this proposed development does not make sense for this area. There are certainly other uses for the land that the county can consider for the location but not a massive gas station meant for transient traffic.

Thank you for the consideration from the area residents.

Sincerely,

Joe and Sarita Barrett
239 Country Lane Drive
Springbank, Rockyview residents since 1997

File #04733008 -Proposed Truck Stop



Thu 2/1/2024 4:48 PM

To:Bernice Leyeza <BLeyeza@rockyview.ca>
Cc:kochandiv2@gmail.com <kochandiv2@gmail.com>;Matt Boscarior <MBoscarior@rockyview.ca>

Attn: Ms. Bernice Leyeza
Planning Services Department
Rocky View County
262075 Rocky View Point
Rocky View County, AB T4A 0X2
Re: File # 0040733008

This email is to let you know that, as a resident of Country Lane Estates, I am opposed to the proposed Petro Canada application for the Northwest Corner of RR 33 and Twp Road 250, more specifically, Applications PL20230127, PL20230128 and PL20230158. My family and I live at 23 Country Lane Terrace. A massive Petro Canada truck stop in this location goes against all of the goals and visions of the Springbank Area Structure Plan – namely to maintain Springbank as a distinct and attractive residential community. This proposed location for this truck stop, is not compatible with a country residential area or with the primary and middle schools and the proposed old age home located nearby. In fact it is the antithesis of it. It is also not needed and is fine where it is.

The approved commercial and big box development along the highway just east of the proposed Petro-Canada truck stop will already require an improved or new exit from the highway and will likely include a gas station. Traffic in the area has already been significantly impacted by the Harmony Development and is arguably too much for the area. Trucks are already serviced by a successful and historic location at the highway 8 intersection and there is not need to disturb or move this existing successful and accepted land use.

As you are aware, in the Springbank Area Structure Plan surveys, residents were overwhelmingly opposed to the Springbank Airport Employment Area. The County’s economic study concluded that there is no need for any more commercial/light industrial development than what has already been approved. A massive truck stop will fundamentally alter the country residential character of the area.

We are writing to urge the MD to reject this development proposal and to comply with the Springbank Area Structure Plan.

Thank you,
Karen West and Peter Lloyd.P

Re: Petro-Canada

Bernice Leyeza <BLeyeza@rockyview.ca>

Mon 2/5/2024 9:36 AM

To: Karin Hunter <president@springbankcommunity.com>

Hey Karin,

As of now, I cannot provide an estimated timeline for this to proceed to the Public Hearing. Until the comments are sent to the applicant, and applicant confirmed they want to proceed with the next step, that's the time I can provide a rough timeline.

Thanks,

Bernice Leyeza

Planner 2 | Planning and Development Services

From: Karin Hunter <president@springbankcommunity.com>

Sent: Thursday, February 1, 2024 7:24 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>; Al Schmidt [REDACTED]

Subject: Re: Petro-Canada

Thank you. Are you able to provide a rough timeline for this application to proceed to first reading?

Thanks?

Karin

On Wed, Jan 31, 2024 at 9:02 AM Bernice Leyeza <BLeyeza@rockyview.ca> wrote:

Good morning, Karin:

This was forwarded to my attention. Thank you for sending this. This will be consolidated and included in the application comments to be shared with the applicant once circulation has ended. Council will receive a package of the comments submitted before scheduling a public hearing. I will reach out if I have any questions.

Thanks,

Bernice Leyeza

Planner 2 | Planning and Development Services

From: Springbank Community <springbankcommunityassociation@gmail.com>

Sent: Tuesday, January 30, 2024 9:07 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Subject: Fwd: Petro-Canada

FYI - community feedback on the petro canada - full results as I am not sure if anyone sent this to you

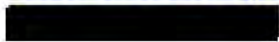
----- Forwarded message -----

From: **Springbank Community** <springbankcommunityassociation@gmail.com>

Date: Thu, Jan 11, 2024 at 10:08 AM

Subject: Petro-Canada

To: Division 2, Don Kochan <dkochan@rockyview.ca>, Division 1, Kevin Hanson <KRHanson@rockyview.ca>, Planning Policy <planning_policy@rockyview.ca>, Al Schmidt



Hi Councillors & RVC Planning:

Please see the following link for the community's comments on the proposed Land Use redesignation by Petro-Canada.

<https://docs.google.com/forms/d/1IBPD85Sr7nSjrHn2jaX5DqBLyoIRTH6oHHvzJOddOSM/viewanalytiCS>

--

Karin Hunter
President



<https://springbankcommunity.com/>
<https://www.facebook.com/springbankcommunityassociation>

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Karin Hunter
President



<https://springbankcommunity.com/>
<https://www.facebook.com/springbankcommunityassociation>

Proposed Petro-Canada

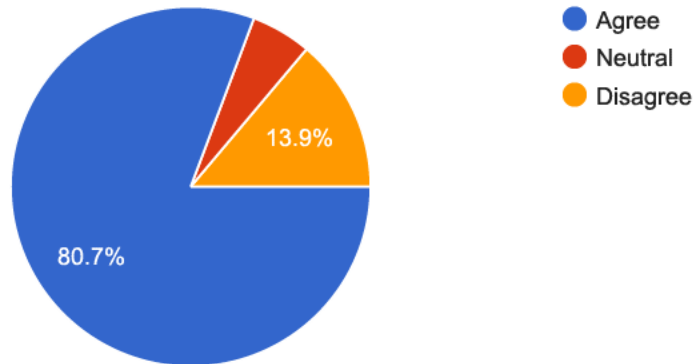
167 responses

Community Engagement:

The SCA does not believe that Petro-Canada's efforts to circulate a letter & map of location constitutes community engagement and that further engagement by Petro-Canada is required.

 Copy

166 responses

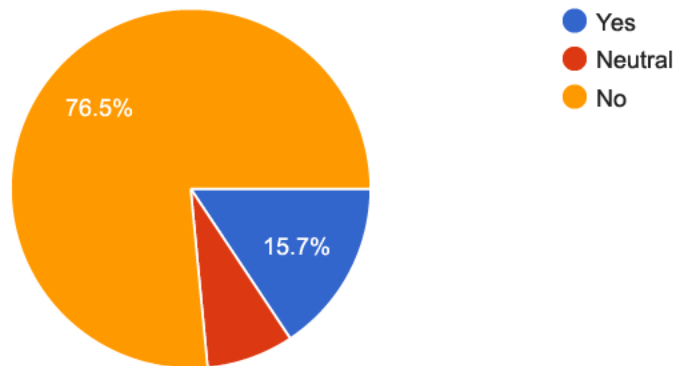


Community Views on Project:

Using the information provided by Urban Systems, are you in favour of the proposed Land Use application by Petro-Canada?

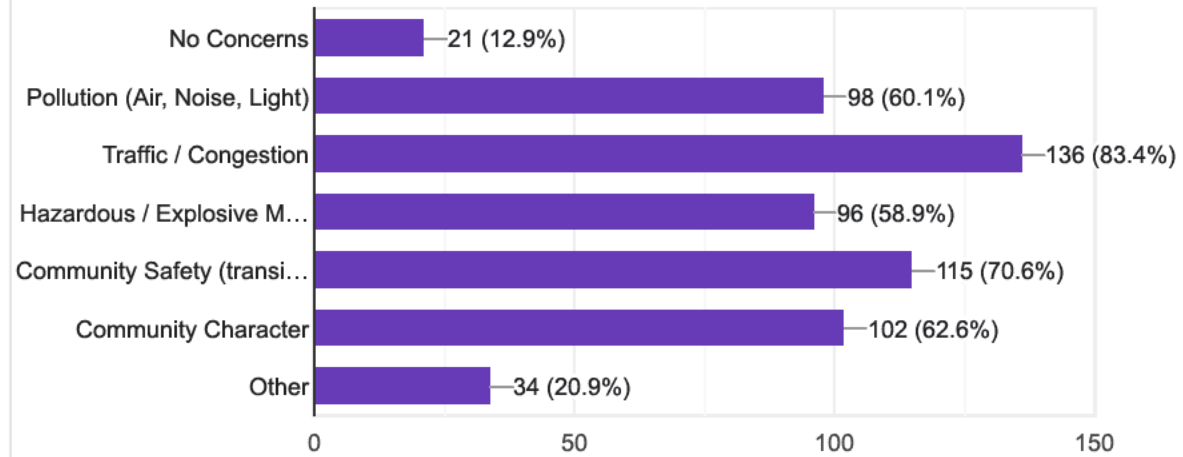
 Copy

166 responses



Do you have any concerns with the project?
If so, select all that apply.

163 responses



If you chose "Other" in the prior question, please list your concerns here or list other comments you have regarding the proposed Land Use Application. **Page 104 of 191**

38 responses

Safety of residents due to public washrooms/ shower facilities. Transient populations will increase. It's beside a school !!

Also springbank does not need more gas stations - Costco is seeing to that

Not enough infrastructure to support increased traffic in area.

Inappropriate and unsafe choice for the community and this site; better planning is required for this already overloaded corner of Springbank. Immediate area residents will be greatly hampered by the level or proposed development at Range Road 33 and Township Rd 250. Community engagement is missing and greatly needed.

Nearness to local schools, danger to children riding bikes to school, danger to bikers that travel through the area, gas station close to Costco's gas station is redundant

Location to the schools, size of vehicles accessing this - large trucks, overnight sleeping of truck drivers and 24 hour operation of a business in the community

I selected 'other' to voice my concern about the phrase 'transient nature of truck stop customers'.

That is really offensive.

I don't know who came up with that phrase, but I hope that they will reconsider their word choices.

Increased crime

This and the Bingham Crossing development are badly needed in our area and hopefully a few busy bodies with insincere objections won't have an effect on progress. Just based on Climate Change alone these developments cut a huge amount of emissions made by people having to constantly run into town for essentials. Not only will we benefit from convenience but also lowering our cost of living while enriching our lives by giving us more time at home with family as opposed to spending windshield time to buy stuff.

The traffic objections are a red herring as there are lots of much worse situations including right in Cochrane. Having the PC moved off the highway will deter any semis from frequenting the new location so those objections are unfounded as well.

The entrance to Harmony from #33 is coming in 2024 so there will be far less traffic on #250 going forward.

Costco will already have a gas station across the street. There is no need to duplicate the business in the neighbourhood.

In light of the approved development of Bingham Crossing, and anticipated traffic into that area (800 vehicles per hour!) I am already extremely concerned about access to and from the TransCanada highway from Range Road 33. There will be congestion directly affecting myself and others as residents requiring access to our homes in communities north and south of the TransCanada and along Range Road 33, including Harmony. This congestion will also impact travellers east and westbound on the TransCanada Highway, as there are only two lanes going each way, and one lane will be slowed down to accommodate vehicles that will be backed up for access to Bingham Crossing. This proposal to move the Petro Canada Truck Stop into the proposed location seems ludicrous under the circumstances. How can it possibly be safe to include large semis on a regular basis into and out of this area where children ride school buses and families transport their children to and from the schools and community facilities south of the TransCanada highway using Range Road 33? The two traffic circles that will be developed prior to the Bingham Crossing Costco which is just east of Range Road 33 to allow easier access to that development will in no way be enough to accommodate the additional traffic of semis, and travellers needing to stop at the Petro Canada, as well as all the anticipated Costco traffic and existing residents of North Springbank and Harmony. I would argue that until the TransCanada Highway has at least three lanes east and westbound, there is a proper overpass at Range Road 33 and the TransCanada highway, and additional lanes on Range Road 33 to accommodate north and southbound traffic, that no further development, including the PetroCanada moving into the location adjacent to the Edge School should be allowed. I vote NO to the PetroCanada proposal.

In my opinion having large trucks making left hand turns on northbound RR33 is safe and use of the roundabout at TWP 250 is inappropriate. The current location allows for easier access for these truck. Knowing the area is experiencing commercial expansion, I would consider support for gas and convenience only without an option for transport trucks. Perhaps the facility at HWY 22 could remain a stop for these trucks only.

The space to accommodate a truck stop just isn't there, and the access is not great. It's current location has ample space and much easier access

This highway truck stop needs to be located farther West with an entrance and exit if it's own like a proper truck stop you see on highways.

The proposal is next to a school and across the street from another gas station. Truck stop gas stations do not fit with the acreage community living that we all moved here for. Also, our roads are barely safe with the current situation let alone allowing very large vehicles and 1000's of other cars access to our only exit in and out of the community.

Costco has already been approved with multiple gas pumps. It does not make sense to have another gas station right next door. Additionally, having a gas station with a truck stop next to a school, near other schools and churches is inappropriate!

Having a second gas station in this area is absurd. There is not enough demand in this community to warrant 2 gas stations. Also, with the amount of vehicles that park at the current Petro-Canada location for commuting out to Canmore/Banff, this will not only increase traffic to this area but will also create congestion in the community. The current location allows travellers from the south (Bragg Creek/Redwood Meadows), the north (Cochrane) and the east (Calgary) to use this service station and by moving will cause more traffic on that stretch of highway as the north and south travellers will have to back track which may cause more traffic on Township Road 250 and Springbank Road to avoid the traffic on the #1. I am completely against this service station being relocated to RR 33 and Township Road 250. All this will add to the already unwanted traffic coming with the new Costco.

As the land is currently zoned for a school or other institution the County ought to be able to outright deny the request by Suncor without the need of going through a public redesignation process. The letter outlining the proposal by Suncor doesn't address what they or RVC will do about the hundreds of cars that park daily (illegally?) at the existing Petro Canada as a carpool meeting spot for mountain travelers. Shame on the Edge school for creating this opportunity for Suncor. This is yet another example of the County trying to turn (north) Springbank into (east) Balzac. The Nichols commercial study and the 2023 public engagement results, both related to the Draft Springbank ASP, clearly do not support a truck stop at this location.

Noise levels and traffic at all hours of the day! Not a great neighbor for Edge school!

Costco gas bar 100 m away

Location...needs to have direct access on and off Hwy 1, as the current location.

Truck stops should be on the highway not off the highway in a neighborhood.

Please STOP trying to turn away development. Our community is evolving and with that comes a need for amenities.

My household, 17+ years residents of Country Lane Estates, have expressed concerns of 'overreach' beyond the significant Bingham development (e.g. the proposed Airport Employment Area). The proposed addition of a PetroCan similar to the one currently at 22X is problematic in and of itself (for the reasons included above) but IN CONJUNCTION WITH Bingham and other development, is wildly over the top. Beyond the first-hand comparison to the existing PetroCanada site, the proposal, being off the highway and adjacent to a school to the west and Bingham to the East will be unacceptable to all residents seeking to maintain a reasonable quality of rural life.

Concerns with volume of traffic, the difficulty of big trucks trying to get in and out of the future roundabouts, and also the additional parking that will occur in the area due to people parking their car in order to carpool thereafter to the mountains.

It is a Truck Stop by another name. Ground contamination and other considerations are definite concerns. Does not fit with the 'Rural Character' of the area, it is Industrial.

Ab Transportation (Jerry Lau) told me they have NO plans to upgrade the Hwy 1/22 interchange. I see this as PC being parasitic off the Costco traffic.

Completely contradictory/inconsistent with environment of neighbouring schools in every respect

Placement closer to Hwy 1 would be accessible yet appropriately removed from the Edge School. Proposed site is NOT easily accessible to travelers and poses hazardous risks to school. Alternatively, put it at Bingham Crossing site.

Safety, criminal activity

Costco is already going to provide a fuel service

It's right in front of a school. Bad idea.

Not enough infrastructure to keep up with demand of traffic. Bingham crossing will already inundate the area with an overflow of cars. Perrocanada will add to the congestion.

- Huge traffic concerns, with this built adjacent to Costco, which will already generate enormous traffic pressure in an inadequate road/interchange system.
- Completely out of character for this Springbank community road and future development areas along Range Road 33.
- There are multiple schools in immediate area, requiring heavy truck traffic and high volumes of traffic to adapt to school zone speed limits and high traffic around the school schedules.
- why would they choose to locate themselves beside a very competitive, lower priced gas supplier (Costco), rather than in a distinct location?

RR33 is main route for school busses and the traffic in and out of that area not only will interfere with times, but will increase the risk of accidents. Hard no.

I don't agree with all the changes to our quiet rural community. The Edge school has already brought traffic congestion. Range Road 33 and the interchange with the Trans Canada will not be able to handle extra Harmony traffic, airport proposed new businesses and Costco traffic. How can Petro Canada be added into this intersection as well? Major road work is required. This must come before further development. The county did not do a good job preparing for Cross Iron Mills. They must not be allowed to make this same error in our community.

I did not believe this type of facility should be located near a school

Thank you for pointing out the subtle way that PetroCan is introducing this into our community. We must object to any change of land use for this location.

Danger due to schools being in the area

Re: Petro Canada Truck Stop

Bernice Leyeza <BLeyeza@rockyview.ca>

Mon 1/29/2024 10:21 AM

To: K W [REDACTED]

Good morning, Kevin:

Received your email and the attached letter of opposition to this application. Would just like to answer some concerns in the letter:

- The Applicant provided Administration a signed Letter of Authorization from the current Landowner of the subject land. Any applicant who wishes to apply for a Planning/Development application that **do not own the land** is required to submit a signed Letter of Authorization
- Circulation / Notification Area: The Planning Department appreciates the raised concerns over the Circulation Area for this type of application. The request to increase the circulation area from the current 1600 metres has been evaluated pursuant to the County's Circulation and Notification Policy (C-327). The current policy does not allow for the assigned Planner on an application, nor Management, to increase the circulation distances as outlined in the Policy. As such, there is no avenue for Administration to notify a larger area as requested. This Policy was recently reviewed by Council and the current circulation areas for all Planning file types were considered.

We are in the circulation phase of the application process and will consolidate your comments during the review of PL20230127, 128, and 158. I will reach out if I have further questions regarding your response.

Your comments will be shared with the applicant once circulation has ended. Council will receive a package of the comments submitted before scheduling a public hearing.

If you have any questions, please let me know.

Thanks,
Bernice Leyeza
Planner 2 | Planning and Development Services

From: K W [REDACTED]
Sent: Monday, January 29, 2024 9:29 AM
To: Bernice Leyeza <BLeyeza@rockyview.ca>; Matt Boscarior <MBoscarior@rockyview.ca>; Division 2, Don Kochan <DKochan@rockyview.ca>
Subject: Petro Canada Truck Stop

Bernice, Matt and Don,

Please see the attached letter regarding the proposed Petro Canada truck stop in Springbank.

Thanks

Kevin

Via Email

January 29, 2024

Planning Services Department
Rocky View County
262075 Rocky View Point
Rocky View County, AB
T4A 0X2

Attention: Bernice Leyeza

Re: Petro Canada Truck Stop File 04733008

I do not support inappropriate development and, as such, do not support the Petro Canada truck stop under Applications¹ PL20230127, PL20230128 and PL20230158 as it will personally and directly adversely affect me.

I am not well versed in the *Municipal Government Act* or in the delegated authority of the County, nor am I expert in planning, development, or transportation, however I will outline several concerns with this witless attempt to commercialize the community of Springbank.

Speculative

The proposed Springbank site is being planned due to the potential expropriation of the Jumping Pound site. Petro Canada's preference would be to retain the Jumping Pound site; however, a potential expropriation of the lands would require relocation to a new facility.

The realtor² with the listing for the subject property confirmed that Petro Canada has not outright purchased the land. Is it permissible to make application for land that is not yours?

The purpose³ of planning and development is for orderly, economic, and beneficial development, to maintain and improve the quality of the physical environment, without infringing on individuals except for an overall greater public interest. A potential truck stop is not in the greater public interest.

Springbank ASP

You are encouraged to speak with your Executive Director of Community Services to understand the County's recent learnings leading up to and arising from the January 16, 2024, Governance Committee meeting about the Draft Springbank ASP.

¹ <https://www.rockyview.ca/Portals/0/Files/BuildingPlanning/Planning/UnderReview/ProposedMSDP/MSDP-Proposed-Petro-Canada-Springbank.pdf>

² January 19, 2024, conversation between Jonathon Popowich, Realtor, and J. Glen

³ Section 617, Municipal Government Act

In response to the then proposed commercial and industrial land uses in the Draft Springbank ASP the majority (60.4%) of general survey responses were opposed to location/scale of business uses. The targeted surveys of residents who live north on RR33 and within 800m provided stronger opposition where 67.5% of respondents were opposed to additional commercial development. A further breakdown of the data of residents who live north on RR33 resulted in 100% opposition to commercial land uses.

The Governance Committee recognized the folly of this level of commercialization and directed staff to revise the Draft ASP with the intent to maintain the existing land use strategies and policies contained in the three predecessor Springbank ASP's. Simply, North Springbank will not be further commercialized, and this site ought to remain with the designation Special, Public Service (S-PUB) District.

Public Engagement

The Circulation and Notification Policy (C-327)⁴ used by RVC to determine who receives notice by being adjacent to or in the immediate vicinity of the proposal is guidance. Policy is not statute and staff ought to exhibit independent and strategic decision making when considering who may be affected by considering factors beyond a radius prescribed in policy (i.e., ~246 homes north on RR33 whose only access is RR33). The Foundation of Administrative Justice offers a course on decision making⁵ where one can learn the blind adoption of policy fetters the discretion of the decision maker.

Petro Canada and Urban Systems also ought to exhibit similar strategic thinking rather than downplaying the level and nature of concerns with their proposal in the summary "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."⁶

As previously described about the Draft Springbank ASP, residents who live north on RR33 and within 800m (of ~TWP250/RR33) are 67.5% opposed to additional commercial development and residents who live north on RR33 (beyond 800m) are 100% opposed to commercial land uses.

Ingress/Egress

The RR33-TWP250-HWY1 corridor isn't an existing road structure capable of supporting existing or proposed traffic volume including the Petro Canada truck stop. The Bingham Crossing Proposed Road Network Improvements will not solve the existing or future transportation concerns. The 4-lane upgrade and roundabouts proposed by Bingham will only move more vehicles quicker to a queue for the 2-lane bridge on RR33 (over HWY1).

According to the Springbank ASP Transportation Network Analysis the County is already aware that Range Road 33 is currently described as a Regional Arterial two-

⁴ <https://www.rockyview.ca/Portals/0/Files/Government/Policies/Policy-C-327.pdf>

⁵ <https://foaj.ca/courses-clinics-and-workshops/decision-making/>

⁶ Page 19, Petro-Canada Springbank Integrated Energy Centre MSDP

lane rural paved standard road with a peak of 700 daily vehicle trips. The intersection at TWP250/RR33 is shown not to currently operate at an acceptable standard for primary traffic movement.

Experientially, the 4-way stop at RR33-TWP250 is already a danger zone Monday thru Friday during the morning and afternoon rush hours. As well, the right-hand lane of westbound HWY1 will back up with traffic exiting to RR33 as vehicles wait during rush hours and Calaway Park opening. This is a result of the addition of the Edge School, growth at the Springbank Airport and about 361 occupied (of 4,500) homes in Harmony.

The Alberta Transportation 2009 CastleGlenn Functional Planning Study on traffic did not model the effects of intensive commercial activity impacts (at Bingham, Costco, Petro Canada, etc.) The proposed Costco will add up to 810 vehicles per hour⁷ (not daily vehicle trips, but hourly) to RR33.

Thankfully Petro Canada agrees their Transportation Impact Assessment⁸ forms part of their application, ought to be in the public realm and willingly shared with the community, contrary to the lack of transparency with Rocky View County's intransigence about releasing application documents except under FOIP.

According to Bunt, the proposed truck stop will generate for RR33 peaks of 212 vehicles in the AM and 185 vehicles in the PM with 85% of those vehicles coming from/to HWY1.⁹

In summary, the Transportation Impact Assessment concludes that the Petro Canada truck stop is not feasible until such time there is a 4-lane bridge for RR33 traffic over HWY 1. Bunt says, "Analysis in this report was completed with Stage 2¹⁰ improvements in place as needed to accommodate the proposed development."

Remora Effect

At the existing HWY22-HWY1 Petro Canada truck stop location there is a gravelled road (TWP245A) linking the truck stop back to HWY 22. This service road has developed unfettered and likely unapproved into a daily, and at times overnight, parking lot for hundreds of vehicles of people ride sharing to recreate in the Rocky Mountains.

The MSDP submitted by Petro Canada is bereft of any description of the treatment and plans for these co-habitants when they relocate with Petro Canada should Petro

⁷ Page 12, Springbank Petro Canada Transportation Impact Assessment, Bunt & Associates Engineering, September 21, 2023.

⁸ Springbank Petro Canada Transportation Impact Assessment, Bunt & Associates Engineering, September 21, 2023.

⁹ Page 16, Springbank Petro Canada Transportation Impact Assessment, Bunt & Associates Engineering, September 21, 2023.

¹⁰ Stage 2 includes the addition of a second bridge structure over Highway 1 to accommodate a total of 4-lanes on Range Road 33 (2 per direction) and Range Road 33 roundabouts would be upgraded to dual lane designs (Township Road 250, Highway 1), Page 7, Springbank Petro Canada Transportation Impact Assessment, Bunt & Associates Engineering, September 21, 2023.

Canada be permitted to move to RR33. Or perhaps the County has turned a blind eye to the parking lot on TWP245A and is equally or more bereft.

A new consequence to the current commercialization in and around the rural fabric of Springbank is the attraction of an element of society that is opportunistically surviving off the honest work of others. Rural crime is on the rise and the crime rate is 36 per cent higher in rural Alberta than it is in urban areas, according to a 2021 report¹¹ by Statistics Canada. The police-reported crime rate in rural parts of Alberta was 7,632 per 100,000 people in 2021 compared to urban areas of Alberta where the rate was 4,958 per 100,000. Promoting additional commercialization is creating more opportunity for the element of criminality to travel through the Springbank community to scout potential targets.

Siting

There is a conundrum as to which party is more believable as Petro Canada and Alberta Transportation and Economic Corridors are in a parley.

According to Petro Canada, “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.”¹²

According to Alberta Transportation and Economic Corridors “At this time, further upgrade of the Highway 1 @ Highway 22 interchange is not on our Program and it is not known when it will be. At such time as the interchange will be upgraded, discussions will be had with Petro Canada at that time.”¹³

Alberta Transportation said in 2021 that “Highway Safety Rest Areas (SRAs) are considered an integral part of North American highway systems”¹⁴. Perhaps Petro Canada and Alberta Transportation and Economic Corridors should work collaboratively to explore a more appropriate site than RR33-TWP250. As example, there is an abandoned weigh scale/pull out site immediately west and adjacent to the existing Petro Canada. This would be a more desirable location as Petro Canada still garners the traffic count on HWY 1 and HWY 22, this is a reasonable brownfield development, the negotiating partners are the same (GOA and Petro Canada), a more permanent (and

¹¹ <https://www150.statcan.gc.ca/n1/pub/85-002-x/2022001/article/00013-eng.htm>

¹² Page 2, Petro-Canada Springbank Integrated Energy Centre MSDP

¹³ September 21, 2023, email exchange between Jerry Lau of Alberta Transportation and Economic Corridors and K. Magnuson.

¹⁴ Page 7, <https://open.alberta.ca/dataset/2b5c861b-3de9-41f5-9d80-522f0c34550c/resource/53810f17-d8c7-4a99-b2d9-a53d57ffaf0c/download/trans-highway-geometric-design-guide-chapter-f-2021-02.pdf>

legal) solution could be achieved for the day trip parked vehicles, improve safety by providing places for travelers to periodically rest, provide suitable places for emergency stops and access to toilet facilities, satisfy the needs and operating legislated requirements of the trucking industries and should ATEC ever upgrade HWY1-HWY22 intersection it will already accommodate the traffic count.

Relief Sought

A Petro Canada truck stop does not respect the rural character of the surrounding Springbank community or reflect the Springbank lifestyle.

The existing transportation infrastructure (RR33 bridge, RR33-HWY1 interchange, RR33, RR33-TWP250 interchange) nor the proposed Bingham Crossing Proposed Road Network Improvements will sustain the vehicle count of the truck stop. There is no commitment by Petro Canada to improve (physically or financially) the transportation network.

This proposal is perhaps the inanest concept (now that Costco is approved) for the four corners of HWY1-RR33 and speaks volumes about the type of neighbor the Edge School is (for not retaining this land as school zoning and sharing their access off TWP250) and Petro Canada is (for seeking this site).

There is no information in the public realm in support of the applications that provides the applications are anything but speculative. Planning staff ought to have refused the applications for being administratively and technically incomplete. As Planning staff missed that process step and moved the applications to circulation/notice they are now compelled to recommend to Council the applications are administratively and technically incomplete.

Respectfully,



Kevin Wilkinson
Idlewild Estates

Cc: Don Kochan
Matt Boscarol

Re: Opposition to Applications PL0230127, PL20230128 and PL20230158

Kim Magnuson [REDACTED]

Mon 2/5/2024 1:43 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Thank you so much.

Answering these questions must take a lot of your time, and you have many other things to do. I am a previous councillor, and staff never responded to questions that were meant to be part of an agenda package.

Kim
[REDACTED]

On Feb 5, 2024, at 9:41 AM, Bernice Leyeza <BLeyeza@rockyview.ca> wrote:

Good morning, Kim:

Thank you for clarifying! I had misinterpreted your "Questions to Ask" as a specific request from me/Administration for feedback on those matters at this time. As previously noted, the comments you have provided will be consolidated with other comments received for this application and provided to the applicants and to Council.

Thanks,
Bernice Leyeza
Planner 2 | Planning and Development Services

From: Kim Magnuson [REDACTED]
Sent: Saturday, February 3, 2024 8:30 PM
To: Bernice Leyeza <BLeyeza@rockyview.ca>
Subject: Re: Opposition to Applications PL0230127, PL20230128 and PL20230158

Hello Ms Leyeza,

I was quite surprised to get your response.

Normally, the planners say: "Thank you, your submission will be included in the council package". In this case, I'm not asking you the questions; I'm asking the applicant and council to consider the questions and answer them. . It sounds to me like you're defending what the applicant has done or submitted and I find this very unusual and rather biased.

Sincerely,

Kim Magnuson

On Thu, Feb 1, 2024 at 10:17 AM Bernice Leyeza <BLeyeza@rockyview.ca> wrote:

Good morning, Kim:

Apologies for the delay in my response. We are still currently reviewing the technical components of this application, so some of the questions you have below will be provided once I get the full review. We appreciate your understanding on this matter. Please see our responses below in **green**:

Their MSDP states: "Over the last two decades this area has experienced and is planned to continue experiencing development, specifically through commercial intensification" but we know this isn't true. Who is bringing this intensification? As noted above, all evidence contradicts this claim.

Section 5.3 of the proposed MSDP speaks to the future development permits being applied on the subject lands will be required to conform to the current ASP, which is the North Springbank ASP. They did take note of the draft Springbank ASP, but they acknowledged that North Springbank ASP is the current ASP they have to adhere to.

Their MSDP refers often to the 2023 Draft ASP that was not accepted by the Governance Committee in January, so is their information still irrelevant?

Throughout the MSDP document, they did take note of the draft Springbank ASP but outlining that their proposed MSDP will have to adhere to the existing ASP, which is the North Springbank ASP.

Why didn't the applicant hold at least one Open House that the general public could attend? Their public engagement appears to have deliberately excluded significant residential communities that will be severely impacted by this proposal; however, they say they met with the Harmony HOA - which is outside their notification zone. There is only a handful of residences within the circulation zone, but dozens of commercial properties and empty quarter sections of land. (See attached map).

As per the RVC Circulation Policy (C-327), it denotes that area within 1,600m away from the subject land (if outside a hamlet) will be circulated and notified about an application that will have a Public Hearing. We encourage the applicant to at least engage within the 1,600m area, and it would be at their discretion if they would like to engage further beyond the specified area in our policy. Appendix C of our County Plan outlines the requirements for an MSDP application.

Please note that we are in the circulation phase of the application process and will consolidate your comments during the review of PL20230127, 128, and 158. I will reach out if I have further questions regarding your response.

Your comments will be shared with the applicant once circulation has ended. Council will receive a package of the comments submitted before scheduling a public hearing.

If you have any questions, please let me know.

Thanks,

Bernice Leyeza
Planner 2 | Planning and Development Services

From: Kim Magnuson [REDACTED]
Sent: Monday, January 29, 2024 5:46 PM
To: Bernice Leyeza <BLeyeza@rockyview.ca>; Division 2, Don Kochan <DKochan@rockyview.ca>;
Matt Boscarior <MBoscarior@rockyview.ca>
Subject: Opposition to Applications PL0230127, PL20230128 and PL20230158

Hello Ms Leyeza,

I am writing in opposition to File 04733008, including Applications:
PL20230127 (amendment to North Springbank ASP),
PL20230128 (redesignation of S-PUB to C-HWY), and
PL20230158 (approval of the MSDP for an Integrated Energy Centre)
for a proposed Petro Canada Station on the corner of Twp 250 and RR 33.

Doesn't Meet County or Regional Plans

1. The County Plan identifies the NW corner of RR 33 and Highway 1 as a Highway Business Area but this application is **not** within the quarter section identified for that use, so this application presents serious scope creep;
2. It is not immediately adjacent to the highway;
3. The Regional Growth Plan does not support this use outside of a Preferred Growth Area.

Where is "Growth Pressure" Coming From?

1. Development pressure is coming from only a few within the development industry. We all know how long the Bingham Crossing lands have taken to be shovel-ready - 11 years to date - which shows there really is no commercial pressure in the area;
2. Similarly, after more than 11 years, the community of Harmony is building far more slowly than anticipated with only 381 occupied homes;
3. The County's 2022 Commercial Demand Analysis (Nichols) indicated there is no need for further commercial/industrial uses in Springbank.

Petro Canada Doesn't Belong Here

1. With the approval of an adjacent Costco in 2023 with its 24 pump fuel station, there is simply no need for this type of development here;
2. It introduces intrusive environmental concerns such as idling trucks and bright lighting;
3. Its traffic on TWP 250 will encroach upon the very busy Edge school traffic and intermix with all the residential traffic from properties to the north, east and west;

4. It hasn't addressed the reality that Alberta Transportation has stated that the Hwy 1/RR 33 interchange must be upgraded to two bridges before Petro Canada can begin operations;
5. It will create traffic safety issues and driver confusion when big trucks are using roundabouts on RR 33 and TWP 250;
6. The Westbound ramp from RR 33 to Hwy 1 is far too short (about 250 m) for a semi to get up to highway speed;
7. The North Springbank ASP which is under review does not allow Rural Employment Areas outside of the airport lands;
8. The application doesn't fit with the land uses to the north (Residential) and west (School);
9. Sharing a driveway with a school is absurd;
10. This isn't a location that makes sense for major semi trucks to pull off Hwy 1, as it will impair the function of the highway;
11. This is simply not a compatible location as a replacement for Petro Canada's existing Hwy 1/22 station.

Present Petro-Canada Location is Ideal

1. Alberta Transportation indicates that the present location of Petro Canada on Hwys 1 and 22 is under no threat of being upgraded in the foreseeable future (J. Lau);
2. Suncor still has a 6-year lease on Hwy 1/22, and from what ATEC staff say, will have no need to relocate at the end of that lease;
3. Its entrance/exit is directly on Highway 1;
4. This location benefits the trucking industry as well as traffic from Highways 1 and 22 with its ease of access;
5. This location was upgraded and completely renovated only 1.5 years ago.
6. If they have to move, it would make sense to buy land just west of their present location.

Why Here? Why Now?

1. Only 1.5 years ago, the Petro Canada on Highways 1 and 22 was closed for a significant length of time over the summer to renovate their operation. Does it now make sense to move? When they undertook the renovations, they knew that at some point AT would expropriate the land. So what changed in such a short time to make Petro Canada want to relocate?
2. Costco was approved on the lands adjacent to the applicant's property in the intervening period, and it appears that this application is simply parasitic to Costco;

Questions to Ask

1. Even after upgrading the access from Hwy 1 into their existing operation, there is often a backlog of traffic stacking onto Hwy 1 at their present location. How will the County and AT prevent this from happening on Hwy 1, TWP 250 and RR 33?
2. ATEC (on the Suncor TIA) states that the overpass on Hwy 1 will have to be twinned if this application is approved. Who will pay for this and when?
3. Their MSDP states: "Over the last two decades this area has experienced and is planned to continue experiencing development, specifically through commercial

intensification" but we know this isn't true. Who is bringing this intensification? As noted above, all evidence contradicts this claim.

- 4. Their MSDP refers often to the 2023 Draft ASP that was not accepted by the Governance Committee in January, so is their information still irrelevant?
- 5. Why didn't the applicant hold at least one Open House that the general public could attend? Their public engagement appears to have deliberately excluded significant residential communities that will be severely impacted by this proposal; however, they say they met with the Harmony HOA - which is outside their notification zone. There is only a handful of residences within the circulation zone, but dozens of commercial properties and empty quarter sections of land. (See attached map).
- 6. How does this operation co-exist with massive amounts of residential traffic that has no other way in/out of their homes in North Springbank?

As we undergo an update to our ASPs in Springbank, staff and councillors alike have seen that residents want to maintain our unique country residential community and we hope that the County remains committed to maintaining that.

In closing, I'm asking Council to refuse this application.

Thank you for your consideration.
Kim

<RockyView Petro Can notification zone_entire.png>

--
Kim

114 Huggard Road - Opposed to movement of petro canada truck stop

Kristin Paterson [REDACTED]

Wed 1/31/2024 4:50 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>; Division 2, Don Kochan <DKochan@rockyview.ca>; Matt Boscariol <MBoscariol@rockyview.ca>

We are opposed to moving the petro canada truck-stop into our neighbourhood.

Points to consider**Facts:**

- The County's own **economic study** concluded there is no need for any more commercial/light industrial than what is already approved: <https://www.rockyview.ca/Portals/0/Files/BuildingPlanning/Planning/UnderReview/Springbank/Springbank-ASP-Commercial-Demand-Analysis.pdf>

Goals and Visions:

- A massive Petro Canada truck stop in this location breaches all the goals and visions of the Springbank Area Structure plan, ie: **to maintain Springbank as a distinct and attractive country residential community.**

Location:

- A Petro Can Truck Stop is in no way compatible with the country residential community, or with the schools in the area. It will dramatically worsen the traffic from developments already approved for this area (Costco and Harmony at its build out). The land itself isn't owned by Suncor (Petro-Can).
- A gigantic truck stop needs its own entrance and exit off the highway – like the Petro Canada has at its existing location at Hwy. 1 and RR 22. This permits vehicles to use the facility without imposing its own traffic on other road users. Alberta Transportation does not foresee upgrading that intersection in the short or, even medium, term; this then begs the question: Why is Petro Canada focused on this location at this time if they don't have to move from Highways 1/22?
- The massive truck traffic volumes generated by Petro Canada will add to the **800+ cars per hour** that Costco will attract. It will add dangerous traffic volumes to the only way in/out from North Springbank, and this new location with all its roundabouts isn't conducive to semis. Their own Traffic Impact Assessment states that RR 33 will have to become 4 lanes wide, and a second bridge over Highway 1 will be necessary.

Traffic:

- Traffic is already too heavy for this area – with Costco, ever-growing Harmony, and the Airport's plan to develop more commercial/light industrial on its own 300 acres of land. Even if and when all the planned upgrades to the interchange happen, the traffic volumes from a massive truck stop do not belong in this location.

Schools:

- There are 4 Springbank schools and numerous school buses in this area, and many parents driving kids to and from school, as well as students driving themselves to and from school. There is also cycling traffic along this route. None of this should have to mix with transport trucks or the RV's and campers using this truck stop on their way to the mountains and beyond.
- The Edge school is right next door and the Daycare at the United Church is right across the road.

Safety:

- Transient folks may enter our area, who otherwise would not know this country residential area exists, opening us up to potential criminal intent.
- Police patrol this area only 2X a week at night and 2X a week in the daytime, but Petro-Canada is a 24-hour operation

Pollution:

- The truck stop caters to short term stays by truckers to fuel up, eat, shower, sleep and do laundry. This can result in a significant number of idling trucks. This creates toxic fumes that can travel in the wind to everyone in the area – including the adjacent Edge school and the nearby daycare.

Re: Petition... file number in the subject line: File 04733008

Bernice Leyeza <BLeyeza@rockyview.ca>

Mon 1/29/2024 9:48 AM

To: Laura Oyen [REDACTED]

Good morning, Laura:

Thank you for your comments. We are in the circulation phase of the application process and will consolidate your comments during the review of PL20230127, 128, and 158. I will reach out if I have further questions regarding your response.

Your comments will be shared with the applicant once circulation has ended. Council will receive a package of the comments submitted before scheduling a public hearing.

If you have any questions, please let me know.

Thanks,

Bernice Leyeza

Planner 2 | Planning and Development Services

From: Laura Oyen [REDACTED]

Sent: Sunday, January 28, 2024 11:35 AM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Cc: kochandiv2@gmail.com <kochandiv2@gmail.com>; Matt Boscarior <MBoscarior@rockyview.ca>

Subject: Petition... file number in the subject line: File 04733008

Planning Services Department
Rocky View County
[262075 Rocky View Point](#)
[Rocky View](#) County, AB
T4A 0X2

Attention: Bernice Leyeza

I am opposed to the Petro Canada application at the Northwest Corner of RR33 and Twp. 250, specifically -
Applications PL20230127, PL20230128 and PL20230158

We reside in Country Lane

Letter of opposition:

Facts:

- In the Springbank Area Structure Plan surveys, residents were overwhelmingly opposed to the Springbank Airport Employment Area. 100% of respondents from Idlewild and Country Lane were opposed to additional commercial/light industrial near our community. The County's economic study concluded there is no need for any more commercial/light industrial than what is already approved.

This Truck stop is NOT compatible with a country residential area.

Goals and Visions

- A massive Petro Canada truck stop in this location goes against all the goals and visions of the Springbank Area Structure plan – **to maintain Springbank as a distinct and attractive country residential community.**

Location:

- A massive Petro Can Truck Stop is in no way compatible with the country residential community, or with the schools in the area. It will dramatically worsen the horrendous traffic from developments already approved for this area (Costco and Harmony at its build out).
- A gigantic truck stop needs its own entrance and exit off the highway – like the Petro Canada has at its existing location at Hwy. 1 and RR 22. This permits vehicles to use the facility without imposing traffic on other road users.
- The massive truck traffic volumes the Petro Canada will generate will add to the 800+ cars per hour the Costco will attract. It will add dangerous traffic volumes to the only way in/out from our community.

Traffic:

- Traffic is already too much for this area – with Costco, ever growing Harmony, and the Airport’s plan to develop more commercial/light industrial on its land. Even if and when all the planned upgrades to the interchange happen, the traffic volumes from a massive truck stop do not belong in this location.

Schools

- There are 3 Springbank schools in the area with school buses, - parents driving kids to and from school, and students driving themselves to and from school. There is also bicycle traffic along this route. None of this should have to mix with transport trucks that are always in a hurry, and RV’s and campers using this truck stop on their way to the mountains and beyond.
- The Edge school is right next door and the Daycare at the United Church right across the road.

Safety:

- Transient folks will enter our area – who otherwise would not know this country residential area existed - opening us up to potential criminal intent.
- Police only patrol this area 2X a week at night and 2X a week in the daytime. This is a 24-hour operation!

Pollution:

- The truck stop caters to short term stays by truckers to fuel up, eat, shower, sleep and do laundry. This can result in a significant number of idling trucks. This creates toxic fumes that can travel in the wind to everyone in the area – including the adjacent Edge school and the nearby daycare.

Regards,

--

Laura Oyen
 Real Estate Agent
 RE/MAX Real Estate (Central)
 5211- 4 St. N.E.
 Calgary, Alberta T2K 6J5
 Cell: [REDACTED]
 Off: [REDACTED]
 Fax: [REDACTED]
 email: [REDACTED]

File 04733008 - Opposition to Petro Canada Commercial Truck Stop in RVC

Linda Orr [REDACTED]

Wed 1/31/2024 11:10 AM

To: Bernice Leyeza <BLeyeza@rockyview.ca>; kochandiv2@gmail.com <kochandiv2@gmail.com>; Matt Boscarior <MBoscarior@rockyview.ca>; premier@gov.ab.ca <premier@gov.ab.ca>; ae.minister@gov.ab.ca <ae.minister@gov.ab.ca>; cfs.minister@gov.ab.ca <cfs.minister@gov.ab.ca>; transportation.minister@gov.ab.ca <transportation.minister@gov.ab.ca>

Planning Services Department
Rocky View County
262075 Rocky View Point
Rocky View County, Alberta T4A 0X2

Attention: Bernice Leyeza

Cc: Don Kochan, Matt Boscarior, Danielle Smith, Rajan Sawhney, Searle Turton, Devin Dreeshen

Dear Ms. Leyeza, Mr. Kochan, Mr. Boscarior, Premier Smith, Ms. Sawhney, Mr. Turton, Mr. Dreeshen -

I am strongly OPPOSED to the proposed Petro Canada Commercial Truck Stop for RVC for the following reasons. I live at the end of RR33 and this truck stop would have a significant negative impact on myself, my family, our school and our community.

There is an existing truck stop only a few miles west of the proposed location, why would we need another truck stop in this area and near residences and schools, it makes no sense. The Petro Canada Truck Stop is not in line with country-residential zoning, and the visions of the Springbank Area Structure plan.

The location is within our country-residential community, and will have a negative impact on property values and the overall esthetic of the area. It will ruin the appearance of the community

Truck stops bring traffic, pollution, noise

and increased crime. There is also environmental risks if there was a tanker explosion or leakage or spillage or accidents with other vehicles. Why would you bring this into our quiet country residential area ? Most importantly this location is a serious threat to school kids and their parents, teachers and bus drivers. I am horrified that you would even consider putting a commercial truck stop at this location

I look forward to hearing from you
Regards,

Linda Orr
19 Country Lane Terrace
Rocky View County, AB

Opposed to Land Use File 04733008

Lisa Wilson [REDACTED]

Mon 1/29/2024 12:15 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Cc: Division 2, Don Kochan <DKochan@rockyview.ca>; Division 1, Kevin Hanson <KRHanson@rockyview.ca>

To: Planning Services Department

Re:

File #: 04733008

Application #: PL20230127

PL20230128

PL20230158

Good Morning,

I am writing this email to express my great concern regarding the proposed land use redesignation for a Petro-Canada station to be located at the SW corner of Range Road 33 and Highway 250.

I am a Springbank resident located on Lynx Lane in Springbank Links. We choose to live in Springbank for the rural lifestyle that it offers away from the city; quiet, clean air and land, personal safety, and a great sense of community among the residents.

My children attend the Springbank Community High School and play hockey at Springbank Park for All Seasons and at the Edge School. Range Road 33, Highway 250 and the ramps from and onto Highway 1 are already very busy with the residential traffic getting to and from home, school and activities. With the proposed development, the amount of traffic in this area will increase tremendously, quite beyond the capacity that the intersections near/adjacent to this area of land can safely accommodate. Highway 250 will be used as a shortcut (with drivers likely speeding), creating congestion and unsafe conditions on this road and adjacent range roads which are direct routes to residential areas. Many residents use these roads for walking, jogging, biking and horseback riding. In addition, there is a multitude of wildlife on the lands surrounding these roads, often crossing the roads at all times of the day.

With the increased traffic and increased people will come an increase in the crime rate, from littering to theft and break-ins, and there is no plan for increased police presence in the Springbank area. Currently, the people who are in this area, live here, and there is a strong Neighbourhood Watch to ensure that our community is safe as residents look after each other and work with the local RCMP to notify them of unexpected behaviour in the area. With this proposal, further commercial expansion will occur, increasing the number of people to this area who would not otherwise come to Springbank, and who do not have a vested interest in the area.

The area of Springbank is a rural community, and should be preserved as such. The redevelopment of the land for commercial use such as a Petro Canada Master Centre decreases the quality of life for current residents and should be opposed.

Sincerely,
Lisa Wilson

Petro-Canada development in Springbank

Lois Morris [REDACTED]

Tue 1/30/2024 7:10 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

I have just been informed that the MD of Rockyview is considering allowing a truck stop be put across the road from the Edge School in [Springbank and the Springbank United Church. Obviously none of your members are, or have ever been, parents or they would not consider such a ludicrous choice.

I hope common sense will prevail and your committee will reconsider your options

Lois Morris

File 04733008

Louis Auger [REDACTED]

Wed 1/31/2024 2:16 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>; cochandiv2@gmail.com <cochandiv2@gmail.com>; Matt Boscarol <MBoscarol@rockyview.ca>

Folks,

We are strongly opposed to the Petro-Canada application at the corner of RR33 and TWP 250 specifically applications PL20230127, PL20230128 and PL20230158.

The location of this change would dramatically alter the traffic pattern and significantly impact the safety of users and residents in the area. As I am sure you are aware there are 5 schools within 3km of this space including one adjacent to the property. Two of these schools house new drivers. In addition there are five rinks, soccer fields, baseball diamonds, Callaway Park and other attractions in close proximity which attract young and old. If you add appreciable truck (not small trucks either) traffic to this busy corridor -you are asking for major interruptions, congestion and traffic incidents.

The traffic here will be much greater than the current PetroCanada location as this station will be accessible from both sides of the highway and with the new ring road previously accessible truck fueling stations in the city are now bypassed. Adding to this confusion is the new COSTCO facilities which will have sufficient fueling for small vehicular traffic hence the need for this station is the larger diesel primarily rigs.

We ask you to consider a location off the highway that has direct on off capability similar to what exists today. I personally have visited many of the residents in the area and have yet to hear of any that think this is a good idea.

I ask you in the public interest to reject this idea early so that there is not a large wasted effort by everyone.

Thank you for listening.

Louis and Carmie Auger
153 Country Lane Drive
29 year resident

Re: File 04733008

Bernice Leyeza <BLeyeza@rockyview.ca>

Mon 1/29/2024 8:44 AM

To: Mae Y [REDACTED]

Hey Mae,

Received the updated letter - this will be consolidated with your original letter together with other letters received pertaining to this application.

Thanks,

Bernice Leyeza

Planner 2 | Planning and Development Services

From: Mae Y [REDACTED]

Sent: Friday, January 26, 2024 11:06 AM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Cc: Matt Boscarior <MBoscarior@rockyview.ca>; kochandiv2@gmail.com <kochandiv2@gmail.com>

Subject: Re: File 04733008

Dear Bernice, please see my updated letter regarding this file, which includes more information, thank you!
Mae

Jan 26, 2024

Planning Services Department
Rocky View County
262075 Rocky View Point, AB
T4A 0X2

Attention: Bernice Leyeza

Dear Bernice,

I am opposed to the Petro Canada application at the Northwest Corner of RR33 and Twp. 250, specifically - Application PL20230127, PL20230128 and PL20230158

This truck stop is NOT compatible with a country residential area. It would go against all the goals and visions of the Springbank Area Structure Plan which is to **maintain Springbank as a distinct and attractive country residential community**. In addition, the County's economic study concluded that there is no need for any more commercial / light industrial that what is already approved.

Please consider the following points below:

Location:

- A massive Petro Can Truck Stop is in no way compatible with the country residential community, or with the schools in the area. It will dramatically worsen the horrendous traffic from developments already

3/5/24, 3:25 PM

approved for this area (Costco and Harmony at its build out).

- A gigantic truck stop needs its own entrance and exit off the highway – like the Petro Canada has at its existing location at Hwy. 1 and RR 22. This permits vehicles to use the facility without imposing traffic on other road users.
- The massive truck traffic volumes the Petro Canada will generate will add to the 800+ cars per hour the Costco will attract. It will add dangerous traffic volumes to the only way in/out from our community.

Traffic:

- Traffic is already too much for this area – with Costco, ever growing Harmony, and the Airport's plan to develop more commercial/light industrial on its land. Even if and when all the planned upgrades to the interchange happen, the traffic volumes from a massive truck stop do not belong in this location.

Schools

- There are 3 Springbank schools in the area with school buses, - parents driving kids to and from school, and students driving themselves to and from school. There is also bicycle traffic along this route. None of this should have to mix with transport trucks that are always in a hurry, and RV's and campers using this truck stop on their way to the mountains and beyond.
- The Edge school is right next door and the Daycare at the United Church right across the road.

-

Safety:

- Transient folks will enter our area – who otherwise would not know this country residential area existed - opening us up to potential criminal intent.
- Police only patrol this area 2X a week at night and 2X a week in the daytime. This is a 24-hour operation!

Pollution:

- The truck stop caters to short term stays by truckers to fuel up, eat, shower, sleep and do laundry. This can result in a significant number of idling trucks. This creates toxic fumes that can travel in the wind to everyone in the area – including the adjacent Edge school and the nearby daycare.

Thank you for the opportunity to express my concern, I hope my comments can be taken into consideration,

Mae Yuen

232 Country Lane Drive in Country Lane Estates, North Springbank

From: Bernice Leyeza <BLeyeza@rockyview.ca>

Sent: January 25, 2024 5:02 PM

To: Mae Y [REDACTED]

Subject: Re: File 04733008

Good afternoon, Mae:

Thank you for your comments. We are in the circulation phase of the application process and will consolidate your comments during the review of PL20230127, 128, and 158. I will reach out if I have further questions regarding your response.

Your comments will be shared with the applicant once circulation has ended. Council will receive a package of the comments submitted before the public hearing.

If you have any questions, please let me know.

Thanks,

Bernice Leyeza

Planner 2 | Planning and Development Services

From: Mae Y [REDACTED]

Sent: Thursday, January 25, 2024 1:07 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Cc: kochandiv2@gmail.com <kochandiv2@gmail.com>; Matt Boscarior <MBoscarior@rockyview.ca>

Subject: File 04733008

Jan 25th 2024

Planning Services Department
Rocky View County
262075 Rocky View Point, AB
T4A 0X2

Attention Bernice Leyeza

I am opposed to the Petro Canada application at the Northwest Corner of RR33 and Twp. 250, specifically - Application PL20230127, PL20230128 and PL20230158

I live at 232 Country Ln Dr in Country Lane Estates.

Thank you

Mae Yuen

Subject: File 04733008

Michelle Leoppky [REDACTED]

Wed 1/31/2024 12:59 AM

To: Bernice Leyeza <BLeyeza@rockyview.ca>; kochandiv2@gmail.com <kochandiv2@gmail.com>; Matt Boscarol <MBoscarol@rockyview.ca>

Cc: Michelle Leoppky [REDACTED]

January 30, 2024

Planning Services Department

Rockyview County

262075 Rocky View Point

Rocky View County, AB

T4A 0X2

Attention: Bernice Leyeza, Don Kochan, Matt Boscarol

I am extremely opposed to the Petro Canada application at the Northwest corner of RR33 and Twp. 250, specifically - Applications PL20230127. PL20230128. and PI20230158.

I live in Country Lane Estates.

What do we say to the above propositions, for a Petro Canada, a BIG Petro Canada 'compound' in our 'Country Neighbourhood', - a resounding NO.

Please think if You, personally, would like such an imposing structure/business to be built in your backyard.

The collateral damage to our neighbourhood would be overwhelming, disappointing, and completely unnecessary to our Community. It would bring all of the things that the Residents of Springbank, especially those located off of RR33, have located our lives here, to avoid. Noise pollution, air pollution, traffic, congestion. The very things we hold dear, and respect, will be severely compromised and threatened: Safety, tranquility, peace, respect for the environment, and a rural way of life.

The people living on RR 33, will be deeply impacted by the influx of people, traffic, noise, pollution, the impact and safety of our Children attending nearby schools, the traffic which will impact us immensely. The sheer number of vehicles and strangers that would be coming to our Community is overwhelming, frightening and so unreasonable.

A question is, if Petro Canada wants to build in Springbank, why not locate directly off of Highway #1? WHY, WHY, WHY, have a location directly impacting our neighbourhood, directing traffic, people, and all of the negative aspects that it will generate, directly into our midst? Next to schools, a church, a one-way road (RR33), and near an already terribly imposing Costco, with a gas bar of its own?

Please listen to the Residents of this Community, when we say NO to this invasive proposal!

On a personal note, may I say that since my young years spent in Calgary, it has been my dream to live in Springbank. After many years of struggle to realize my dream of living here, it is so disheartening, to

3/6/24, 9:13 AM

now, in later years, amid new struggles, to feel very vulnerable and threatened, and have to fight to maintain the home, community and way of life that we so cherish.

Again, we ask You to please listen to the People and Residents who make up this Community, when we rationally say NO to the Petro Canada coming to their proposed location. NO. NO. NO.

ThankYou for the opportunity to voice our very real and heartfelt concerns,

Regards,
Michelle Leoppky

RE: Petro Canada Land Use

Logan Cox <LCox@rockyview.ca>

Tue 12/12/2023 11:22 AM

To: Patric Nagel [REDACTED]
Cc: Matt Boscarior <MBoscarior@rockyview.ca> [REDACTED] Bernice Leyeza <BLeyeza@rockyview.ca> [REDACTED] Rhonda Pusnik <RPusnik@rockyview.ca>

Good Morning,

Thank you for your further comments on this application, and they will be included in the application comments to be attached to the Council Report, when this application is presented to Council.

The County appreciates comments and feedback from residents and will endeavour to answer questions on process and what is proposed. The County has a duty to process applications that have been submitted. As part of the process the County notifies landowners within 1.6km of the application in accordance with Council [Policy C-327](#). This policy was recently reconsidered by Council and the 1.6km circulation area was determined to be appropriate for these types of applications in locations outside of a hamlet boundary. This policy does not have a provision for Administration to vary the distances prescribed; at the time of the Public Hearing with Council for this application, should Council wish to send back the application and see a larger circulation area then Administration will take direction from Council at that time.

You are welcome to share your comments to Council at the time of the Public Hearing, further notice of the date and whether it is a morning or afternoon hearing will be sent out to residents within 1.6km and will be posted on the County website, under the Council section. You are welcome to continue to touch base with Bernice Leyeza, the County Planner assigned to this file, with regards to the file status and an anticipated Council date; no Council date has been determined at this time as the application is still within the initial stages. Concerns with regards to the appropriate location for this proposed development will be considered by Council prior to them rendering a decision on the application.

Sincerely,

LOGAN COX, BA

HE/HIM/HIS

Supervisor (Planning & Development) | Planning

From: Patric Nagel [REDACTED]
Sent: Monday, December 11, 2023 4:44 PM
To: Logan Cox <LCox@rockyview.ca>; [REDACTED]
Cc: Matt Boscarior <MBoscarior@rockyview.ca>; [REDACTED] Bernice Leyeza <BLeyeza@rockyview.ca>; [REDACTED] Division 2, Don Kochan <DKochan@rockyview.ca>; Division 1, Kevin Hanson <KRHanson@rockyview.ca>; Division 3, Crystal Kissel <CKissel@rockyview.ca>; Division 4, Samantha Wright <SWright@rockyview.ca>; Division 5, Greg Boehlke <GBoehlke@rockyview.ca>; Division 6, Sunny Samra <SSamra@rockyview.ca>; Division 7, Al Schule <ASchule@rockyview.ca>
Subject: RE: Petro Canada Land Use

Good afternoon Logan,

I am writing to revisit the subjects of our last email exchange as I see that many of my neighbors are also now weighing-in with various representatives of Rockyview County. I wanted to ensure that my and my neighbors' concerns remain top of mind with all influential parties including the county councilors.

Of primary concern is the escalating risk of improper land use in Springbank, specifically along RR33 near Highway 1. As communicated previously, my family and friends are gravely concerned that the ASP land use proposal for an

3/5/24, 2:31 PM

Airport Employment Area north of the approved Bingham development will further erode the quality and character of the area, are entirely unnecessary (as determined by your own independent study) and will represent an unavoidable torment to the hundreds of residents for whom there are no other direct access routes in and out of the community.

Adding insult to the proposed injury is the more recent proposal for a PetroCanada truck stop to be added across from Bingham, abutting the Edge School grounds, absent of direct highway access or appropriate infrastructure. Approval of this development will magnify the inherent challenges to access that the approved development will already impose and will greatly infringe on the quality of life and safety for 1,000's of residents who traverse this area daily.

In addition to registering my concern, I must reiterate the inadequacy of current 'policy' regarding public consultation. For administration to lean on the existing practice of polling only residents within 1.6km of the proposed development is to intentionally opt to hear a dozen or fewer voices while excluding the hundreds in Country Lane, Idlewilde and Aventura (and further 1000's in Harmony) who have no option but to travel through the development multiple times a day to access work and return home.

I am eager to discuss the proposal and your limiting policy at your first convenience or in front of council if the opportunity to do so is granted.

Sincerely,

Patric Nagel
[REDACTED]

From: Logan Cox <LCox@rockyview.ca>

Sent: Thursday, November 9, 2023 8:51 AM

To: [REDACTED]

Cc: Matt Boscarior <MBoscarior@rockyview.ca>; [REDACTED]; Patric Nagel

[REDACTED]; Bernice Leyeza <BLeyeza@rockyview.ca>

Subject: RE: Petro Canada Land Use

Good Morning Mr. Nagel,

The County is in receipt of two applications related to the proposed Petro Canada station being requested in Springbank; the first is an amendment to the Area Structure Plan, and the second is a redesignation (rezoning) application for the property on the east side of the Edge School. These applications are currently within the initial review portion of the application, once the Planner assigned is satisfied the information provided is enough to circulate the files they will have the notices drafted and mailed out to area residents along with a sign being posted on the property to notify area residents of the proposal. Landowners within 1.6km of the subject parcel will be directly mailed a notice in accordance with Council Policy C-327 (Circulation and Notification Standards).

During the circulation the County will be seeking responses from applicable agencies and area residents on the proposal. These comments will then be redacted, where necessary, and shared with the applicant so they can determine how they would like to proceed with their application. Should the applicant wish to proceed to Council without major changes to their application the Planner assigned to the files will draft the Council report and prepare it for internal reviews prior to a Public Hearing date with Council being determined. Should the application proceed through this process a final Council meeting date will be determined and a Public Hearing notice will be sent to the residents within 1.6km of the subject parcel as well as notices posted on the County website.

If you would like to provide comments on the application, please send them to Bernice Leyeza at BLeyeza@rockyview.ca (CC'd), she is away until November 20th.

3/5/24, 2:31 PM

Thank you for your time and input into how the County develops.

Sincerely,
LOGAN COX, BA
HE/HIM/HIS
Supervisor (Planning & Development) | Planning

ROCKY VIEW COUNTY

262075 Rocky View Point | Rocky View County | AB | T4A 0X2

Phone: 403-520-6308 | Cell: 587-435-8731

LCox@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.

From: Patric Nagel <>
Sent: Tuesday, November 7, 2023 2:30:48 PM
To: Division 2, Don Kochan <DKochan@rockyview.ca>
Cc: Traci Nagel [REDACTED]; [REDACTED]
Subject: Fwd: FW: Petro Canada Land Use

Hi Don,
My wife and I have connected with you before by email and in person (at the Springbank water co-op office).

Then, the issue was the Rockyview ASP and, specifically, our significant concerns regarding the proposed Airport Employment Area and the compounding impacts (traffic, access, safety) for all area residents when paired with the upcoming Bingham development.

Living in Country Lane Estates for 17-years+, we feel particularly aggrieved by the potential impacts on our quality of rural life.

I am writing today to emphasize these concerns and to express the 'panic' we are feeling over the (nearly unbelievable) proposal to add an off-highway truck stop intended to service heavy trucks and the faction that accompanies them. When added to Bingham and, potentially, other development, force fitting a truck stop between a school and a shopping mall in an otherwise rural community is beyond imagining. This would be a great disservice to all residents who rely on this intersection for safe and reasonable access to their neighborhoods.

As you have recommended, we are remaining active in expressing our views on the ASP and have now responded to the brief on-line survey regarding the truck stop.

Don, for the first time ever, we are so concerned that we are debating leaving the area we have come to love. What more can we do to support you and council efforts to protect our community?

We are eager to preserve what we have.

Patric Nagel

----- Forwarded message -----

From: [REDACTED]
Date: Sun, Nov 5, 2023 at 5:10 PM
Subject: FW: Petro Canada Land Use
To: [REDACTED]

From: Stu Pritchard <network@springbankcommunity.com>
Sent: Sunday, November 5, 2023 4:28 PM
To: Stu Pritchard <network@springbankcommunity.com>
Subject: Petro Canada Land Use

Good Evening

This is the second of two emails that I have forwarded today. This provides more detail on the Petro Canada Land use change.

Stu Pritchard

Director, Network Neighbourhood

Springbank Community Association

The Springbank Community Association has been approached by Urban Systems on behalf of its client Suncor (Petro Canada) in regards to a Land Use application for Petro Canada related to the south west corner of Range Road 33 and Township Road 250 (east of the Edge School and west of Bingham Crossing).

At the request of Urban Systems, we are circulating their letter of introduction to this proposed project, together with a site location map (see attached). At this time, they have declined to provide any detailed site plan information to the community. We had hoped to arrange a community open house with Petro Canada to facilitate mutual

3/5/24, 2:31 PM

understanding of this project and its potential community impacts, but have been advised that the client (Petro Canada) has declined participation in a public information session at this time, preferring to engage the community through simple circulation of this introduction letter.

The Springbank Community Association strongly believes that this approach to community engagement is not adequate, and we will be communicating that view to Rocky View County's Planning administration and our Council members. We also encourage you to provide your personal feedback on this proposed project directly, by taking part in our online survey (: <https://forms.gle/Cdtqej6encAvFLV48>) and by contacting Rocky View County's Planning administration and your elected Council members, as follows:

Councillor contact:

Division 1: Kevin Hanson
403-463-1166
KRHanson@rockyview.ca

Division 2: Don Kochan
Deputy Reeve
587-435-7172
DKochan@rockyview.ca

Planning Services

T: 403.230.1401
development@rockyview.ca

1/ Urban Systems Letter link

<https://docs.google.com/document/d/19TlgIPp4tXEG1YSIMdamMMA6ULVsKKSR/edit#heading=h.gjdgxs>

2/Petro Canada Land Use Site Map

https://drive.google.com/file/d/1v0oAuwdRwh0eb6NDxLRcxvHEoFd8_yZt/view?ad_sid=3808511050&pli=1

3/ Springbank Community Association Survey

<https://docs.google.com/document/d/19TlgPp4tXEG1YSIMdamMMA6ULVsKKSR/edit#heading=h.gjdgxs>

2 Attachments • Scanned by Gmail

File 04733008 - Petro Canada Land Use (Applications PL20230127, PL20230128, PL20230158)

Patric Nagel [REDACTED]

Sat 1/27/2024 4:50 PM

To: Logan Cox <LCox@rockyview.ca> [REDACTED]
Cc: Matt Boscarior <MBoscarior@rockyview.ca> [REDACTED]; Bernice Leyeza <BLeyeza@rockyview.ca>; kochandiv2@gmail.com <kochandiv2@gmail.com>

Good afternoon Logan, et.al.

With the January 31st date for public comment approaching, I wanted to again reach out to ensure the significant concerns my family (residing at 99 Country Lane Terrace, T3Z 1H8) and neighbors have regarding the proposed PetroCan development on RR33 at 250 are 'on the record' and given due consideration as we will be directly negatively affected by any approval of the proposed development.

Without reiterating the detailed comments shared previously (attached in the below e-mail chain):

- the Springbank Area Structure Plan surveys were proof-positive of the overwhelming opposition to further, unneeded development along the RR33 corridor north of Highway 1.
- the county's own economic study echoed this, finding there is no current need for additional commercial development, let alone for a truckstop that will add heavy industrial traffic atop the increased residential traffic accessing Harmony and the pending commercial traffic impacts of the Bingham development
- a major truck stop without direct highway access (as exists currently at 22X) but that relies on access via roadways designed to support country residential traffic can only lead to unacceptable traffic, safety and, noise and exhaust pollution that are all unacceptable to the residents who have no practical access to their homes other than via the proposed PetroCan exit and, further, are completely incompatible with our country residential community character
- these factors are more than sufficient justification to deny any proposed approval. That said, the idea of a 24 hour truck stop/rest area abutting a school and across from a daycare simply doesn't align with the uses and expectations that are relied on by residents today.

I welcome the opportunity to discuss these issues further to ensure that our community is respected for the benefit of all.

Sincerely,

Patric Nagel
[REDACTED]

From: Logan Cox <LCox@rockyview.ca>
Sent: Thursday, November 16, 2023 1:31 PM
To: Patric Nagel [REDACTED]
Cc: Matt Boscarior <MBoscarior@rockyview.ca> [REDACTED]; Bernice Leyeza <BLeyeza@rockyview.ca>
Subject: RE: Petro Canada Land Use

Good Morning Mr. Nagel,

I have confirmed with our Legislative Services department for whether an increase in the notification area for Planning applications can be undertaken and best to proceed with such a request. The requested increase in circulation area to include Harmony, Idlewilde, Country Lane Estates, and Aventura would be an increase to roughly 5 kilometres from the subject parcel.

3/5/24, 3:39 PM

Policy C-327 (Circulation and Notification Standards) has a provision to increase the minimum circulation area (1.6km for these applications) as the discretion of Council or the Subdivision and Development Appeal Board (depending on the type of application). Administration would have limited flexibility to include additional lands within a particular area based on the particular application, in my tenure with the County I cannot say I have seen such a large increase in the circulation area (1.6km to 5km).

Regardless of the notification area used for the subject applications, any comments received will still be included in the application file, as well as the Public Hearing Report for Council. If you and your neighbours wish to make comments on the application you are welcome to email them to Bernice (BLeyeza@rockyview.ca). If you would like to share Bernice's email address to your neighbours so they can also send comments on these applications, please feel free to.

If there is any other questions I can assist you with, please let me know.

Sincerely,
LOGAN COX, BA
HE/HIM/HIS
Supervisor (Planning & Development) | Planning

From: Patric Nagel [REDACTED]
Sent: Friday, November 10, 2023 2:19 PM
To: Logan Cox <LCox@rockyview.ca>; [REDACTED]
Cc: Matt Boscarior <MBoscarior@rockyview.ca>; [REDACTED] Bernice Leyeza <BLeyeza@rockyview.ca>; Division 2, Don Kochan <DKochan@rockyview.ca>
Subject: RE: Petro Canada Land Use

Thank you Logan.

I have taken the liberty to copy everyone on your original email to capture Bernice while keeping everyone in the loop. I will be brief given the group.

While not repeating my earlier pressing concerns addressed to Councilor Kochan (they are included further down in this email chain), I will add two thoughts:

- I appreciate the detailed process explanation you have provided and can assure you that my concerned neighbors and I will be active to ensure the deleterious impact of the proposed development is clearly understood by decision makers who, I hope, will appropriately weigh safety and quality of life factors in their decision making.
- While you have twice highlighted the policy of engaging residents within 1.6km of the land in question, this will provide an insufficient sample for consideration. (This was proven by the process used by those managing the current ASP process in Springback. There are relatively few residents within ~a mile of the parcel but a great many residents who will be affected by the development including the residents of Harmony, Idlewilde, Country Lane Estates (where I reside) and Aventerra. We are all reliant on the impacted corner to access our homes on a daily basis and cannot avoid the potential impact of inappropriate development. When the ASP team expanded their communication beyond their 'policy zone' to include Idlewilde and Country Lane they increased the response rate from 105 to 419, a three-fold gain with significantly added clarity on public concerns.)
Securing the perspective of the full impacted population is the only reasonable approach to understanding the concerns of the taxpaying base that make up the affected community.

I look forward to working with you on a responsible resolution to this proposal.
Regards,

Patric Nagel

[REDACTED]

From: Logan Cox <LCox@rockyview.ca>
Sent: Thursday, November 9, 2023 8:51 AM
To: [REDACTED]
Cc: Matt Boscarior <MBoscarior@rockyview.ca>; [REDACTED]; Patric Nagel
[REDACTED] Bernice Leyeza <BLeyeza@rockyview.ca>
Subject: RE: Petro Canada Land Use

Good Morning Mr. Nagel,

The County is in receipt of two applications related to the proposed Petro Canada station being requested in Springbank; the first is an amendment to the Area Structure Plan, and the second is a redesignation (rezoning) application for the property on the east side of the Edge School. These applications are currently within the initial review portion of the application, once the Planner assigned is satisfied the information provided is enough to circulate the files they will have the notices drafted and mailed out to area residents along with a sign being posted on the property to notify area residents of the proposal. Landowners within 1.6km of the subject parcel will be directly mailed a notice in accordance with Council Policy C-327 (Circulation and Notification Standards).

During the circulation the County will be seeking responses from applicable agencies and area residents on the proposal. These comments will then be redacted, where necessary, and shared with the applicant so they can determine how they would like to proceed with their application. Should the applicant wish to proceed to Council without major changes to their application the Planner assigned to the files will draft the Council report and prepare it for internal reviews prior to a Public Hearing date with Council being determined. Should the application proceed through this process a final Council meeting date will be determined and a Public Hearing notice will be sent to the residents within 1.6km of the subject parcel as well as notices posted on the County website.

If you would like to provide comments on the application, please send them to Bernice Leyeza at BLeyeza@rockyview.ca (CC'd), she is away until November 20th.

Thank you for your time and input into how the County develops.

Sincerely,
LOGAN COX, BA
HE/HIM/HIS
Supervisor (Planning & Development) | Planning

ROCKY VIEW COUNTY
262075 Rocky View Point | Rocky View County | AB | T4A 0X2
Phone: 403-520-6308 | Cell: 587-435-8731
LCox@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.

From: Patric Nagel <>
Sent: Tuesday, November 7, 2023 2:30:48 PM
To: Division 2, Don Kochan <DKochan@rockyview.ca>
Cc: Traci Nagel [REDACTED]; [REDACTED]
Subject: Fwd: FW: Petro Canada Land Use

Hi Don,

3/5/24, 3:39 PM

My wife and I have connected with you before by email and in person (at the Springbank water co-op office).

Then, the issue was the Rockyview ASP and, specifically, our significant concerns regarding the proposed Airport Employment Area and the compounding impacts (traffic, access, safety) for all area residents when paired with the upcoming Bingham development.

Living in Country Lane Estates for 17-years+, we feel particularly aggrieved by the potential impacts on our quality of rural life.

I am writing today to emphasize these concerns and to express the 'panic' we are feeling over the (nearly unbelievable) proposal to add an off-highway truck stop intended to service heavy trucks and the faction that accompanies them. When added to Bingham and, potentially, other development, force fitting a truck stop between a school and a shopping mall in an otherwise rural community is beyond imagining. This would be a great disservice to all residents who rely on this intersection for safe and reasonable access to their neighborhoods.

As you have recommended, we are remaining active in expressing our views on the ASP and have now responded to the brief on-line survey regarding the truck stop.

Don, for the first time ever, we are so concerned that we are debating leaving the area we have come to love. What more can we do to support you and council efforts to protect our community?

We are eager to preserve what we have.

Patric Nagel

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Sun, Nov 5, 2023 at 5:10 PM
Subject: FW: Petro Canada Land Use
To: [REDACTED]

From: Stu Pritchard <network@springbankcommunity.com>
Sent: Sunday, November 5, 2023 4:28 PM
To: Stu Pritchard <network@springbankcommunity.com>
Subject: Petro Canada Land Use

Good Evening

This is the second of two emails that I have forwarded today. This provides more detail on the Petro Canada Land use change.

Stu Pritchard

Director, Network Neighbourhood

Springbank Community Association

The Springbank Community Association has been approached by Urban Systems on behalf of its client Suncor (Petro Canada) in regards to a Land Use application for Petro Canada related to the south west corner of Range Road 33 and Township Road 250 (east of the Edge School and west of Bingham Crossing).

At the request of Urban Systems, we are circulating their letter of introduction to this proposed project, together with a site location map (see attached). At this time, they have declined to provide any detailed site plan information to the community. We had hoped to arrange a community open house with Petro Canada to facilitate mutual understanding of this project and its potential community impacts, but have been advised that the client (Petro Canada) has declined participation in a public information session at this time, preferring to engage the community through simple circulation of this introduction letter.

The Springbank Community Association strongly believes that this approach to community engagement is not adequate, and we will be communicating that view to Rocky View County's Planning administration and our Council members. We also encourage you to provide your personal feedback on this proposed project directly, by taking part in our online survey (: <https://forms.gle/Cdtqej6encAvFLV48>) and by contacting Rocky View County's Planning administration and your elected Council members, as follows:

Councillor contact:

Division 1: Kevin Hanson
403-463-1166

KRHanson@rockyview.ca

Division 2: Don Kochan
Deputy Reeve
587-435-7172
DKochan@rockyview.ca

Planning Services

T: 403.230.1401
development@rockyview.ca

1/ Urban Systems Letter link

<https://docs.google.com/document/d/19TlglPp4tXEG1YSIMdamMMA6ULVsKKSR/edit#heading=h.gjdgxs>

2/Petro Canada Land Use Site Map

https://drive.google.com/file/d/1v0oAuwdRwh0eb6NDxLRcxvHEoFd8_yZt/view?ad_sid=3808511050&pli=1

3/ Springbank Community Association Survey

<https://docs.google.com/document/d/19TlglPp4tXEG1YSIMdamMMA6ULVsKKSR/edit#heading=h.gjdgxs>

2 Attachments • Scanned by Gmail

File 04733008 Objection Letter

Paul Wright [REDACTED]

Mon 1/29/2024 5:38 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>; kochandiv2@gmail.com <kochandiv2@gmail.com>; Matt Boscariol <MBoscariol@rockyview.ca>

26th Jan 2024
Planning Services Department
Rocky View County
[262075 Rocky View Point](#)
[Rocky View](#) County, AB
T4A 0X2

Attention: Bernice Leyeza

I am opposed to the Petro Canada application at the Northwest Corner of RR33 and Twp. 250, specifically - **Applications PL20230127, PL20230128 and PL20230158**

My location : Paul Wright 11 Country Lane Bay Rocky View T3Z 1J8

- In the Springbank Area Structure Plan surveys, residents were overwhelmingly opposed to the Springbank Airport Employment Area. 100% of respondents from Idlewild and Country Lane were opposed to additional commercial/light industrial near our community. The County’s economic study concluded there is no need for any more commercial/light industrial than what is already approved.
- The land proposed is directly adjacent a school, with a current land designation of S-PUB, uses listed below.
 - S-PUB Special, Public Service District 452 PURPOSE: To provide for the development of Institutional, Educational and Recreational uses. 453 PERMITTED USES:
DISCRETIONARY USES: Accessory Building ≤ 90 m2 (968.75 ft2) Accessory Building > 90 m2 (968.75 ft2) Recreation (Culture & Tourism) Campground Recreation (Outdoor) Care Facility (Child) Recreation (Public) Care Facility (Clinic) Care Facility (Medical) Care Facility (Senior) Cemetery and Funeral Services Communications Facility (Type A) Communications Facility (Type B) Communications Facility (Type C) Dwelling Unit, accessory to the principal use Farmers Market Post-Secondary Recreation (Private) Religious Assembly School Special Function Business.

This designation currently is fit for this purpose.

3/5/24, 4:04 PM

- To accommodate the Petrocan Gas station would require the same designation of C-HWY (Designation of the Existing Petrocan) and maybe H-HVY Heavy Industrial , which allows the following designations

C-HWY Commercial, Highway District 405 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. 406 PERMITTED USES: PERMITTED USE IN AN EXISTING APPROVED BUILDING; DISCRETIONARY USE OTHERWISE: DISCRETIONARY USES: Accessory Building ≤ 190 m2 (2045.14 ft2) Office Accessory Building > 190 m2 (2045.14 ft2) Automotive Services (Minor) Recreation (Private) Alcohol Production Recreation (Culture & Tourism) Retail (Small) Campground Station (Gas/Electric) Retail (Garden Centre) Cannabis Retail Store Communications Facility (Type A) Retail (General) Care Facility (Clinic) Communications Facility (Type B) Car Wash Establishment (Eating) Conference Centre Dwelling Unit, accessory to principal use Hotel/Motel Automotive Services (Major) Animal Health (Inclusive) Establishment (Drinking) Establishment (Entertainment) Establishment (Restricted) Film Production Retail (Grocery) Retail (Restricted) Special Function Business

I-HVY Industrial, Heavy District 445 PURPOSE: To provide for a range of industrial activity that may have off-site nuisance impacts, including support services and storage. 446 PERMITTED USES: PERMITTED USE IN AN EXISTING APPROVED BUILDING; DISCRETIONARY USE OTHERWISE: DISCRETIONARY USES: Accessory Building ≤ 500 m2 (5381.96 ft2) Office Accessory Building > 500 m2 (5381.96 ft2) Communications Facility (Type A) Industrial (Light) Alcohol Production Communications Facility (Type B) Auctioneering Communications Facility (Type C) Cannabis Cultivation Industrial (Logistics) Cannabis Processing Industrial (Medium) Cannabis Retail Store Dwelling Unit, accessory to principal use Film Production Industrial (Heavy) Outdoor Storage Recycling/Compost Facility Special Function Business Station (Bulk Fuel)

- I would like to highlight the following statement in this usage *"To provide for a range of industrial activity that may have **off-site nuisance impacts.**"*
- This location goes against all the goals and visions of the Springbank Area Structure plan – **to maintain Springbank as a distinct and attractive country residential community.**
- Understanding the use for a gas station is somewhat understandable although in appropriate for this location, the use for a truck stop is a facility that requires 24hr access generating light and noise pollution, idling trucks for those that require to park for longer periods, also increasing the traffic in the area substantially.
- The road improvements proposed for RR33 are just adequate enough to accommodate the new Bingham Crossing development, which will also have a gas station associated with the new

3/5/24, 4:04 PM

Costco, from what I have seen they are not adequate to accommodate heavy commercial traffic. No improvements to the current bridge RR33 over HWY 1 have been announced.

- We also have to consider security to the area, a truck stop is a very transient facility that in its current location does not have any substantial communities around it, the proposed location is on the edge of a number of substaila communities, which increase the security risk to the area. Again referencing the off site nuisance impact in the zoning.

--

Regards

Paul

Petro Canada proposal 33019 Twp 250

Richard and Heather Clark [REDACTED]

Sat 12/2/2023 4:06 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>; kochandiv2@gmail.com <kochandiv2@gmail.com>; Division 2, Don Kochan <DKochan@rockyview.ca>

Regarding Petro Canada proposal 33019 Twp 250 - a couple of comments

- the proposal is labeled an "integrated energy centre". It is a "truck stop" with diesel, gasoline, plug ins, and convenience store.
- It will be located near a shopping centre, proposed seniors housing, a school. A poor fit.
- Current location is likely contaminated. The proposed location has potential to be contaminated.
- Without further information on AB transportation plans, there appears to be sufficient area to build in the present Hwy 22 location

It appears inappropriate to locate a truck stop in the Springbank area. Thank you.

PC proposed "energy centre"

Richard and Heather Clark [REDACTED]

Sun 12/3/2023 1:27 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Hello, the term "integrated energy centre" seems to be a euphemism for 'truck stop'

eu·phe·mism -- a mild or indirect word or expression substituted for one considered to be too harsh or blunt when referring to something unpleasant or embarrassing.

====

Notes relating to the Petro Canada relocation to RR33.

Richard and Heather Clark [REDACTED]

Wed 1/31/2024 3:37 PM

To:Bernice Leyeza <BLeyeza@rockyview.ca>

Below are comments relating to the PetroCan truck stop proposal. / Richard Clark

Petro Pass notes

Here are some point form notes relating to the proposed land use on the SW corner of RR33 and Twp 250. The proposal has just been revealed, Sept 2023, the final details will need to be looked at.

- The proposal has been referred to as a gas station or ‘energy center’. It is actually a truck stop. ‘Energy center’ is a good euphemism – a “good way to talk about a bad thing.”
- Wonder what the rationale is for leaving the current location and moving in to the RR33 area? Why not redevelop the Jumping Pound site?
- Storage tanks ---
 - A suggestion would be that aboveground tanks be used to avoid/minimize the potential of ground water contamination and the long-term liability for RVC.
 - For the Costco location, above ground tanks were suggested. RVC staff responded that they had standards for underground tanks, and any discussion on above ground tanks was closed.

Above ground tanks are commonly used at the Sprinbank airport, and in British Columbia.

- For an insight into potential contamination, suggest googling – ‘gas station fuel tank leak’
- For a perspective, ask Petro Canada for an ongoing approximation of the Jumping Pound cleanup.
- Traffic
 - The truck stop will have a significant increase on traffic. This will mostly be non local traffic from travellers passing thru.
 - Anticipate 12 to 18 transports at the facility at any given time
 - Traffic will include heavy transport trucks
- Development
 - SB residents have repeatedly asked to maintain the rural character of SB.

- The proposal is the start of a wave of commercial development.
- Is the long term goal to make the corridor similar to that between Airdrie and Calgary? Let the residents know.
- The land use redesignation makes a change from public interest to commercial interest.

- Observations

- It appears there is a movement to develop a commercial corridor. Residents have little influence or input to these major decisions.
-

End

Notes relating to the Petro Canada relocation to RR33.

Richard and Heather Clark [REDACTED]

Wed 1/31/2024 3:37 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Below are comments relating to the PetroCan truck stop proposal. / Richard Clark

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- Is the long term goal to make the corridor similar to that between Airdrie and Calgary? Let the residents know.
- The land use redesignation makes a change from public interest to commercial interest.

- Observations

- It appears there is a movement to develop a commercial corridor. Residents have little influence or input to these major decisions.
-

End

File - 04733008

RJ Blue Jacket [REDACTED]

Wed 1/31/2024 8:52 AM

To: Bernice Leyeza <BLeyeza@rockyview.ca>; kochandiv2@gmail.com <kochandiv2@gmail.com>; Matt Boscarol <MBoscarol@rockyview.ca>
Cc: Richard Jozwiak [REDACTED]

January, 31, 2024

Planning Services Department
Rocky View County
[262075 Rocky View Point](#)
[Rocky View](#) County, AB
T4A 0X2

Attention: Bernice Leyeza, Don Kochan, Matt Boscarol

I am opposed to the Petro Canada application at the Northwest Corner of RR33 and Twp. 250, specifically - **Applications PL20230127, PL20230128 and PL20230158**

Commercial development is not required, nor desired in Springbank. The current Petro Canada station at highway 22 & highway 1 is the logical location for this commercial development. It has existed for several years. Road Infrastructure is in place to handle the traffic. Residential areas would not be affected by upgrading the current location to accommodate future growth.

With no definite plans for road upgrades for highway 1 & RR33 the Costco Bingham complex is already set to overwhelm the area with significantly increased traffic, noise & air pollution. Not to mention attracting the criminal element.

A hard look needs to be taken in terms of development strategy in rural Springbank. In the City of Calgary large industrial commercial development is built separated from residential areas, for good reason. Why is this protocol not mirrored here? Keep like minded development together.

Residents of Springbank came to live in this rural setting for good reasons.

Certainly this can be maintained if thought is given to what is city like development strategies & rural development strategies. The RV County needs to be proactive and take seriously what the definition of planning for the future means.

Take into account what are the impacts to residents that live in this community.

From what I have seen and experienced with the ASP, it appears that the administration team does not live in Springbank and does not understand why we have chosen to live in a rural setting. It is completely different from the city.

Thank you

Regards,
Richard Jozwiak
Country Lane Estates

File 04733008: Petro Canada Truck Stop

Bob Borowski [REDACTED]

Sat 1/27/2024 4:01 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>
Cc: kochandiv2@gmail.com <kochandiv2@gmail.com>

Jan. 27, 2024

Planning Services Department
Rocky View County
262075 Rocky View Point
Rocky View County, AB
T4A 0X2

Attention: Bernice Leyeza

I am writing to add my voice to the concerns and my opposition to this proposed development to the south of my community, Country Lane Estates. I'm sure numerous others have pointed out the incompatibility of this development with the rural/residential nature of this area, which is being steadily overwhelmed by the apparently non-stop development of the area by commercial projects. As a longtime resident, 30 years this May, and since this also impacts the only road access I have in and out of my community, I feel I have as much right to be consulted on this proposal as those in the very limited notification area. The negative impacts on safety, increased crime potential and the local environment due to this development will affect all of us in the communities to the north off RR 33. I will only mention a couple here as I'm sure numerous others have raised these and other issues.

The massive increase in traffic due to the ongoing Harmony development, the Costco development and this proposal will overwhelm the already unsafe, poorly designed intersection at Range Road 33 and TransCanada Highway 1. Trying to merge onto highway 1 going east during a busy traffic day, such as the weekend when the skiers are all in a hurry to get home, is already a dangerous challenge. I have many times seen, and been behind, cars that slam on their brakes and come to a complete stop on the merge ramp as they are unable/unwilling to merge due to traffic volumes. They then have to wait for an opening large enough to accelerate into, while traffic builds up behind them. Add hundreds of cars an hour leaving/entering these new developments and I can just picture lines of semi trailer trucks and cars trying to turn onto RR 33 and/or merge onto Hwy 1, backing up from the intersections and spilling onto Hwy. 1 in both directions. 'Accident waiting to happen' doesn't begin to describe it. We can only hope they won't be fatal. Not to mention the impact on emergency vehicle access into the residential areas trying to navigate these bottlenecks.

Furthermore, I would add just look at the neighborhood litter generated by fast food/convenience store outlets in the city to see the impact the outlets in Petro Canada's proposal (A&W and convenience store) will have on our rural environment. We already get a large amount of McDonald's debris showing up since the Edge school has opened (diet of athletes?). In addition to physical debris, throw in the stench of car/truck fumes and traffic noise, plus just the visually unappealing lines of cars and trucks (have you seen the line ups at Costco gas stations? Now add dozens of semi's to it.). If I wanted traffic congestion, I would not have left the city.

Please do not let this development proceed. Most of us living out here came to escape the negative aspects of city living, and have been here for years if not decades. To see the rural character of this area transformed into that of another suburb of Calgary in just a few short years is heartbreaking.

Sincerely,
Robert Borowski
156 Country Lane Drive

Re: Petro Canada relocation

Robin Somji [REDACTED]

Tue 1/30/2024 4:55 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Bernice,

I appreciate your response and I sight to the process.

Regards,

Robin Somji
C.O.O. / Logistics Coordinator
The Somji 6.0

On Jan 30, 2024, at 3:47 PM, Bernice Leyeza <BLeyeza@rockyview.ca> wrote:

Good afternoon, Robin:

Thank you for your comments. We are in the circulation phase of the application process and will consolidate your comments during the review of PL20230127, 128, and 158. I will reach out if I have further questions regarding your response.

Your comments will be shared with the applicant once circulation has ended. Council will receive a package of the comments submitted before scheduling a public hearing.

If you have any questions, please let me know.

Thanks,
Bernice Leyeza
Planner 2 | Planning and Development Services

From: Robin Somji [REDACTED]
Sent: Tuesday, January 30, 2024 12:21 PM
To: Bernice Leyeza <BLeyeza@rockyview.ca>
Subject: Petro Canada relocation

Hello,

Please document that as residents of Springbank, we are opposed to the relocation of the Petro Canada to the new proposed site. Residents including us, do not want more commercialization.

That gas station is a gathering point for people traveling to the mountains. It will result in vehicles being left on our busy roads, in the Edge parking lot and more. The infrastructure of

3/5/24, 4:21 PM

the existing roads in the area and the overpass it would neighbour cannot sustain this. That overpass is the main connector of North Springbank to South Springbank and it is already challenged.

Robin and Feisal Somji
35 Pinnacle Ridge Drive

Robin Somji
C.O.O. / Logistics Coordinator
The Somji 6.0

Re: File 047330088

Bernice Leyeza <BLeyeza@rockyview.ca>

Mon 1/29/2024 8:46 AM

To: R Timmins [REDACTED]

Hey Ryan,

Received the updated letter - this will be consolidated with your original letter together with other letters received pertaining to this application.

Thanks,

Bernice Leyeza

Planner 2 | Planning and Development Services

From: R Timmins [REDACTED]

Sent: Friday, January 26, 2024 11:09 AM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Subject: Re: File 047330088

kochandiv2@gmail.com

On Fri, Jan 26, 2024 at 11:08 AM R Timmins [REDACTED] wrote:

Dear Bernice, please see my updated letter regarding this file, which includes more information, thank you!
Ryan

Jan 26, 2024

Planning Services Department
Rocky View County
262075 Rocky View Point, AB
T4A 0X2

Attention: Bernice Leyeza

Dear Bernice,

I am opposed to the Petro Canada application at the Northwest Corner of RR33 and Twp. 250, specifically - Application PL20230127, PL20230128 and PL20230158

This truck stop is NOT compatible with a country residential area. It would go against all the goals and visions of the Springbank Area Structure Plan which is to **maintain Springbank as a distinct and attractive country residential community**. In addition, the County's economic study concluded that there is no need for any more commercial / light industrial than what is already approved.

Please consider the following points below:

Location:

- A massive Petro Canada Truck Stop is in no way compatible with the country residential community, or with the schools in the area. It will dramatically worsen the horrendous traffic from developments already approved for this area (Costco and Harmony at its build out).
- A gigantic truck stop needs its own entrance and exit off the highway – like the Petro Canada has at its existing location at Hwy. 1 and RR 22. This permits vehicles to use the facility without imposing traffic on other road users.
- The massive truck traffic volumes the Petro Canada will generate will add to the 800+ cars per hour the Costco will attract. It will add dangerous traffic volumes to the only way in/out from our community.

Traffic:

- Traffic is already too much for this area – with Costco, ever growing Harmony, and the Airport’s plan to develop more commercial/light industrial on its land. Even if and when all the planned upgrades to the interchange happen, the traffic volumes from a massive truck stop do not belong in this location.

Schools

- There are 3 Springbank schools in the area with school buses, - parents driving kids to and from school, and students driving themselves to and from school. There is also bicycle traffic along this route. None of this should have to mix with transport trucks that are always in a hurry, and RV’s and campers using this truck stop on their way to the mountains and beyond.
- The Edge school is right next door and the Daycare at the United Church right across the road.

Safety:

- Transient folks will enter our area – who otherwise would not know this country residential area existed - opening us up to potential criminal intent.
- Police only patrol this area 2X a week at night and 2X a week in the daytime. This is a 24-hour operation!

Pollution:

- The truck stop caters to short term stays by truckers to fuel up, eat, shower, sleep and do laundry. This can result in a significant number of idling trucks. This creates toxic fumes that can travel in the wind to everyone in the area – including the adjacent Edge school and the nearby daycare.

Thank you for the opportunity to express my concern, I hope my comments can be taken into consideration,

Ryan Timmins
232 Country Lane Drive in Country Lane Estates, North Springbank

On Thu, Jan 25, 2024 at 3:01 PM Bernice Leyeza <BLeyeza@rockyview.ca> wrote:

Hey Ryan,

Good afternoon! Thank you for your comments. We are in the circulation phase of the application process and will consolidate your comments during the review of PL20230127, 128, and 158. I will reach out if I have further questions regarding your response.

Your comments will be shared with the applicant once circulation has ended. Council will receive a package of the comments submitted before the public hearing.

If you have any questions, please let me know.

Thanks,
Bernice Leyeza
Planner 2 | Planning and Development Services

From: R Timmins [REDACTED]
Sent: Thursday, January 25, 2024 10:44 AM
To: Bernice Leyeza <BLEyeza@rockyview.ca>
Cc: knchandiv2@gmail.com <knchandiv2@gmail.com>; Matt Boscarior <MBoscarior@rockyview.ca>
Subject: File 047330088

Jan 25th 2024

Planning Services Department
Rocky View County
262075 Rocky View Point, AB
T4A 0X2

Attention Bernice Leyeza

I am opposed to the Petro Canada application at the Northwest Corner of RR33 and Twp. 250, specifically - Application PL20230127, PL20230128 and PL20230158

I live at 232 Country Ln Dr in Country Lane Estates.

THank you

Ryan Timmins

Petro Canada Integrated Energy Centre

Sandra Morris [REDACTED]

Tue 1/30/2024 7:00 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

I was recently informed that the District of Rockyview is considering granting approval for the Petro Canada Integrated Energy Centre to be situated across the road from Springbank United Church and just east of the Edge School. I am writing to express my serious concern with this proposal, and urge the District to deny approval of it.

Situating the Energy Centre at this location would pose significant road safety and other risks for the children who attend the Edge School and the children and seniors who attend Springbank United Church, a Province of Alberta Heritage site.

We expect the District of Rockyview to carefully assess development proposals, and grant approval only to projects that will protect and not jeopardize public safety, the rural character of key communities, and Province of Alberta heritage sites. The Energy Centre does not meet these tests and should not proceed; I respectfully urge the District to deny approval of this project.

Sincerely,

Sandra Morris

Petro canada truck stop - Division 2 - File 04733008

Sarah McFarlane [REDACTED]

Tue 1/30/2024 7:50 AM

To: Division 2, Don Kochan <DKochan@rockyview.ca>

Cc: Bernice Leyeza <BLeyeza@rockyview.ca>; Matt Boscarol <MBoscarol@rockyview.ca>

Dear Councillor Kochan,

I am opposed to the Petro Canada application at the Northwest Corner of RR33 and Twp. 250, specifically -
Applications PL20230127, PL20230128 and PL20230158

My concerns are:

- 1) A Petro Canada truck stop in this location is contrary to Goals and Visions of the Springbank Area Structure plan; maintain Springbank as a distinct and attractive country residential community
- 2) The truck stop location will dramatically worsen the traffic from developments already approved for this area (Costco and Harmony at its build out). A massive truck stop needs its own entrance and exit off the highway (e.g. as is the case for the existing Petro Canada - Hwy. 1 and RR 22). Alberta Transportation does not foresee upgrading that intersection in the short or, even medium, term!! Traffic will be a mess - schools, residents, already approved development (e.g. Costco)
- 3) The County's own **economic study** concluded there is no need for any more commercial/light industrial than what is already approved:
<https://www.rockyview.ca/Portals/0/Files/BuildingPlanning/Planning/UnderReview/Springbank/Springbank-ASP-Commercial-Demand-Analysis.pdf>
- 4) Truckers fuel up, eat, shower, sleep and do laundry at these trucks stop. This can result in a significant number of idling trucks. This creates toxic fumes and brings up issues of pollution.

Please vote against changing the land designation and allowing this development to move forward.

Sarah


Sarah McFarlane
Division 2 resident
170 Huggard Road

Re:Rocky View Petro Canada Application

Sheri Coutts [REDACTED]

Wed 1/31/2024 12:31 PM

To:Bernice Leyeza <BLeyeza@rockyview.ca>

 1 attachments (20 KB)

Rocy View.pdf;

Hello Bernice,

Please find attached our comments:

Sheri and Gerry Coutts
264 Country Lane Drive

Planning Services Department Rocky county View County
262075 Rocky View Point
Rocky View County, AB T4A 0X2

File Number
Application Number
PL20230127
PL20230128
PL20230158

To Bernice Leyeza:

We live in Country Lane Estates and will be directly affected by the Petro-Canada Gas station proposal and other development along Range Road #33.

We moved to Rocky View in 1996 to live in a rural area free of city traffic and noise. The intersection at Hwy #1 and Range Road #33 has the potential of being much busier than anywhere in Calgary.

The proposed developments at Hwy #1 and Range Road #33 is going to change our lifestyle totally.

I believe that this project is getting rushed through without the infrastructure required. Range Road #33 is already stressed by the Edge School and Harmony Development. The stop sign at TWP 254 and Range Road #33 is barely adequate now. Once the access road from Harmony to the golf course is developed there will be even more traffic on Range Road #33.

Having a Costco and a Petro Canada at either corner of Range Road #33 and the Trans Canada will stress the current overpass. There needs to be a light to turn left from the Trans Canada coming from the West on the overpass travelling North. There is a bit of a blind spot, it is hard to see the traffic coming and is beginning to be a bottle neck.

Calaway Park traffic must also be considered as another contributor to high traffic volume on the overpass.

Why is a second gas station required as there will be a Costco gas station already?

Rocky View allowed Cross Iron Mills to be built without proper infrastructure in place. Do not make the same mistake here.

Just need to look at the Costco on Stoney Trail and Sarcee Trail. There is an overpass there to accommodate the traffic. That is what is needed here before any approvals for huge gas stations with 18 wheelers traveling our inadequate rural roads.

Make improvements to the overpass and roads with traffic lights before approving anything of this magnitude.

Sheri /Gerry Coutts
264 Country Lane Drive

File 04733008 - Opposing Petro Canada

Sherry H [REDACTED]

Wed 1/31/2024 4:14 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>; kochandiv2@gmail.com <kochandiv2@gmail.com>; Matt Boscarol <MBoscarol@rockyview.ca>

Jan 31th, 2024

Planning Services Department
Rocky View County
[262075 Rocky View Point](#)
[Rocky View](#) County, AB
T4A 0X2

Attention: Bernice Leyeza

I am opposed to the Petro Canada application at the Northwest Corner of RR33 and Twp 250 - Applications PL20230127, PL20230128, and PL20230158.

Please consider a new location with its own access for this large Truck Stop.

Our family lives at 90 Countrylane drive , a short distance from the location you are pursuing. I fear for the implementation of a large truck stop. Firstly, the amount of traffic these large rigs will be adding to the roads which are already heavily used by all the surrounding schools. As is, we have heavy traffic for the schools in this area. Along with Costco, Harmony, and other amenities this area will be impossible to cross and congested at all times.

If this location is approved, many will be saddened by ROCKYVIEW and SPRINGBANK reputation putting a TRUCKS STOP ADJACENT TO A SCHOOL and a short distance from many other schools. Its all about risk mitigation!!!! Would this be the first Truckstop shoved right next to a school in Canada? Additionally, having accessibility by anyone to this school at all times by whomever may want to wonder on foot. Risk Mitigation!

This truck stop has been a landmark for Highway 22 for as long as i can remember, at which it has its own access causing no trouble in the area. I would recommend implementing it into the new road construction when the road is being built and keep a similar location. At least everyone in the area will be happy it remains and keep our surrounding area a tad safer.

Thank you for taking the time to read my concerns,

Sherry Heck

Proposed PetroCanada in Springbank

Susan Iraschko [REDACTED]

Fri 1/19/2024 1:23 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Cc: Paula Gough [REDACTED]

This Gas station project seems completely out of alignment with the whole Springbank setting! Have you even bothered to engage the Springbank community? The noise level, the light pollution from a 24hour gas/diesel station, not to mention the amount of garbage that will be generated and thrown about (I have spent many years doing highway cleanup at the current PetroCanada on the TransCanada and hwy22 and never seem to make a dent in the garbage) Do our counselors even live in Springbank? No member of our community would vote for this atrocity on this large of scale. Wake up. We pay thousands of dollars in taxes to Rockyview more than other areas in the county yet you constantly seem to try and screw us! Your proposed assessment of the addition to the SPFAS was a failure (once again you didn't take in the community's wants and needs) and this ridiculously sized Petro Canada is too much. Do better!!!

Sue Iraschko

Sent from my iPhone

Re: Protesting development project proposed

Bernice Leyeza <BLeyeza@rockyview.ca>

Mon 1/29/2024 3:44 PM

To:tasha o'gorman [REDACTED]

Good afternoon, Tasha and Tom:

The attached letter cannot be opened as the file is corrupted. Would you be able to resend the letter as pdf?

Thanks,

Bernice Leyeza

Planner 2 | Planning and Development Services

From: tasha o'gorman [REDACTED]

Sent: Monday, January 29, 2024 1:33 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Subject: Protesting development project proposed

Please see the attached letter protesting the development project near Edge school.

Thanks kindly,

Tasha & Tom O'Gorman

Petro Canada File 04733008

Terry Dowsett [REDACTED]

Wed 1/31/2024 8:45 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>; Division 2, Don Kochan <DKochan@rockyview.ca>; Matt Boscariol <MBoscariol@rockyview.ca>

File #04733008

I am sending this email in opposition to the Petro Canada application at the Southwest Corner of RR33 and Twp. 250.

I have lived in Springbank for 35 years. In this time I have lost count of the number of emails I have sent to Rocky View regarding large land use rezoning and redesignations to our Area Structure Plans. Residents have been very clear that we expect to see our community grow with a vision that maintains "Springbank as a distinct and attractive county residential community".

It is extremely disturbing to me that Petro Canada would apply to place a truck stop in the heart of our community. This application is inappropriate for this location for many reasons including:

- 1) Traffic - this intersection is already going to see projected growth from Costco which will cause our quiet country roads to become overwhelmed by this development alone.
- 2) Air Quality - directly to the west of the proposed truck stop is a school, to the north a Church, to the south a large amusement park (Calaway Park), and to the east a proposed high-end shopping development. Oxides of nitrogen, fine particulates, and other toxic air pollutants are created from idling trucks which would be sitting in the centre of these community areas and would always impact one of them depending on wind direction.
- 3) Safety
- 4) Aesthetics - the homes in this community typically sell above a million dollars. While smart growth of well-designed commercial development can enhance the community and create tax dollars for the country, I feel Rocky View has lost sight of the opportunity to create a welcoming and inviting corridor along this highway by allowing developers to dictate growth. Approving this rezoning/redesignation application to allow this truck stop in this location only makes bad worse.

Sincerely
Terry Dowsett
151 Lariat Loop
Springbank

File 04733008

Travis Bichel [REDACTED]

Tue 1/30/2024 9:03 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>; kochandiv2@gmail.com <kochandiv2@gmail.com>; Matt Boscariol <MBoscariol@rockyview.ca>

January 30, 2024

Planning Services Department
Rocky View County
262075 Rocky View Point
Rocky View County, AB
T4A 0X2

Attention: Bernice Leyeza

This email is written in opposition to File 04733008 and the 3 applications:

1. PL20230127 (amendment to North Springbank ASP)
2. PL20230128 (redesignation of S-PUB to C-HWY)
3. PL20230158 (approval of the MSDP for an Integrated Energy Centre)

I opposed this massive Petro Canada truck stop for the following reasons:

My four children will attend the local schools and this is a safety issue for us with the school buses and transport trucks and recreational vehicles from the truck stop on the same roads.

I moved to this area for the country residential lifestyle and a truck stop certainly does not belong in a country residential area.

The enclosed economic report indicated there is no need for any more commercial in Springbank than is already approved so this needs to be stopped. It is not needed and it is not wanted.

Thank you for your conderation,
Travis Bichel and Family
67 Idlewild Est.

Re: File 04733008

DIANE CALEFFI [REDACTED]

Wed 1/31/2024 12:56 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>; cochandiv2@gmail.com <cochandiv2@gmail.com>; Matt Boscariol <MBoscariol@rockyview.ca>

To whom it may concern.

We are opposed to the PetroCanada application at the NW corner of RR 33 and TWP250, specifically applications PL20230127, PL20230128 and PL20230158.

We have been residents of 162 Country Lane Drive in RockyView County for over 20 years and anticipate being negatively affected by this land use if approved.

We are two of many residents who were overwhelmingly opposed to the Springbank airport employment area.

100% of the community residents that surround us are opposed to additional commercial and/or light industrial projects near our community.

Range Road 33 is a two-lane highway which at times has a significant amount of traffic in the winter months and the road conditions can be treacherous at times.

Family members, including young students, children and school buses continuously use this corridor for access to schools and to the highway. Having a PetroCan truck station will not only increase traffic volumes from large trucks but also increase traffic from people accessing the station who are coming in and out of the city of Calgary who require fuel 24 hours a day.

High volumes of vehicles will be utilizing range Road 33 and the intersection at that location. Increased vehicle traffic noise and pollution will also be an issue for any residents near the community.

This dangerous proposition will only increase the danger to our children and others in the community who use range Road 33. In addition, the extra vehicle traffic will bring people into our community that may have illegal intent.

This would mean increased security measures by the RCMP, who are, for the most part, invisible to our community at the present time.

When we first purchased our home in the country, we did not expect country living to eventually become a commercial hub for businesses. The concept of having a home in the community is for a strong sense of community and a serene and beautiful environment. As community members we simply want to keep our dreams alive with for families in the future.

Please consider our comments when looking at this unnecessary proposal.

Thank you.

Vince and Diane Caleffi
162 Country Lane Drive

3/6/24, 9:24 AM

Calgary, Alberta T3Z 1J3



Petro Canada relocation proposal

Zuzana Ritzer [REDACTED]

Sun 12/3/2023 3:16 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Cc: Don Kochan <kochandiv2@gmail.com>

Good morning Bernice,

I would like to provide comments re: Petro Canada being relocated. I am against this application to be approved by RVC for the following reasons:

- 1, Petro Canada is the last gas station between Calgary and Dead man's flat and majority of the semis stop there to refuel and recharge. The already strained highway 1 turnover and intersection of RR33 and twp 250 can't take any more traffic, especially traffic of this magnitude.
- 2, At any given time there is close to 100+ vehicles parked on the side of Petro Canada, those are those sharing a ride when going to Calgary or to mountains. Again this area can't take any more traffic.
- 3, There is NO law enforcement in Springbank and that is well known so to claim that rules and no overnight parking will be enforced is ridiculous and quite frankly an insult to any Springbank resident that ever called RCMP just to receive a call back that they don't have any available vehicles/staff to come to Springbank.
- 4, Intersection of RR33 and Twp 250 is the only option of all the north Springbank kids to access all schools and daycares and to mix in all the semi traffic on top of Costco traffic is dangerous and irresponsible.

It is my hope that RVC will for once listen to its residents voicing concerns over something that is not needed (Costco will have gas station) nor wanted and will have significant impact on the quality of life in North Springbank.

Zuzana Ritzer
Rocky Range View

File 04733008

Zuzana Ritzer [REDACTED]

Sun 1/28/2024 5:14 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>; Don Kochan <kochandiv2@gmail.com>; Matt Boscarol <MBoscarol@rockyview.ca>

January 26, 2024
Planning Services Department
Rocky View County
262075 Rocky View Point
Rocky View County, AB
T4A 0X2

Attention: Bernice Leyeza

Good afternoon,

I am voicing opposition to the Petro Canada application at the Northwest Corner of RR33 and Twp. 250, specifically - Applications PL20230127, PL20230128 and PL20230158.

This proposed development is not compatible with the country residential area and creates an additional burden on the right of local residents to enjoy safe transportation infrastructure and continued enjoyment of a peaceful rural life.

My opposition to this application focuses on Safety. Safety of the public, safety of our children and safety of the community. RR33 is the only access to 3 Springbank schools, all school buses and parents transporting their children to and from Schools need to use this road. After Bingham is built, the traffic will be already incredibly heavy and is already not managed properly by planning as the proposed roundabouts will not be satisfactory. Now there is an idea to bring semi trucks into all this mix. That is an irresponsible hazard on a road that hundreds of kids use every day. Not to mention that the location is right next to another School and daycare. I would like to see another example of truck station right next to a School and daycare.

PetroCanada reasoning for relocation is pure fabrication as the Government of Alberta has no plans for Hwy22 upgrade. PetroCanada is purely worried that Bingham will take its customers and also wants to leech on to all the traffic Bingham will attract and get their slice of pie. With Bingham, there is no need for another gas station, especially not for a gas station that is a prime semi stop as well as used by all commuters to and from Calgary who park their cars nearby. North Springbank can't deal with more traffic than what was unfortunately approved.

Policing- Springbank has no policing, unless you call 2x a week (day) and 2x during week (night) proper policing. This operation will increase crime while the residents will not see increased policing. The claim by PetroCanada that overnight parking will be strictly enforced is

3/5/24, 3:45 PM

laughable- enforced by whom? RCMP stationed in Cochrane has enough work there and will not enforce anything in Springbank.

In the Springbank Area Structure Plan surveys, residents were overwhelmingly opposed to the Springbank Airport Employment Area. 100% of respondents from Idlewild and Country Lane were opposed to additional commercial/light industrial near our community. The County's economic study concluded there is no need for any more commercial/light industrial than what is already approved.

The applicant made it clear they don't wish to have a dialogue with local residents and meet to discuss residents' concerns. They don't want to be a responsible part of a rural community and as such the community overwhelmingly through the SCA survey responded that we don't want this risk and hazard in our otherwise safe community.

Thank you.

Zuzana and Scott Ritzer
Rocky Range View

Petro Canada Proposal

Audrey Waddell [REDACTED]

Tue 1/30/2024 9:18 AM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

To Rocky View Council

This e-mail is In regards to File No. 004733008, Application Ni. 20230127, 128 & 158.

As a former resident of Springbank and a member of Springbank United Church I am very much opposed to this project that is proposed for this sight.

Please tell me that consideration will be put into this decision for many reasons. Why would you want a facility like this near a historical church and a school? The traffic and noise will be beyond any comprehension that I have. You must consider the people that use theses facilities.

I am appalled that Rocky View Council would even consider this proposition.

An upset neighbor,

Audrey Waddell

Sent from [Mail](#) for Windows


File #04733008 Springbank Energy Center - 3 Apps

Ian Galbraith [REDACTED]

Wed 1/31/2024 8:32 AM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Cc: Ian Galbraith [REDACTED]; Cindy Turner [REDACTED]

 1 attachments (92 KB)

Objection Letter - Rocky View County re Suncor Integrated Energy Centre (1).pdf

As per the attached letter...

Thanks

Ian Galbraith & Cindy Turner

January 30, 2024

Rocky View County
262075 Rocky View Point
Rocky View County, AB T4A 0X2

Attention: Bernice Leyeza – County Contact
bleyeza@rockyview.ca
Phone 403-520-8182

Dear Madam:

Re: Suncor/Petro-Canada proposed Springbank Integrated Energy Centre MSDP
File Number 04733008
Application Number PL 20230127, PL 20230128, PS 20230158; Division 2
Deadline to File Objection: Jan 31, 2024

This letter of objection to the site location for the above referenced proposal is submitted by the undersigned, the most significantly and negatively affected adjacent land owner in the immediate community (33022 Township Road 250 – directly north of the proposed development).

In support of our objection, we raise the following concerns as we firmly believe the proposed location is totally inappropriate given the substantial negative aspects we have identified and that such an Energy Centre would invite:

- 1) Our Emergency Services are located at the Springbank Airport and use the impacted intersections/roads for almost all of their emergency calls. Delays due to traffic congestion will place people's lives and property at further risk.
- 2) Fresh air quality would be negatively and detrimentally impacted on account of significant diesel emissions from large transport trucks (especially while idling), recreation vehicles, and all other road traffic etc.
- 3) Increased traffic flow/congestion from all forms of additional vehicles, recreation vehicles/trailers, buses, and a significant influx of service vehicles and a variety of sizes of transport vehicles would hamper our rights (as residents and land owners) of egress and ingress from our property and community.
- 4) Increased commotion and noise from all forms of vehicular traffic coming and going, idling, jake brakes, etc. 24 hours a day/7 days a week.
- 5) Increased light pollution as a result of lighting that would be required to adequately mark and light the premises (as is very evident from the current Jumping Pound location at Hwy22 at Hwy 1).
- 6) Contamination possibility by underground tanks which, if a disaster occurred, would affect our aquifers/fresh water supply and water wells which currently are the only water source year round for local residences and the United Church/Preschool/Manse.

- 7) Safety of 400+ Edge School children (grades 4 to 12), 50+ Discovery Preschool Children, seniors/elders, and the resulting parking congestion.
- 8) Increased traffic that the immediate area cannot adequately handle, notwithstanding the proposed/pending road improvements for the general area. No consideration has been given to the concern and frequency of large transport trucks and B trains having to navigate proposed traffic circles, and in the event they miss a turn and end up heading northwards on Range Road 33 there is no appropriate place for them to turn around on that road. This would present unsafe circumstances and added difficulty for all drivers and oncoming traffic impacting hundreds of homes in that area.
- 9) With traffic coming and going from the Edge School, Springbank Airport, and Harmony community critical traffic flows are already interrupted and present immense lineups from the school backed up southward towards the TransCanada Highway and westward on Township Road 250.
- 10) An appropriate Traffic study has not been provided for public review that answers concerns (one that measures activity at the existing Petro Canada Jumping Pound truck stop).
- 11) No public open house was afforded for affected land owners to voice their concerns, ask questions or be provided with a physical presentation of the proposal. We, the local impacted residents had to arrange one to present our concerns and hear the plans.
- 12) The negative impact on the value of our acreage parcels will be significant give the scope of impacts as outlined (estimated 100 acres at \$100,000/acre minimum).
- 13) The County's normal notice circulation of 1.6KM surrounding an application is not adequate in this case given the far reaching impacts on the whole of Springbank on the north side and "trickle down" impacts on the whole of the broader Springbank Community.
- 14) Proximity to the Springbank United Church Cemetery (founded in the 1890s) is not conducive to preservation of the current quiet and peaceful landscape.
- 15) Potential runoff from overland spills and site contamination are in the Springbank Creek watershed which drains south to the Elbow River via numerous active farms, acreages and our 3 local schools and Park for All Seasons.
- 16) Fire hazard that comes from the tendency of electric vehicles with lithium batteries to burst into flames, which fires cannot be extinguished by water. Also, the large trucks carrying flammable liquids for refueling present a risk, especially near a large school.

We understand that there are other viable options available for the proposed Energy Centre to the west on Highway No. 1 which would be more appropriate for consideration.

If representatives of the Rocky View County have any questions concerning the foregoing, they can be directed to the undersigned.

Respectfully Submitted

Ian Galbraith

[Redacted signature block for Ian Galbraith]

Cindy Turner

[Redacted signature block for Cindy Turner]

Objection Letter - Springbank United Church Trustees - File 04733008

[Redacted]

Wed 1/31/2024 7:12 AM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Cc: Ian Galbraith [Redacted]

[Redacted]

📎 1 attachments (441 KB)

Objection Ltr Rocky View 04733008.pdf;

Objection to Petro-Canada Springbank Integrated Energy Centre MSDP

File Number 04733008

Application Number PL 20230127, PL 20230128, PS 20230158; Division 2

Deadline to File Objection: Jan 31, 2024

Please see our letter attached.

Elaine Moses

Trustee / Springbank United Church

January 30, 2024

Rocky View County
262075 Rocky View Point
Rocky View County, AB T4A 0X2

Attention: Bernice Leyeza – County Contact
bleyeza@rockyview.ca
Phone 403-520-8182

Dear Madam:

Re: Objection to Petro-Canada Springbank Integrated Energy Centre MSDP
File Number 04733008
Application Number PL 20230127, PL 20230128, PS 20230158; Division 2
Deadline to File Objection: Jan 31, 2024

This letter of objection to the site location for the above referenced proposal is submitted on behalf of the Trustee's for Springbank United Church, a significant and negatively affected adjacent land owner in the immediate community. In support of our objection, we raise the following concerns as we firmly believe the proposed location is totally inappropriate given the negative aspects we perceive and that such an Energy Centre would invite:

- 1) Fresh air quality would be negatively and detrimentally impacted on account of significant diesel emissions from semi trucks, B trains, buses, recreation vehicles, and all other road traffic etc.
- 2) Increased traffic flow/congestion from all forms of vehicles, recreation vehicles/trailers, buses, service vehicles (plows / tanker trucks / supplies) and significant influx of service vehicles and a variety of sizes of transport vehicles would hamper our rights as land owners of egress and ingress from our Church owned property and community
- 3) Increased commotion and noise from all forms of vehicular traffic coming and going, idling, etc. 24 hours a day/7 days a week
- 4) Increased light pollution as a result of lighting that would naturally be required to adequately mark and light the premises
- 5) Emergency Services for fire and ambulance serving the municipality would be interrupted with the increase in traffic and resulting congestion
- 6) Contamination possibility of underground tanks which if a disaster occurred, would affect church fresh water supply and water well which currently is the only water source and services the church property has, where also tenant family lives in the Church manse and the operation of a Discovery Pre-School which serves education, family and community needs year round
- 7) Safety of 50+ Discovery Preschool Children, seniors/elders, and the resulting parking congestion
- 8) Increased traffic that the immediate area cannot adequately handle. No consideration has been given to the concern of big semi trucks and B trains having to navigate a traffic circle, in the event they miss a turn and end up having to head northwards on Rge Rd 33 where there is no appropriate place for them to turn around on that road. This would present unsafe circumstances and added difficulty for all drivers and oncoming traffic.
- 9) With traffic coming and going from the Edge School, the Springbank Airport and the Harmony Development (which is continuing to expand) as well, critical traffic flow is already interrupted

and presents immense lineups from the school backed up southward towards TransCanada Highway

- 10) Traffic study has not been conducted nor provided
- 11) Only a limited and selective public venue was hosted to afford affected land owners opportunity to voice their concerns, ask questions or be provided with a physical presentation of the proposal.
- 12) Proximity to Springbank United Church Cemetery is not conducive to preservation of the current quiet and peaceful landscape
- 13) Fire hazard that comes from the tendency of electric vehicles and lithium batteries to burst into flames, which fires cannot be extinguished by water. Explosions could also be a concern given the volume and size of vehicles and the situation.

We understand there is another viable option available for the proposed Energy Centre on Hwy #1 to the west in the Jumping Pound area which could be available for development and would be more appropriate for consideration.

Additional objections within our immediate Church community are being forwarded under cover of separate emails/letters by our Church congregants, our tenant in the Church Manse located on our Church property, as well as our significant Discovery PreSchool tenant who are currently responsible for approximately 50+ children/families (ages 2-5 yrs old and could expand to 78 children in the fall) daily throughout the year.

If representatives of the Rocky View County have any questions concerning the foregoing, they can be directed to the Trustees listed below.

Respectfully Submitted on behalf of
Trustees for Springbank United Church



Ian Galbraith – [REDACTED]
Marty Proctor – [REDACTED]
Tara Byrne – [REDACTED]
Elaine Moses – [REDACTED]

c.c. Dr. Rev. Stephen Harper – Minister – Springbank United Church – [REDACTED]
Bruce McLean – Property Manager – Springbank United Church – [REDACTED]

Re: Stormwater from Edge School

Bernice Leyeza <BLeyeza@rockyview.ca>

Tue 12/5/2023 8:43 AM

To: Connie Smith [REDACTED]

Good morning, Connie:

This has been forwarded to our Enforcement Team and someone should follow up with you.

Thanks,

Bernice Leyeza

Planner 2 | Planning and Development Services

From: Connie Smith [REDACTED]**Sent:** Monday, December 4, 2023 9:50 PM**To:** Bernice Leyeza <BLeyeza@rockyview.ca>**Subject:** Stormwater from Edge School

I am very concerned about the damage the stormwater from Edge School's pond has done to our field. The water runs from Edge School through our fields down to Highway 1. It is so wet that many times it is difficult to get farming equipment through the area.

When Edge School was built, my father Gordon Smith, had a meeting with Edge School, a water quality expert, and County representatives. It was decided that Edge School was to repair their pond and pump water into the RR 33 ditch.

This pumping was done for many years although after a few years Dad had to phone each spring to get them to do it. This should not have been necessary.

Dad died in 2016 and Edge School no longer pumped the water. The increasing damage to the land is clearly visible using Google maps. There is a large area of cattails where we never had cattails before. The size of this area is increasing. We can no longer access the eastern field through our gates. The fence was cut closer to the highway to allow farm equipment into the field. The cattails have now spread down that far and must be cut to allow equipment through.

Edge School putting in artificial turf on their playing field did not help this situation.

I have recently learned that you are requiring PetroCanada to have their stormwater run into Edge School's pond. This will only increase an already very damaging problem.

It is long past time that a solution for this problem is found. At the very least, Edge School should be required to once again pump water into the RR33 ditch.

Re: File Number 04733008 PetroCanada

Bernice Leyeza <BLeyeza@rockyview.ca>

Fri 1/19/2024 9:58 AM

To: Connie Smith [REDACTED]

Good morning, Connie:

Thank you for your comments on this application. I do remember you had raised concern several weeks ago regarding the Edge School's stormwater pond. I hope that was resolved!

Please note that this will be included in the application comments to be attached to the Council Report.

Thanks,

Bernice Leyeza

Planner 2 | Planning and Development Services

From: Connie Smith [REDACTED]

Sent: Thursday, January 18, 2024 2:12 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Subject: File Number 04733008 PetroCanada

Application numbers: PL20230127, PL20230128, PL20230158

I am concerned about the stormwater drainage from PetroCanada's stormwater pond. One proposal for releasing water from the pond was to allow it to flow into Edge School's stormwater pond. We do not need more water flowing from PetroCanada or Edge School across our land.

Water from Edge School has already damaged our fields to the south and west of the school. There are areas of water flooding our fields as is evidenced by the cattails now growing there. This is so large it can be easily seen on Google maps.

The slope of the land is shallow resulting in water standing in the field and only very slowly flowing away to the highway. The soil has a high clay content which means that water does not absorb into the soil in large quantities.

We are unable to access our eastern field through our gates and the fence had to be cut further south. Despite this, water and cattails still make it difficult to get farm machinery into the eastern field.

At one time I tried to fill in ruts left by farm machinery crossing the wet area. I got sick from airborne exposure to this standing water.

I feel that a much more detailed plan for PetroCanada's stormwater management is required. One that does not involve allowing more stormwater to flow across our land.

Re: File No. 04733008

Diane Ryman [REDACTED]

Wed 1/17/2024 5:49 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Great, thank you so much!

Get [Outlook for Android](#)

From: Bernice Leyeza <BLeyeza@rockyview.ca>

Sent: Wednesday, January 17, 2024 3:50:23 PM

To: Diane Ryman [REDACTED]

Subject: Re: File No. 04733008

Good afternoon, Diane and Jack:

Thank you for your comments on this application. Please note that this will be included in the application comments to be attached to the Council Report.

Thanks,

Bernice Leyeza

Planner 2 | Planning and Development Services

From: Diane Ryman [REDACTED]

Sent: Wednesday, January 17, 2024 11:12 AM

To: Bernice Leyeza <BLeyeza@rockyview.ca>; Division 2, Don Kochan <DKochan@rockyview.ca>

Subject: File No. 04733008

January 17, 2024

File No. 04733008

Application No. PL20230127, PL202301128, PL20230158

Division: 2

ATTENTION: Planning Services Department
Bernice Leyeza

We wish to object to this proposal and application to redesignate and amend the North Springbank Area Structure Plan.

This plan in no way would be compatible in that area. There is a school on property adjacent to this proposed Truck Stop and gas station. How safe are the students attending this school. The property is located at a very busy intersection and traffic would be horrendous. This type of facility is totally unsuited to the area with a church directly across the road, residential housing and agricultural pursuits in the area.

The Bingham Crossing development is directly east of this property and that in itself is going to greatly increase the flow of traffic at that intersection without adding large transport trucks to the mix. The proposed Access to the property is poor and unsafe. How are transport trucks going to make the huge turns required to access the property.

The proposed development will require huge amounts of electricity and water. The light pollution could interfere with the air traffic coming and going from the Springbank Airport.

As business owners and residents in this area we strongly oppose this change of zoning and suggest that this type of business should be placed further west and in an area more suited to the amount of traffic and vehicles it will attract. Please do not even consider this proposal!!

Diane & Jack Ryman

Residents at 33062 Township Rd. 250
Owners of Springbank Self Storage & RV's



Sent from [Mail](#) for Windows

Re: File Number 04733008

Bernice Leyeza <BLeyeza@rockyview.ca>

Wed 1/17/2024 3:51 PM

To:Lizzie Ryman [REDACTED]

Good afternoon, Lizzie:

Thank you for your comments on this application. Please note that this will be included in the application comments to be attached to the Council Report.

Thanks,

Bernice Leyeza

Planner 2 | Planning and Development Services

From: Lizzie Ryman [REDACTED]

Sent: Wednesday, January 17, 2024 12:22 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>; Division 2, Don Kochan <DKochan@rockyview.ca>

Subject: File Number 04733008

Dear Bernice Leyeza,

My name is Lizzie Ryman and I currently reside at A33062 Township Road 250, directly across from the proposed Petro-Canada Springbank.

I am writing you to express my concerns for the following application numbers:

PL20230127

PL20230128

PL20230158

Over the past few years Township Road 250 has become increasingly busy with traffic, only to become more busy with the implementation of Bingham Crossing and Costco. This road happens to be one of the only access routes for many children attending the Edge School or any of the Springbank Community schools. As well as, the only access route to my home. Having a child of my own, I worry about the increased traffic and adding transport trucks into the mix. I do not believe Township Road 250 would be able to support such an increase in traffic and do not believe that a truck stop should be located so closely to these residential properties, agricultural properties, and the Edge School.

Truck stops come with increased air pollution, traffic, clientele, and do not create a safe environment for the families, farm animals, and residents in the area.

Thank you for taking the time to read my concerns.

Regards,

Lizzie Ryman

Re: File Number: 04733008 TransCan Highway Truck Stop 3 Applications, PL20230127,PL20230128, PL2023158

Bernice Leyeza <BLeyeza@rockyview.ca>

Mon 2/5/2024 2:29 PM

To:Maureen Bennett [REDACTED]

Good afternoon, Maureen and Marion:

Apologies for the delay in my response. Thank you for your comments. We will consolidate your comments during the review of PL20230127, 128, and 158. I will reach out if I have further questions regarding your response.

Your comments will be shared with the applicant once I have consolidated them. Council will receive a package of the comments submitted before scheduling a public hearing.

If you have any questions, please let me know.

Thanks,

Bernice Leyeza

Planner 2 | Planning and Development Services

From: Maureen Bennett [REDACTED]

Sent: Tuesday, January 30, 2024 2:02 PM

To: Bernice Leyeza <BLeyeza@rockyview.ca>

Subject: File Number: 04733008 TransCan Highway Truck Stop 3 Applications, PL20230127,PL20230128, PL2023158

January 30/2024

File Number: 04733008

TransCan Highway Truck Stop 3 Applications, PL20230127,PL20230128, PL2023158

Attention Planning Service Department, Rocky View County:

This letter is from an adjacent property owner. We are against redesigning the subject lands from Special Public Service to Commercial, Highway District and against building a Trans- Canada Highway Truck Stop development, which Suncor is calling an Energy Centre.

Health Concerns- The proposed location of the Suncor Truck Stop is directly beside The Edge School for Athletes and across the street from a preschool that runs 5 days a week located in Springbank United Church. There are almost 400 students in grades 4-12 attending the Edge School as well as 100s of public users of the Edges' sports facilities. Like all truck stops, where drivers are required by law to take extended breaks, there will always be idling trucks at the Truck Stop putting harmful pollutants into the air. Children are the most vulnerable and are most likely to develop Asthma and other respiratory issues from fossil fuel pollutants. **The greater the air pollutants the higher the risk.** Even without the truck stop the children at

2/7/24, 11:33 AM

these two facilities are already exposed to air pollution from Highway One and Springbank Airport. Adding another much bigger polluter (idling trucks) would make the risk much worse. At the preschool the children spend extended periods playing outside every day. At the Edge school the Southern Outdoor Sports Field is located directly beside the large commercial truck parking/idling location. The representative for Suncor, Urban Systems suggested that there would almost always be a NW wind blowing pollution away, but when you examine wind weather info for the area this is not true.

Road Safety Dangers- Range Road 33 is the main road linking North and South Springbank. We are already seeing heavier traffic on Township Road 250 and Range Road 33, mostly because of development in the nearby Harmony Hamlet. Soon we will have a huge increase in traffic because of the Costco that is tentatively approved for the Bingham development. Every day school buses and residents navigate Range Road 33, often multiple times a day. Introducing large commercial haul trucks to this road and the proposed traffic circle adds a significant traffic danger to children riding on school buses and resident car traffic. As well, all this increased traffic is going to create a continuous traffic jam for North Springbank residents. A much better location for the Truck Stop would be close to where it is currently located, West of Highway 22 on the Jumping Pound Road. (Close to the intersection of Township Road 250 and Highway 22)

Impact on Nearby Businesses and Residents- This is the only place in Canada where developers are trying to build a major Trans Canada Highway Truck Stop right beside a school and public sport facility, that can often have 1000+ students and public using the facilities in attendance. The Edge School for Athletes completely opposes this development and has major concerns including having to evacuate buildings when the pollutant air intake reaches dangerous levels inside facilities. Springbank United Church is also against this development and has many concerns including the health of the preschool children and its impact on the preschool business that might need to close or relocate because of the negative impacts from the truck stop. Besides air pollution there are noise and light pollution concerns as well. This development goes completely against the findings from the recent Springbank Resident Survey that is supposed to be taken into consideration with the proposed new Area Structure Plan.

Suncor's Poor Record of Informing the Public and Cleaning Up when Fossil Fuel Spills and Hazards are Detected:

-All the residents living close to the proposed development have property and water wells that could be contaminated by runoff and fossil fuel spills.

- 4,500 litres of gas spilled in Charlottetown Petro- Canada Incident in August 2022, the owners, Suncor Energy initially said there was no evidence of a fuel spill and stated that it was a possible malfunction of measuring equipment, an independent consultant was brought in and confirmed that an underground tank had

spilled thousands of litres of gas [4,500 litres of gas did spill in Charlottetown Petro-Canada incident, consultant finds | CBC News](#)

- Airdrie spill on an empty lot that Suncor is responsible for cleaning up has adversely impacted the owners of the lot, still not cleaned up properly
[What's under that Petro-Canada station, you say? | The Narwhal](#)

- Judge fines Lake Louise Petro-Canada gas station owner, manager and company for improperly cleaning up a gasoline spill [Judge fines Louise gas station owner, manager and company - RMOutlook.com](#)

- NWT Environment and Climate Change Minister learned about a spill of nearly 6 MILLION LITRES not from Suncor or the regulator, instead from the media ['Irritated' N.W.T. minister learned of Suncor spill into Athabasca River when media called | CBC News](#)

In conclusion, as a neighbour living across the street from this property we are completely opposed to a major TransCanada Highway Truck Stop being built at this location.

Sincerely,

Maureen Bennett, Marion Bennett

Note: Rocky View County, please confirm that you received this email on January 30th, 2024