



# MASTER SITE DEVELOPMENT PLAN

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**JUNE | 2024**

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

PETRO-CANADA SPRINGBANK  
INTEGRATED ENERGY CENTRE

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# 1. Introduction

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

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

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

## Policy 1.1:

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



## 2. Project Vision and Rationale

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



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

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

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

### 3. Springbank Integrated Energy Centre

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

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





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

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

## 4. Area Context

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

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

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

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

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

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

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





## 5. Planning Policy Framework

### 5.1 Calgary Metropolitan Region Board Growth Plan – 2022

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

Schedule I: Regional Growth Structure within the Growth Plan, the subject lands are visibly outside of a Preferred Growth Area.

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





## 5.2 Rocky View County's County Plan

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

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

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

Policy Section 14.9 of the County Plan indicates that ASP's shall be adopted to provide the framework for highway business area development. We note that the subject property is located within

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

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

### **Policy 5.2:**

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



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

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

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

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

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

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

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

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

#### Policy 5.3:

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

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

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

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



## 6. Existing Conditions

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

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

### 6.1 Historical Resources

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

### 6.2 Mutual Access Easement

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

#### **Policy 6.1:**

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

## 7. Development Concept

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

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



### 7.1 Lighting

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

#### **Policy 7.1:**

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



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

## 7.2 Parking and Loading Area Requirements

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

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

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

### 7.3 Transportation and Site Access

A number of transportation systems improvements are required to facilitate the proposed development. These improvements are identified in the Traffic Impact Assessment prepared in support of the MSDP. The identified Stage 2 interchange improvements are required to implement the proposed development.

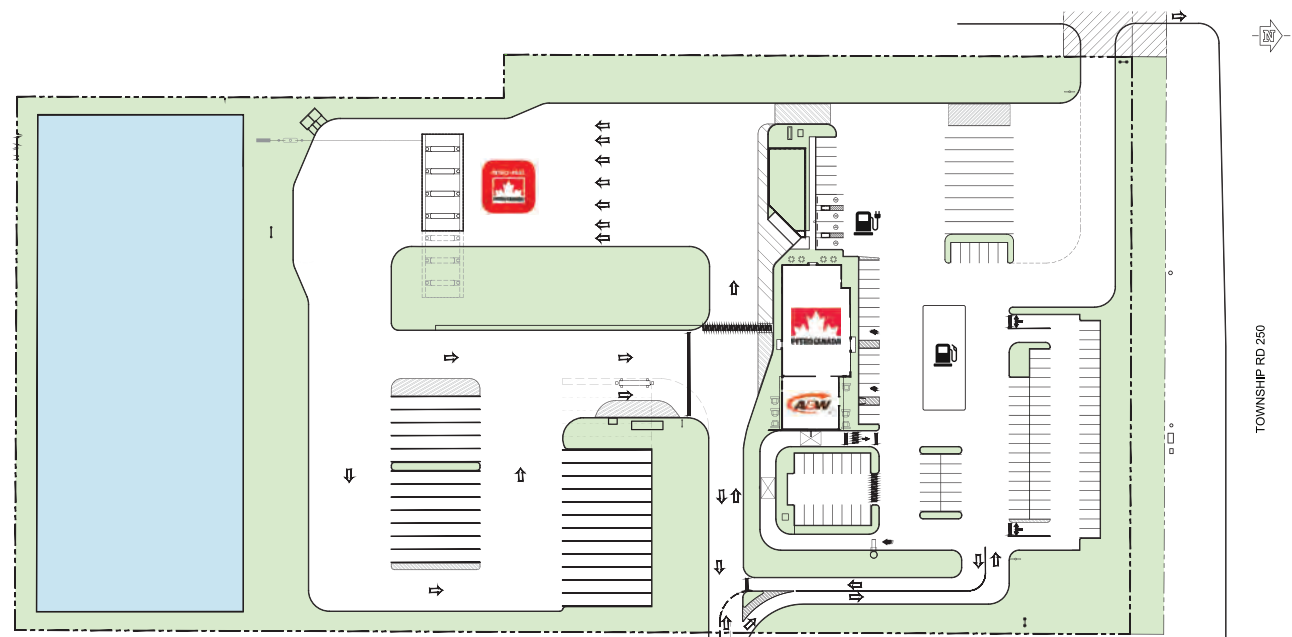
The development concept for the subject property proposes two site accesses. These accesses divide the site into north and south and allows for the separation of the retail component (car traveling public) and wholesale component (truck trailer) of the business. This separation of vehicle types is intended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

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

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

#### Policy 7.3:

*Stage 2 improvements to the Highway 1/ Range Road 33 interchange and the Township Road 250/Range Road 33 intersection will be completed prior to issuance of the future development permit.*



**FIGURE 1 |** Development Concept



## 8. Architecture and Landscaping

### 8.1 Architectural Design

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

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

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

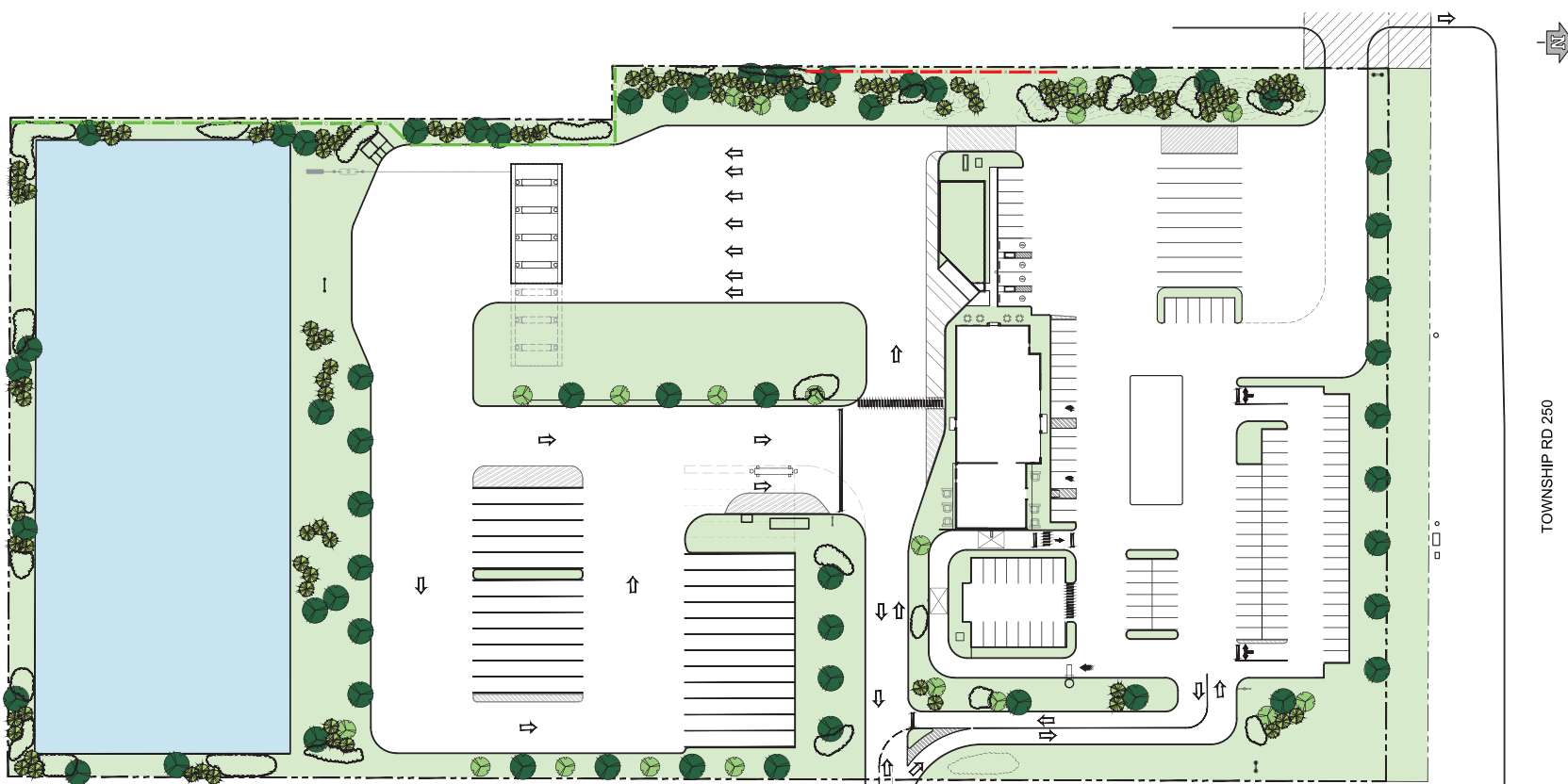


## 8.2 Landscape Design

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

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

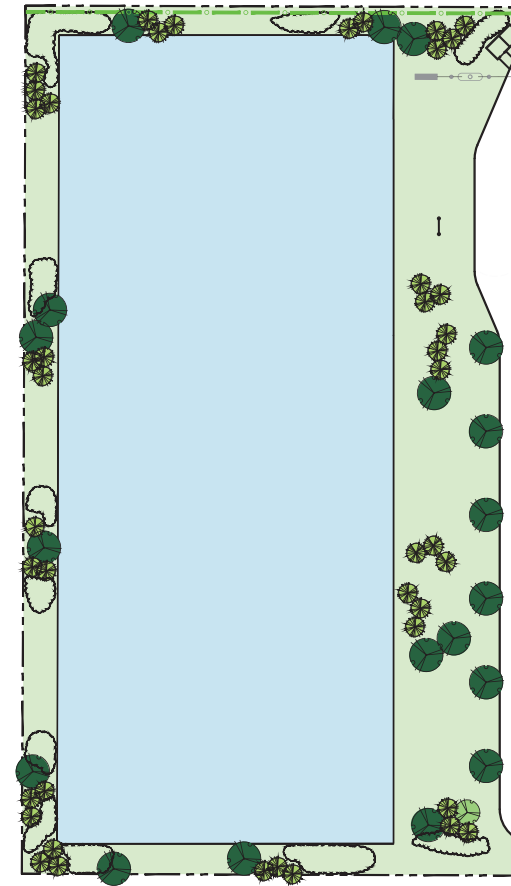
A conceptual landscape design has been prepared and is illustrated in **Figure 2: Conceptual Landscape Plan**.



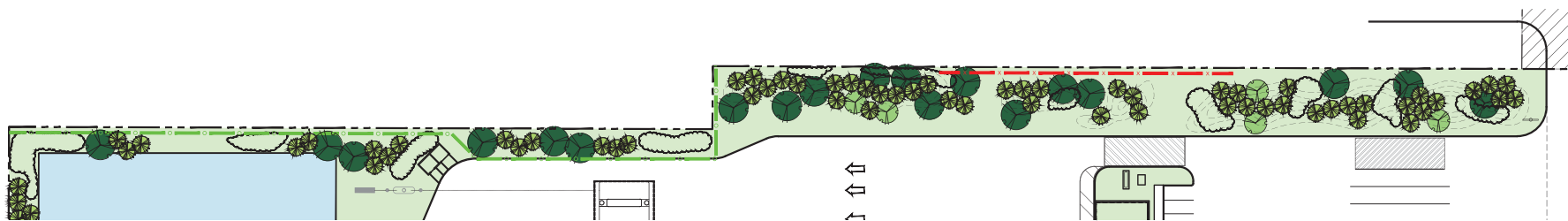
**FIGURE 2 | Conceptual Landscape Plan**

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

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



**FIGURE 3 | Stormwater Pond Concept**



**FIGURE 4 | Frontage Landscaping Concept**

**Policy 9.1:**

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

## 9. Technical Analysis

### 9.1 Sanitary Servicing

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

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

## 9.2 Potable Water

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

## 9.3 Stormwater Management

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

## 9.4 Shallow Utilities

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



### Policy 9.2:

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

### Policy 9.3:

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

## 10. Public Engagement

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

### 10.1 Key Stakeholder Meetings

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

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

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

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

### 10.2 Project Summary Distribution and Project Email

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

## 11. Operational Plan

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

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



### Policy 11.1:

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



## 12. Supporting Studies

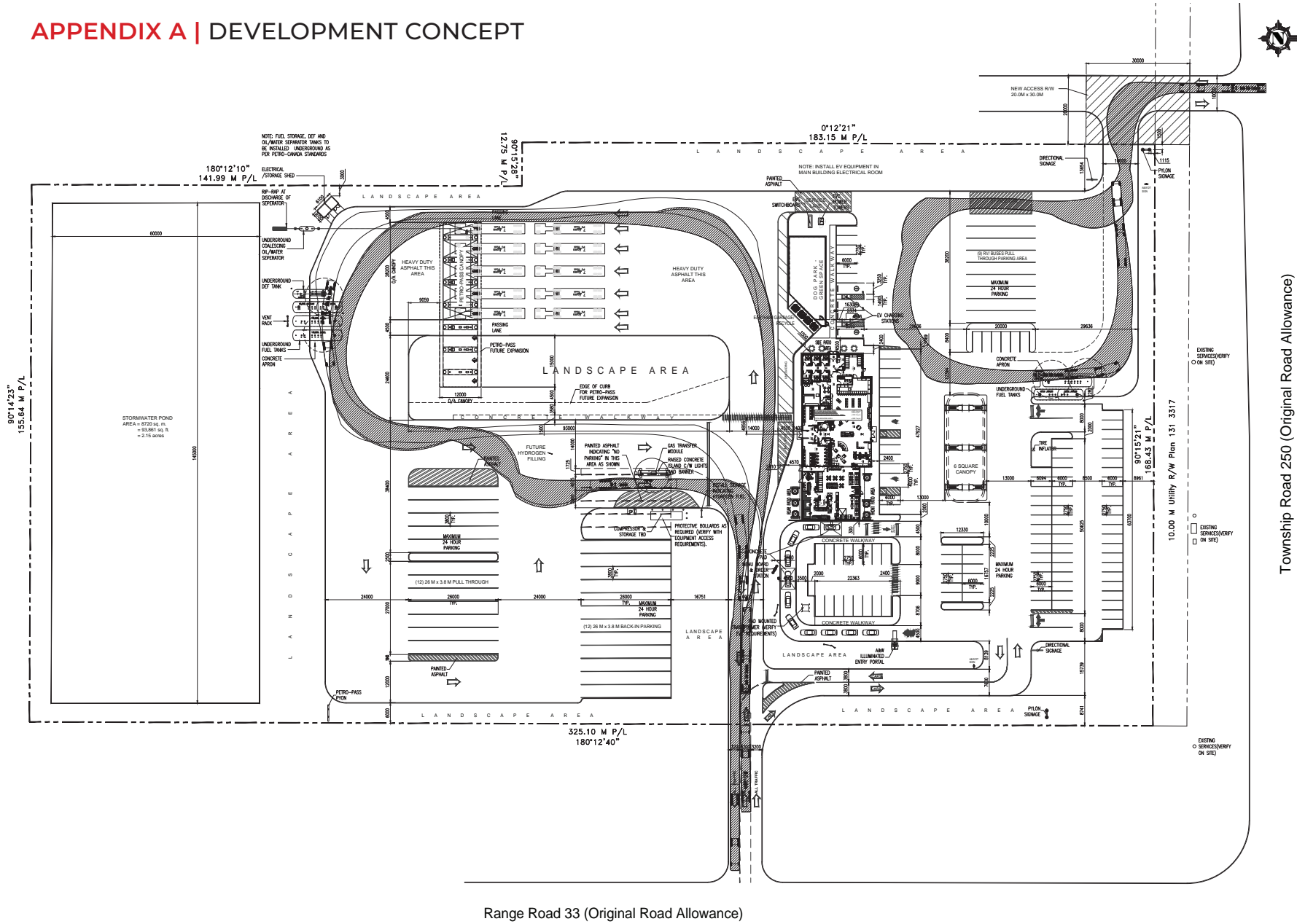
The following additional reports and studies have been prepared in support of the proposed development:

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

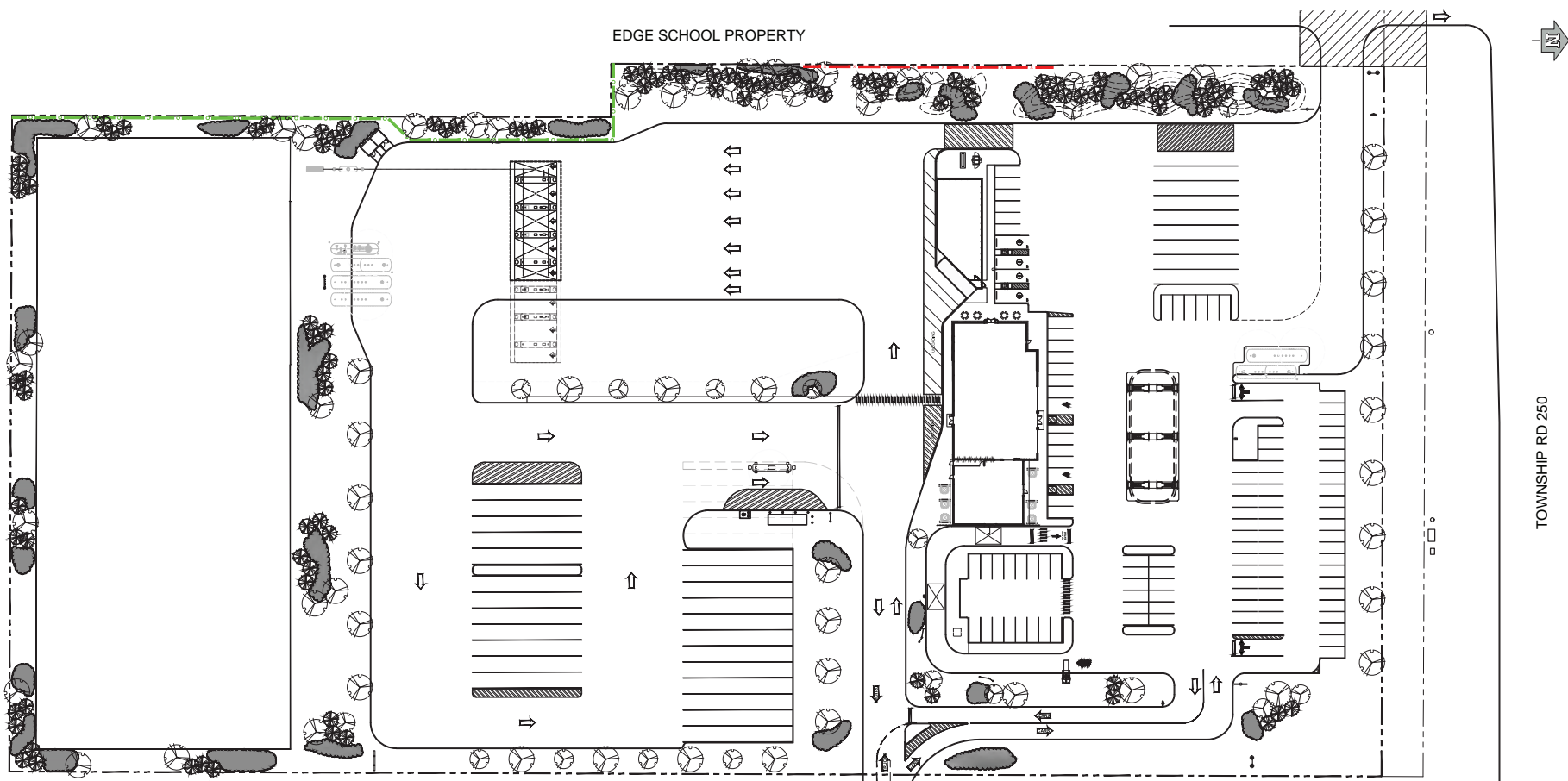


# Appendix >

# APPENDIX A | DEVELOPMENT CONCEPT



# APPENDIX B | LANDSCAPE CONCEPT





# LAND USE REDESIGNATION ENGAGEMENT SUMMARY REPORT

**Integrated Energy Centre Development - Springbank**

URBAN SYSTEMS

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**DATE: OCTOBER 2023**

URBAN

**FILE: S Y S T E M S**

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**SUNCOR ENERGY PRODUCTS PARTNERSHIP**

## LAND USE REDESIGNATION ENGAGEMENT SUMMARY REPORT

## 1.0 BACKGROUND

Suncor Energy Products Partnership (Suncor) have initiated an executed purchase of sale agreement to prepare a Land Use Redesignation application to accommodate a future Petro Canada Integrated Energy Centre. The proposed application is applicable to the property located at 33019 Township Road 250, NE 33-24-03 W5M; Plan 7710987 Block 1 in Rocky View County (the subject property).

The redesignation is being sought to facilitate the relocation of Suncor's existing Jumping Pound integrated energy centre located at the northwest junction of Highway 22 and Highway 1. 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. The land required through the expropriation will no longer permit the existing Jumping Pound facility to operate.

Engagement was conducted for the subject property to raise awareness about the project, and understand stakeholder impacts, concerns, and support for the development.



Figure 1: Aerial Site Boundary - Subject Site Outlined in Red





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## 2.0 2023 ENGAGEMENT SUMMARY

### KEY STAKEHOLDER MEETINGS

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

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

The initial meetings were approximately one-hour in length and were conducted from June 2023 - September 2023. Supplementary materials were provided to all stakeholders including meeting summaries, draft site plans, and supporting mapping documents to encourage accurate and transparent information sharing with stakeholders. Additionally, engagement follow-ups were facilitated with all stakeholders to offer a second meeting, and an opportunity to provide additional discussion and engagement feedback.

### PROJECT SUMMARY DISTRIBUTION AND PROJECT EMAIL

A project summary was created for the public to learn more about the Land Use Redesignation application prior to submission and included information on the intended future use of the subject property. The communication was distributed to the Springbank Community Planning Association, the Springbank Community Association, and Councillor Kochan. The communication was shared with over 1000 email subscribers and was included in Councillor Kochan's community update email.

The communication provided the public with a project specific email address that could be used to submit concerns, support, and questions to the project team for response. Within a two-week period after the communication was shared with community members, a total of 5 emails were received and replied to by the project team.

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## 3.0 2023 ENGAGEMENT THEMES

Overall, stakeholder's expressed general interest in the prospective amenity with the understanding that the current Jumping Pound Site would be decommissioned and noted that the current Jumping Pound site is a well-used resource for community members. Some stakeholders noted that growth in this area would be welcomed, while others opposed any future development of the area and preferred to maintain the rural character of the community.

Stakeholders were largely focused on concerns related to traffic, parking, and site compatibility.

Themes have been outlined in detail below.

Theme	Summary
Parking	<p><b>General Parking Supply:</b> Stakeholders noted that parking was an anticipated concern for the subject property based on the perceived intensity of use of the Jumping Pound site and adjacent carpool parking. Representatives of the Edge School flagged that they already experience parking capacity issues during recreation events (i.e. tournaments).</p> <p><i>Mitigation may be required from the Edge School and Suncor to manage parking/overflow from both sites. Additional parking stalls have been added on the subject site (offering more parking than the Jumping Pound site). Parking will be mitigated with signage and potential enforcement.</i></p>
	<p><b>Carpooling Parking:</b> Concerns about the potential for carpool parking to migrate to the new site was identified by stakeholders as an issue related to the development. Some stakeholders noted that the carpool parking amenity was a benefit to the community and should be incorporated on the subject site.</p> <p><i>On the current Jumping Pound site, carpool parking occurs on Rockyview County right of way on a public service road (Township Road 245A), not on Suncor property. Parking on the Jumping Pound site is managed effectively through parking signage and currently does not reach parking capacity.</i></p>

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	<p><b>Truck Parking &amp; Safety:</b> Safety concerns related to the designation of the site as a truck stop was flagged by stakeholders and noted concerns related to child safety, loitering, and trespassing.</p> <p><i>Screening and fencing have been proposed in the site plan to mitigate concerns related to trespassing between the Edge School and the subject property. Perceptions of truck loitering are related to federally regulated rest-periods required for drivers, which usually result in drivers parking in a designated area for the minimum required rest-period and continuing their route. Showers and amenities are located on-site and will not be sought from surrounding properties. Long term parking (more than 24-hours) will not be authorized on the site.</i></p>
Traffic	<p><b>General Traffic Volume:</b> Some stakeholder's identified concerns with the proposed intensity of the site, which could result in high traffic volumes using the Range Road 33 exit and overpass over Highway 1. This concern was noted in relation to other developments in the area, including Bigham Crossing and Harmony.</p> <p><i>A Transit Impact Assessment (TIA) was conducted for this site, which found that highway upgrades would be required prior to the Development Permit application phase, including highway and overpass twining on Range Road 33 to accommodate traffic volumes.</i></p> <p><b>Lunch Hour Rush:</b> A restaurant/convenience store does not currently service this area, and stakeholders indicated that the amenity would be a well-used addition to the surrounding community. Awareness was raised around the possibility for a lunch rush originating from the Edge School and Springbank High School, where stakeholders noted that 1000+ students could regularly access the restaurant/convenience store during the lunch hour period resulting in congestion.</p> <p><i>Highway upgrades will be required prior to the Development Permit application and will be designed to accommodate higher transportation loads accessing the site.</i></p>

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	<p><b>Truck Traffic:</b> Some stakeholders noted that the current highway infrastructure would not accommodate truck traffic frequenting the subject property. Stakeholders also flagged school bus routes around the subject property being impacted by increased truck traffic, causing safety concerns for children and parents.</p> <p><i>Phase 1 improvements aligning with the development of Bigham Crossing will allow for preliminary truck mobility through highway lane twinning on Range Road 33 with a roundabout located at the intersection of Township Road 250 and Range Road 33 and will direct truck traffic to a right-in-right out on Range Road 33. Phase 2 improvements would include overpass twinning and off-ramp upgrades at Range Road 33 and Highway 1, which is required to facilitate the development of the subject property.</i></p>
Sanitary and Utility Servicing	<p><b>On-site Utility Management:</b> Some stakeholders expressed concern around the need to implement on-site utility provisions, including leach fields.</p> <p><i>Suncor has made provisions to implement off-site utility management.</i></p>
Site Access	<p><b>Pedestrian Access to Site:</b> Provisions for a pedestrian access point was identified in the landscape design on the west boarder of the parcel connecting the Edge School and the subject site, where stakeholders expressed a preference in implementing no pedestrian access point, and instead expressed interested in a fence buffer.</p> <p><i>Suncor will consider appropriate fencing and screening measures to accommodate stakeholder priorities.</i></p> <p><b>Access from Township Road 250:</b> Some stakeholders indicated concern regarding access point along Township Road 250, in which yielding left-turn vehicles could cause traffic back ups.</p> <p><i>Access to the site from Township Road 250 will be facilitated by a shared driveway with the Edge School, that includes a dedicated left turn lane to minimize traffic disruption on Township Road 250.</i></p>

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	<i>The shared driveway is a condition of the Edge School's subdivision approval.</i>
<b>Compatibility and Land Use Intensity</b>	<p><b>Proximity to a School:</b> Stakeholders outlined that the intensive nature of the land use is incompatible with the neighbouring school and sports facilities, citing toxic chemical exposure as a safety concern for students, tournament attendees, and faculty.</p> <p><i>The subject property aligns with the surrounding commercial industrial land uses along Township Road 250 and has historically been zoned to accommodate the proposed land use.</i></p> <p><i>The matter of land use compatibility has been addressed in the Planning Justification Report that has been submitted in support of the proposed development.</i></p>

## 4.0 2024 ENGAGEMENT SUMMARY

### PUBLIC INFORMATION SESSION WEBINAR

A public Information Session was conducted virtually to provide the general public with information about the proposed development. The session was held on May 22, 2024, through a Zoom Webinar. The Information Session included a thirty-minute presentation, followed by a thirty-minute moderated question-and-answer period.

The session was promoted within the community through the following methods:

- Two (2) on-site signs positioned along each of the subject site boundaries along Range Road 33 and Township Road 250
- A postcard mailout with project and event information was mailed to 1772 residential and business addresses within an approximate 5km radius of the site (all T3Z postal codes)
- A promotional memo was distributed to the Springbank Community Association, the Springbank Community Planning Association, and the Edge School to include in newsletters

One-hundred and fifty (150) community members registered to attend the Information Session through an online event page, with a total of eighty-two (82) unique viewers in attendance at the live Information Session. In total, one-hundred and eleven (111) questions and comments were received through the question-and-answer function.

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**5.0 2024 ENGAGEMENT THEMES**

Theme	Summary
Location Suitability	<p><b>Availability of parcels located west of the current site:</b> Participants were interested in the exploration of other parcels situated west of the current Jumping Pound facility.</p> <p><i>The proposed site is uniquely positioned to maximize access through an overpass over Highway 1, capturing both directions of traffic. A suitable site has not become available west of the site.</i></p>
	<p><b>Community desires to keep the Jumping Pound facility as-is:</b> Some community members provided feedback that they prefer that the current Jumping Pound location remain on its current site and expressed that proposed provincial highway designs should accommodate the current uses, so the site is not required to relocate.</p> <p><i>Petro-Canada (Suncor) may be required to relocate the Jumping Pound facility due to direction from the Alberta's Ministry of Transportation and Economic Corridors' (TEC) expropriation process.</i></p>
	<p><b>Congestion associated with neighbouring sites:</b> Some comments and questions raised concerns with potential congestion anticipated with other developments in the area, including Bingham Crossing.</p> <p><i>Road improvements studies, including a proposed traffic circle and lane coupling, is anticipated to accommodate increased traffic volumes. The studies consider all nearby development, including Bingham Crossing.</i></p>
	<p><b>General land-use compatibility:</b> Some participants expressed concerns with the proposed land use and indicated that they would prefer the land remain undeveloped to maintain the rural character of the area.</p>

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	<p><i>The proposed land-use aligns with contextual land-uses in the immediate area (commercial industrial). Concentrating similar commercial industrial land-uses within the same geographical area preserves more rural/agricultural land-uses elsewhere in Rocky View County, ultimately preserving the rural character of the area.</i></p>
<p><b>Safety</b></p>	<p><b>Safety of children at the Edge School and daycare at the United Church:</b> Questions were related to measures being taken to reduce potential hazards to children accessing adjacent sites.</p> <p><i>Petro-Canada (Suncor) will make site design considerations that minimize hazards to the operations of adjacent sites, including directing traffic around the traffic circle to enter the site on Range Road 33 (providing a buffer from the Edge School and the United Church), and safe pedestrian infrastructure within and around the subject site. Based on feedback from the Edge School, additional landscaping and hardscaping have been included in the site plan to limit access and sightlines to the site.</i></p>
<p><b>Transportation</b></p>	<p><b>Roundabouts and truck traffic:</b> Some participants questioned the suitability of roundabouts to accommodate general congestion, and questioned if trucks would be able to use them. Some participants requested a dedicated road along side Range Road 33 to the subject site.</p> <p><i>The Transportation Impact Assessment (TIA) conducted for the project indicates that the traffic circle will be expanded to accommodate two lanes, which will accommodate larger volumes, as well as truck traffic.</i></p> <p><b>Regional pedestrian and bike infrastructure:</b> Comments about the site's connectivity to regional path networks, and if regional pathways would be included in the anticipated highway upgrades, specifically on the Range Road 33 and Highway 1 overpass.</p> <p><i>If pathway connections are included in the highway upgrades, Petro-Canada (Suncor) will explore opportunities to integrate the</i></p>

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	<i>subject site with regional pathway networks. Such networks will be included as part of a future development permit application.</i>
<b>Parking</b>	<p><b>Carpooling:</b> Feedback about carpooling was mixed, some individuals noted concerns with carpool parking along public right of way relocating to the proposed subject site. Others indicated a need for carpool parking to support less vehicles and emissions being produced while accessing mountain attractions.</p> <p><i>On-site parking will be mitigated through a 24-hour parking policy, which will deter long-term parking on the subject site, including carpool parking. The current Jumping Pound site does not accommodate carpool parking.</i></p>
<b>Environmental</b>	<p><b>Noise and Light:</b> Some participants had questions about noise and light requirements for the site, including an interest in future environmental impacts.</p> <p><i>Additional environmental studies may be conducted at permitting stages as directed by Rocky View County. Future development permit application could include the submission of a photometric plan which analyses potential light impact.</i></p> <p><b>Environmental hazards:</b> Some participants noted concerns about air pollution, and risk for explosions associated with the uses proposed on the subject site.</p> <p><i>Petro-Canada (Suncor) adheres to all safety regulations associated with their operations. The site design considers neighbouring sites and provides a substantial buffer (100m+) between fueling stations and neighbouring buildings to reduce impacts of exhaust.</i></p>



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## 6.0 NEXT STEPS

Email inquiries received by the project email will be responded to throughout the duration of the Land Use Redesignation application process.

Additional engagement is anticipated to align with any major updates to the proposed application through a future development permit application which will include detailed site design. If successful with the Land Use Redesignation, future engagement is anticipated to be conducted at the Development Permit stage, where additional feedback will be sought from stakeholders and the broader community.

# **APPENDIX A**

## **ENGAGEMENT COMMENTS**

**SUNCOR ENERGY PRODUCTS PARTNERSHIP**  
LAND USE REDESIGNATION ENGAGEMENT SUMMARY REPORT

# **APPENDIX A**

## **2023/2024 PUBLIC EMAIL RESPONSES**

Comments below have been recorded exactly as written. Any personal identifying information has been removed for anonymity.

Responses provided by the project team have been included in *italics*.

**Is it possible to get a lay out of the new road that would be built here? Thank you**

*Thank you for reaching out to us regarding the proposed Suncor development at Range Road 33 and Township Road 250. Regarding your inquiry relating to the new layout of Range Road 33, the new road layout is being designed by Rencor as part of their Bingham Crossing development. Our client (Suncor) is not involved in the design process for the new road layout. As we understand matters, the design has been submitted to Alberta Transportation and Economic Corridors for review and approval and is currently going through their review process. Although I have seen the plan, unfortunately I do not have a copy that I am able to share with you.*

*I can tell you that the future design for Range Road 33 has two lanes in the north direction and two lanes in the south direction and these lanes are separated by a centreline concrete median. The intersection at Range Road 33 and Township Road 250 is a round-about. The off ramp for Hwy 1 at Range Road 33 is also a round-about. The extent of the Rencor improvements are from Township Road 250 extending down to the Highway 1 bridge. The improvements are identified as the Stage 1 improvements and are required in order to facilitate the first phases of development of the Bingham Crossing development. Further development in the area (including the proposed Suncor Development) will require the implementation of the Stage 2 road improvements in the area and these improvements include the twinning of the bridge structure over the highway as well as improvements to the interchange on/off ramps.*

*We anticipate submitting the land use application this fall and included in this submission will be a traffic impact assessment. This document will provide a much better summary and explanation of the proposed and required improvements for facilitating the proposed Suncor development. As this document will be submitted to the County as part of a Land Use application it will be part of the public record and can be provided by and/or viewed at the County. Once the application is submitted we can also make a copy available to you if you are interested.*

*I trust this is helpful, however please let me know if there are additional questions.*

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Not in favour of this in any way. I live in this community and already we are seeing such negative impact living in RVC springbank area last thing we need is another gas station restaurant area. There is enough around us already. This is just greed in my opinion.

*Thank you for your comments, we appreciate you taking the time to provide your commentary in writing. We will include your comments in our future What We Heard Report which will be submitted to Rocky View County with the Land Use Amendment application.*

I received notice from our RVC councillor that there is a proposal to relocate the Petro-Canada station from its current Highway 22/Highway 1 location to RR33/Highway 1. I am hoping someone on your team can provide some more insight to this. I am particularly interested if the roadway plan set has a high-level overview at this time showing in/out. Could anyone also comment on execution timeline? Is it tied to Alberta Transportation actually moving forward on the Hwy22/Hwy1 interchange or is it going to be more dependant on slogging through the inevitable submission-hearing-approval-appeal-hearing-approval process that seems to plague any development and progress in RVC? I myself am looking forward to continued growth throughout the region.

Also is there going to be any consideration from AT, RVC, or the developers of the site for park & ride as the 'Petro-Can Park & Ride' seems to be exceptionally popular all seasons.

*Thank you for reaching out to us regarding the proposed Suncor development at Range Road 33 and Township Road 250. Please accept this email in response to the questions raised in your correspondence.*

*Regarding your first question relating to the proposed access/egress to the property, we think it is important to identify some roadway improvements that are occurring as part of the Bingham Crossing development that help provide some context to our answer to this question, so please forgive the detailed response.*

*The future design for Range Road 33 which is proposed to accommodate the Bingham Crossing development has two lanes in the north direction and two lanes in the south direction and these lanes are separated by a centreline concrete median. The intersection at Range Road 33 and Township Road 250 is proposed to be reconfigured as a round-about. The off ramp for Hwy 1 at Range Road 33 is also proposed to be reconfigured as a round-about. The extent of the Bingham Crossing improvements are from Township Road 250 extending down to the Highway 1 bridge. These improvements are identified as the Stage 1 improvements and are required in order to facilitate the first phases of development of the Bingham Crossing development. The Stage 1 improvements are expected to be in place for the opening of the Costco at Bingham Crossing which we believe is anticipated for Fall 2025. Further development in the area*

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*(including the proposed Suncor Development) will require the implementation of the Stage 2 road improvements and these improvements include the twinning of the bridge structure over the highway as well as improvements to the interchange on/off ramps. These are longer term improvements, and it is currently uncertain as to when the Province will initiate the work. We are told by the Province that these works are not currently in the 3 year Capital Forecast for highway improvements.*

*Based on these improvements being in place, the proposed Suncor development has been designed with safety in mind and Suncor has intentionally separated truck traffic from automobile traffic through the use of separate access points for trucks and cars. Truck access to the site from Range Road 33 would be achieved by trucks going around the proposed round-about at Range Road 33 and Township Road 250 and heading southbound on Range Road 33 and then turning right into the site. This access has a right in right out only turning movement as the centreline median will prevent northbound turns from the site. The second access is dedicated to cars and located along Township Road 250 and is a shared access with the Edge School utilizing the existing easterly most driveway access to the Edge School.*

*Regarding your question about implementation and timing, there are two parts to the answer for this question. First and foremost, Suncor is only looking to pursue the development/construction of the Springbank site once the Province initiates the expropriation of their existing Jumping Pound facility located at the interchange of Hwy 1 and Hwy 22. The Province has indicated that this could occur at the earliest in 5 years. Suncor is looking to ensure that they are in a proactive position with the Springbank property to accommodate the relocation of the existing Jumping Pound facility. Suffice is to say, that the expropriation of the Jumping Pound facility will have an impact on the timing of development of the Springbank property, with the later occurring only after the expropriation being initiated.*

*The Traffic Impact Assessment prepared for the Suncor development indicates that the Stage 2 improvements will be required to be in place in order to provide sufficient capacity for the proposed development. As I indicated above, there improvements are currently not in the 3-year capital improvement forecast for the Province. Ultimately the Province will be the decision maker on this matter. As such, the construction of the proposed integrated energy centre will likely be tied to these improvements through the County's planning approvals process.*

*With respect to the carpooling that occurs at the Hwy 1 & Hwy 22 interchange, this is the commuter parking that is taking place on the County service road adjacent to the highways. We believe it is individuals travelling/carpooling to Calgary and the mountains. It is not actually associated in any way with the Suncor facility nor does Suncor have any control of the parking occurring in this area. We expect that*

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*commuters will continue to use this area as a commuter parking area, once Suncor relocates. We do not expect the commuter parking to relocate to the new Springbank facility. Parking at the new proposed Springbank facility will be strictly controlled by Petro-Canada and its Retailer.*

*We hope this information is helpful to you. Please feel free to send us any follow up questions you may have.*

I am not sure if this is the correct forum to address this issue, however, why is it that we in Canada, or Alberta (which could be a trendsetter for Canada) do not build gas stations in the middle of the highways, eg Trans Canada, Queen Elizabeth Highway, like they do in Germany on the AutoBahn.

Both sides of the highway could use these stations, and since we are bent on decreasing our use of fossil fuels, it would be a great use of space and time.

Of course, we do have the problem of those people who do not adhere to the idea that the left lane is only used for passing and those who insist that the speed limit is 110 and they are going the speed limit so they are entitled to that lane. As well, larger trucks would only be allowed to be in the total right lane, except to pass, and then they must get in the right lane again.

If they are going in to get their diesel, then they would have better access to the left lane if it was to be kept open for only passing.

*Thank you for reaching out to us regarding the proposed Suncor development of the property located at the intersection of Range Road 33 and Township Road 250. We agree with your comments regarding European gas stations and their efficient use of land. Unfortunately, most Canadian Provincial governments do not support such developments on provincially controlled highways. None the less, it is still a really good idea.*

**Facts:**

I use the RR33 and TWpRd250 to Edge School to access Highway 1 (Calaway Park Overpass) , to go west to the mountains, several times a week.

The alternate route through to highway 22x has been closed for the dry dam.

The RR31/Old Banff Coach road are already getting very busy as an alternative, going west.

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People in Westhills, Aspen Landing, Cougar Ridge and West Springs area Calgary also use this Calaway/TWPRD250 exit now to go west to the mountains.

Coming east past this intersection with Calaway/TWPR250, returning from Banff, is already getting congested entering Calgary. People are cutting through Calaway/TWPRd260 exit to get to Calgary.

Going west, this ramp is also used by people coming from the city to go to Calaway Park and people coming from the City to Edge School and the new Webber Sports complex.

In addition, the relatively new and growing community of Harmony is going to add more and more traffic on this road and Calaway twprd 250.

There are 3 schools that will be impacted by traffic as people avoid the likely congestion - Springbank Elementary, Spingbank Middle, and Springbank High School.

The roads in this area are extensively used by people from Calgary biking in Springbank area. It is already dangerous for bike/car congestion.

The existing PetroCan location at 22x, is extensively used by people going west to ski, bike, and hike as meet up place. It is a major intersection connecting NW Calgary and SW Calgary to the mountains. Moving the Petrocan to the proposed location will cause parties to have to go back east from 22x. Moving the location inside the 22x will result in less ride sharing and/or extreme congestion at the new intersection for parking.

I am opposed to the development of Petro Canada Gas Stations at RR33 and WpRd250 to Edge School.

It will cause extreme congestion, unsafe conditions, and large inconvenience to residents of Springbank east of highway 1 - at RR33 and TWpRd250 to Edge School

It will cause traffic jams on Highway 1 going west in the AM and Highway 1 going east in the PM. Sunday east on Highway 1 is getting close to a parking lot going into Calgary.

It will exacerbate the traffic increase going by our public schools causing safety risk to children. Particularly whenever Highway 1 east gets busy and people attempt to bypass the congestion into Calgary.

The current location of the PetroCanada station is a major ride sharing location because of its connections with NW and SW Calgary and available parking. Moving it east will cause congestion, less ride sharing, more ghg emissions and more commute time.

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There is ample space to the west of the current location toward the intersection before jumping pound road. It would be easy to build a exit/entrance onto the highway to the west of the current location. It would also be easy to build a ride sharing parking lot in this location.

Although I am of the view that the proposed new location is no appropriate within the 22x highway and east, if this gas station is approved as proposed, the current road closed to 22x for the dry dam should be replaced first. It is not appropriate to close access to the west at the same time as to cause congestion on the alternate.

*Thank you for your comments, we appreciate you taking the time to provide your commentary in writing. We will include your comments in our future What We Heard Report which will be submitted to Rocky View County with the Land Use Amendment application.*

I live within a couple kilometres on township rd 250 of where this is being proposed to be built and I also drive by the existing Petro station 4-5 times a week heading west going to work. Without absolute infrastructure upgrades to tripling the bridge over the trans Canada and making range rd33 3 lanes in each direction this would be gridlock. The last traffic study is suggested that Bingham crossing with Costco will put 900 vehicles an hour at its busier times, which we know will be all operating hours. The transport trucks now at the existing station back up the merge lane on the hi way at times waiting to get to the diesel pumps. This has got to be one of the most ridiculous ideas I have heard in awhile. Don't even know why this spot would even be on your radar. Be Better.

I participated in the online engagement session for the relocated Petro Canada truck stop, May 22, 2024. I understood that we would receive a copy of the questions (and answers) that were presented during this forum. Can you please let me know when these will be available?

I also had asked in the chat (and not answered), the following:

1) Why did Suncor/Petro Canada choose this site (RR33/Township 250) in a country residential neighbourhood?

2) What other sites were considered?

Could you also answer those questions?



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Just a comment following the community public information webinar of May 22/24:

A commercial property at the proposed location does not benefit local RVC residents at all, instead increasing traffic congestion, lighting, and noise from incoming Highway 1 traffic 24 hours a day.

The Highway 1 and RR 33 upgrades for this development acknowledge this to be the case.

The only benefit of this development will be to the RVC tax base.

A better alternative would be to keep this business on Highway 1 west or south of its current location close to Highway 22 rather than taking it off highway into RVC acreage areas.

What a way to ruin the rural lifestyle people have moved to this county for. Residents moved to Springbank knowing full well where available services and amenities lie NOT in the anticipation of big box stores and commercial gas stations becoming the future of this area.

How disappointing.

Thanks for your presentation last night it was very informative. One quick question.

Your phase 2 intersection improvements noted new ramps. With all of the ramps being reconstructed in phase 1 of the interchange improvements will the ramps have to be reconstructed again for phase 2? Or is this simply some more lanes being added to the ramps as they tie in to RR33 and the additional capacity it will have in phase 2?

Thanks,

*Thanks for joining us last night and for this follow up question.*

*The stage 2 improvements at the ramps actually only effect the two roundabouts that are located at the end of each of the ramp approaches (north and south side of the bridge). When the stage 2 improvements are initiated they will introduce a four lane bridge section (2 lanes in either direction). These new double lanes will require an upgrade to the roundabouts from a single lane to a double lane roundabout. To the best of my knowledge the off ramps themselves are not actually affected.*

*A few good examples of what the completed Stage 2 improvements will look like can be found at the Deerfoot Trail and 212 Eve SE in the Seton/Cranston neighbourhoods as well as Stoney Trail and Buffalo Run/130 Ave SW. Although not identical in design, these*

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*two interchanges provided a good recent example of what the Stage 2 interchange could look like.*

*I hope this helps clarify, but please let me know if there are additional questions that you have.*

Good morning

I am a constituent in your Springbank riding. As a long standing resident I believe I represent the community and I believe we are facing enormous pressure and change with several developments I am opposed to. As a resident, we have had numerous letter writing campaigns, presentations with Rocky View county, surveys, online presentations, and open houses to name a few.

I believe that our voice in opposition to several developments like those mentioned below are NOT being heard or addressed:

- continual expansion of Harmony
- the new Costco at RR 33 and Highway 1
- the Petro Canada station and truck stop to be located next to Edge School
- the destruction and flooding of Glenbow Ranch Provincial Park over choosing the obvious and better Ghost Reservoir dam location
- the Pradera Springs area
- continual expansion of the Springbank airport

I opened the website for [name redacted] and Rocky View county because I was confused by the absence of political presence at numerous open houses to protect our community. Specially the webpage of [name redacted] talks about how you, [name redacted], have dedicated your career to the "conservation and effective management of Alberta's most precious wild areas". This is not apparent or in place in the riding of Springbank through your voice, presence or political stance. Your absence and lack of political voice and opposition does not represent my needs. You are allowing this rural community to become a city against the wishes of its residents. I also question the commitment of other political representatives at the municipal, rural and federal level.

I am asking that all political representatives take a stand against the destruction and constant deterioration of our Springbank community.

Specifically, the development at RR 33 and Highway 1 with Bigham Crossing, Harmony and the Petro Canada development go against our needs and desires as a community for a "precious wild area" and rural community.

First, we are looking at traffic problems and a lack of infrastructure that barely meets our

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needs today. Adding semis and countless personal vehicles only compounds the issue at the highway #1 and RR 33 intersection. I have specific questions I would like to address in an email or letter. Please comment on the traffic and infrastructure at this specific site. Who is paying for this? How will it meet the needs of the residents?

Second, how are the issues of waste, water and light pollution being dealt with in a community that is farm based and rural in nature?

Third, how are the issues of proper and necessary fire, police, RCMP, and ambulatory care being accommodated and provided? Is it accommodating a growing and transient population? Who is paying for this increased service? Where are the facilities being built?

Fourth, how is the increasing crime rate being dealt with? Have you proposed increased police presence and numbers? Do you have the funds in place?

Fifth, who is managing this important wildlife corridor and ensuring that our "conservation and effective management of Alberta's most precious wild areas" (your quote) are being protected? The moose, deer, coyotes, foxes, birds, and other wildlife use this corridor throughout the year. Who is protecting this important environment?

Sixth, who is protecting our natural, rural lifestyle? Knowing that Pedro Canada, the company, is not favourable to the development at RR#33 and highway #1, as mentioned by David Capers during his presentation on May 22, 2024, raises the question of why this development is proceeding? If the company doesn't want to proceed and the residents don't, who is pushing this development? It can't be a simple tax grab, could it?

Seventh, who is mitigating our losses due to loss of rural lifestyle and protecting the true home values of our homes and protecting our economic interests?

Eighth, who is protecting the school environment and ensuring that the transient lifestyle offered by these malls, truck stops and gas stations does not harm our children? How is a truck stop able to be located next to a school and pre-school?

Ninth, how does this meet our area structure plan needs? Why do we continually have to fight to protect our Area Structure Plan and when do we have a government representation who actually has "dedicated [her] or his career to the "conservation and effective management of Alberta's most precious wild areas"? Can we your political voice in action?

I have included various levels of government in this email. I look forward to hearing from all of you regarding these issues.

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**RVC Planners**

I am 100% against a new mega site gas station at this location. My reasons are below:

- 1) The proposal is to close the mega gas station at Hwy 1 and Hwy 22 in 3 to 7 years. That means the diversion of all the semi truck traffic to this new proposed location. This would necessitate the need to twin all of TWP 250 and to rebuild 2 overpasses at the Old Banff Coach Road and RR33. Alberta transportation has not agreed to cover these expenses, not has the Federal or provincial governments. The cost of 1 overpass was over \$264,000,000 10 years ago, I can't imagine the cost today. To proceed with this proposal will bury RVC in a debt we will not be able to recover from - it's the same foolish spending we see at all 3 levels of government.
- 2) The proposed site is next to a school. Truck stops are known for illegal activities taking place (drugs, prostitution). Again not something we want in our neighborhood.
- 3) The current PetroCanada location on Hwy 1 & Hwy 22 is perfect for large trucks and should remain so.
- 4) Why do we need a competing gas station across from the Costco gas bar that is supposed to be going in? We are a RURAL area and you are attempting to make us a high density city area. Or is that the point, you are using this to justify further high density or commercial projects.

Please quit trying to "citify" our rural lifestyle.

I live within a couple kilometres on township rd 250 of where this is being proposed to be built and I also drive by the existing Petro station 4-5 times a week heading west going to work. Without absolute infrastructure upgrades to tripling the bridge over the trans Canada and making range rd33 3 lanes in each direction this would be gridlock. The last traffic study is suggested that Bingham crossing with Costco will put 900 vehicles an hour at its busier times, which we know will be all operating hours. The transport trucks now at the existing station back up the merge lane on the hi way at times waiting to get to the diesel pumps. This has got to be one of the most ridiculous ideas I have heard in awhile. Don't even know why this spot would even be on your radar. Be Better.

The current location of the Petro Canada Jumping Pound Energy Centre is remote from a residential community, sitting on the corner of Highway 1 and Highway 22.

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Your proposal to relocate to the community of Springbank is highly inappropriate. The parcel you are reviewing sits next door and east of a school, south of a church (which houses a play school), north of an amusement park, and west of a planned seniors housing complex. Why would you think this is a reasonable location to relocate your Energy Centre into the heart of the Springbank Community? We are not an "industrial" area. While a Costco may or may not be a welcome addition to the community, a truck stop is definitely not welcome nor an appropriate use of this land.

The Jumping Pound Energy Centre houses large semi-trucks which often sit idling. The emissions from these trucks alone would impact air quality for the neighbours regardless of wind direction.

While offering an online "public information session" allows you to tick off your due diligence box, I find it offensive that you are even bringing this forward. I would expect that you would recognize the location of this parcel is not appropriate for this type of business. Springbank is a relatively quiet country community. Growth has been ad-hoc for many years. It is a continuing frustration for residents to see open parcels of land used for growth that does not enhance the development of a rural residential community.

I urge you to please look for a more appropriate location for your relocated Jumping Pound Energy Centre.

## Feedback points:

- This property is too small for your intended number of uses
- The exit and entrance ramps to and from Hwy 1 are too short, therefore already dangerous
- The bridge over the highway is two lanes only
- The municipal road is a rural 2 lane road with no shoulder lanes, overused by cyclists now
- The intersection at 33 and 250 is currently a 4-way stop that does not safely handle the volume of traffic currently for Edge school and airport
- S. Sask. river basin is closed because there is no more water, so your required services such as bathrooms will have to have trucked in water – adding to the above listed traffic issues.
- The weight standard of the municipal road is not at a level to safely handle the weights your uses will add to it
- Your application does not show any intent to protect the use and safety of the road network by the existing residential neighborhoods north of this site; think daily uses plus fire and emergency.
- It would appear you are focusing on travelling customers and you offer nothing to mitigate your affect on Springbank, the residents or all the three school levels south of your site.

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**2023 STAKEHOLDER MEETING NOTES**

During the stakeholder meetings, a brief presentation was used to introduce the Land Use Redesignation application, site plan, and location of the site. The discussions were recorded and shared back with stakeholders to confirm accuracy.

Comments below have been transcribed from key stakeholder meetings.

Responses provided by the project team have been included in *italics* and have been included in the recordings shared back with stakeholders.

**Has an application been submitted for this project?**

*A pre-application meeting has been held with Rocky View County. An application has not been submitted. We are meeting with stakeholders prior to submitting any applications.*

**Will there be a turning lane north bound on Range Road 33 to accommodate the truck traffic turning into the station? Cuing on Range Road 33 could result in access issues.**

*Highway upgrade designs have been proposed, including a divided double lane highway on Range Road 33, and a turning circle at the intersection of Range Road 33 and Township Road 250 to accommodate traffic volumes. The divided highway design will eliminate cuing on Range Road 33.*

**Where will the access points be located to Bigham Crossing and Costco?**

*This would be determined by the developer of Bigham Crossing and will be subject to the approval of Rocky View County. It is currently being proposed on Range Road 33 with a right-in-left-out design to a traffic circle at the intersection of Township Road 250 and Range Road 33.*

**What is the timeline of the project?**

*The timeline will be conditional on the progress of the application. We are anticipating an application submission to be completed in June 2024.*

**How will provisions be made for safety? 24-hour parking for trucks - concerns regarding trespassing and loitering.**

*The site will not accommodate long term parking. Concerns around trespassing and loitering could be mediated by removing the pedestrian access point and evaluating landscaping options like fencing to separate the properties.*

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**Is there any risk to the students/staff regarding toxic materials (ie. gas leaks)?**

*Petro Canada (Suncor) administers compliance procedures to mitigate risks of this nature including gas tank replacements after 24 years, and double walled tanks.*

**Can the gas tanks be relocated away from the property line?** Interest in tank placement and how it could impact future development.

*Gas tanks will be located according to compliance with land use policy and could be located to accommodate future development.*

**How will parking be managed?** Concerns related to carpool parking like the previous Jumping Pound, specifically overflow parking accessing the Edge Schools parking lot. There are parking requirements at Edge School from 6am-12am, including regular recreation/tournament schedules. The Edge School currently reaches maximum parking capacity during sporting events held at the school.

*The current Jumping Pound site has less parking than the proposed design located at Township Road 250 and Range Road 33. At the Jumping Pound site, signage is used to discourage parking on site and long-term parking is not authorized. Currently, no additional enforcement is required on the Jumping Pound site to manage parking and parking is not at capacity. The Petro Canada (Suncor) parking lot will have a 24-hour maximum parking for all vehicles including trucks. Additional parking could be located on the south side of the Petro Canada (Suncor) site if off-site utility provisions are made.*

**How will traffic volumes be managed?** High traffic volumes from events/tournaments hosted at the Edge School. Lunch hour rush: No other convenience/fast food providers in the area could result in high traffic volumes from the Edge School and Springbank Highschool (1000+ students).

*Highway upgrades have been proposed to accommodate higher traffic volumes resulting from the development of Bingham Crossing.*

**Have other sites been considered for this development?**

*Suncor is exploring a property along the Highway 1 Corridor following the future expropriation of the Jumping Pound property. The criteria for a replacement property was based on access, location, and proximity to existing service stations.*

**What is the status of the application?**

*The Application has not been submitted. Currently we are in the Engagement Process. To date, only a pre-application meeting has been held with Rocky View County.*

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*Is the sale of the property contingent on this preliminary/due diligence phase (Engagement Process)?*

*There is an agreement for purchase and sale in place and we are well beyond the due diligence phase. Conditions within the agreement must be completed before June 2023 in order to close on the property.*

The proposed land use of this site is not compatible with a school and recreation facility. Semi-truck parking would be preferred on a parcel that does not share a property line with the school.

*The zoning of the property does allow for light-industrial and commercial uses. We will evaluate a potential land acquisition of the south lot if it becomes available, which could present an opportunity to facilitate the semitruck parking and fueling station further south, closer to the highway interchange.*

Thank-you for meeting with us to discuss the possibility of a Suncor/Petro Canada facility development on the above captioned site, located immediately east of the Edge School and Community Sports Complex. The school accommodates close to 400 students and the community recreation facilities attract over 300,000 users and spectators each year. We understand that a Land-Use Amendment and Development Permit issued by Rocky View County are required for the proposed development on the subject site. Upon review of the development as proposed, we are very concerned and adamantly opposed to the development. Please consider the following:

1. Incompatible Use Next to a Major School and Community Recreation Facilities Complex - The proposed development is not a suitable use adjacent to a major school, community recreation complex and playing field. The high volume of traffic with difficult access, the smell of vehicle fuels (especially diesel), exhausts from idling vehicles (especially semi-trailer trucks), and the spin-off impacts on parking make this a highly unsuitable adjacent land use. It is highly unusual for a major truck stop and vehicle fueling center to be located immediately adjacent to a major school and public recreation facility. Even if the proposed use is congruent with the existing land use plan and zoning, we must question why Suncor would insist on locating a major truck refueling station and stop right next to playing fields, a school, and community recreation facilities.

2. Noxious Fumes, Exhaust Gasses and Noise - 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 up to 1,000s of outdoor users and spectators, major events in the facilities with 1,000s of indoor users and spectators of all ages from preschool to mature



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adults, and close to 400 elementary, junior and senior high students. The design, as illustrated, makes the proposed use even worse with the truck fueling station and parking/stop area on the south side of the site closest to the playing field (within less than 75m), outdoor recreation facilities, school (within less than 75m), and fieldhouse (within less than 150m) where the gym and dance floors and major fitness facilities are located. It will be impossible to deal with the smell of diesel fumes and exhaust gasses. How would this be dealt with especially since major public facilities such as arenas and fieldhouses require high volumes of fresh air intake? There is not a practical solution to stop the spread of diesel fumes and exhaust gasses from the proposed Petro Canada facility to the outdoor and indoor facilities at the Edge facilities.

There is minimal noise and air pollution from Highway 1 and the Airport. With the location of Suncor's Petro Canada outlet including a truck fueling and rest stop immediately to the east of the school and sports fields (within 150m), the negative impacts of noxious fumes, exhaust gasses and noise from the fueling process, idling trucks, discharge of air brakes, truck movements, etc. will be quite significant. It would not be appropriate for the students, athletes, parents and spectators to experience fumes and exhaust gasses from Suncor's operation which may periodically require evacuation of the school and community recreation facilities. Suncor can make a choice not to locate this type of operation next to a school and community recreation facilities.

3. Suncor-Petro Canada must not be allowed to move the parking problems associated with its use to the Edge Site – Suncor, the proponent, 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 Jumping Pound facility to be used as a gathering place for pooling of vehicles by people heading to the Rockies for day and overnight use. Often, there are hundreds of vehicles parked on the adjacent roadways. At the proposed location, such an option for parking is not available.

We are fearful that most of these vehicles will end up parking in the Edge parking lots. As a school and community facility, parking facilities are used seven days a week, and some days up to 24 hours a day for community recreation users and spectators. If the development were to proceed for its planned purpose and the same use as the Jumping Pound facility, we would ask that Suncor be responsible for the ongoing cost of patrolling and enforcing parking restrictions.

4. Need for a more Accessible Site – Access to the proposed Petro Canada facility will be problematic and there will be safety issues. As illustrated on the proposed plan, most traffic to the site will access from Range Road 33 with a left turn from the northbound lane (crossing the southbound lane). This may create a very high risk of accidents, and traffic back-ups for those vehicles coming from the south. There is no turning lane shown on the plan. Due to the semi-trailer traffic, if it were to proceed, a turning lane should be required with stacking of at least three semi-trailer trucks to deal with traffic during peak

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hours of use at the main uses in the area – the School and Sports Complex and the Bingham Crossing Complex. There should also be an acceleration lane for traffic leaving the proposed facility. Further, the proposed development plan shows access and egress along Township Road 250 which also poses problems with traffic back-ups during peak periods and the need for turning and acceleration lanes.

5. Poor Location for the Waste Treatment Plant and Leach Field – The waste treatment plant and leach field for the proposed development as shown on the plan are located immediately east (less than 50m) of the major playing field. This is not good planning and design. Such a facility with potential noxious fumes and gasses should never be located in such close proximity to playing fields for users and large numbers of spectators. It is highly unusual and inappropriate to locate facilities of this nature in close proximity to a major public user and spectator recreation facility. We understand that the waste treatment plant and leach field may not be required if piped sanitary services are available. Further, we understand that the use of the additional lands, if not required for a waste treatment plant and leach field, would allow for more semi-trailer parking. This use would cause further negative impacts on school and community facilities site with more idling trucks, air brake usage, more exhaust, and more noise.

The proposed development site for the service center and truck stop is certainly far less than ideal. We will ask that Rock View County not allow an amendment for this highly inappropriate use, and not issue a development permit.

*Thank you for providing us with this correspondence. We will include it in our submission package when the application is submitted to the County.*

*I did want to provide some quick feedback/clarification and perhaps give you an opportunity to revise your letter should you wish to do so.*

*With respect to your point # 4 regarding access to the site, you note that northbound traffic on Range Road 33 will be turning left into the site and cause issues for southbound traffic and backing up traffic in the northbound lane. The design of the improved Range Road 33 includes two lanes of traffic for each of the north and southbound direction (4 lanes total). These lanes are separated by a raised centreline median which will not permit left hand turn movements into the site from Range Road 33. Access to the site for northbound vehicles from Range Road 33 would be achieved by going around the proposed round-about at Range Road 33 and Township Road 250 and heading southbound on Range Road 33 and then turning right into the site. We have confirmed that the round-about has been designed to accommodate the required truck trailer turning movements. We have included modelling of the turning movements in our traffic impact assessment that will be included in our submission materials. If deceleration or acceleration lanes are required for this driveway entrance,*

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*we believe there is sufficient right of way width within the existing right of way to accommodate these lanes.*

*With respect to your point # 5 regarding the Waste treatment plant and leach field, our submission to the County will not include this on the site plan as we have begun discussions with Harmony/Qualico regarding connection to the Harmony wastewater treatment plant. Based on our meetings with the relevant parties to date, it is our expectation that the property will be fully serviced for wastewater and potable water. These features had originally been shown on the plan, as at the time we had not yet advanced discussions on servicing for the property. During our engagement meetings, we have indicated that is our full intent to have the property serviced by a piped wastewater system.*

*Additionally, within the same bullet, it is indicated that if the southern portion of the property is not required for accommodating the treatment plant and leach field, that this area would be used for accommodating more semi trailer parking. There is no intent on the part of Suncor to place additional truck trailer parking in this area as this area is required to accommodate the stormwater management pond.*

*I wanted to provide these responses to see if you would like to revise your submission accordingly. It is not required that you do so, as we can include this email as our follow up response to your submission. In this regard, could you please let me know if you will be revising your letter.*

**Petro Canada (Suncor) may be required to access servicing off site as self-serviced septic may not be viable.**

*Servicing to the Harmony Wastewater Treatment facility will be located northeast of the proposed site.*

**Will there be provisions for septic dumping for truck traffic? Harmony's waste treatment may not accept septic dumping.**

**Are there provisions for a lift station?**

*This will depend on the finalized servicing option directed by Rocky View County.*

**Is there awareness regarding the highway and overpass upgrades required? There were general community concerns related to traffic volumes and access during the development of Harmony and Bingham Crossing.**

*Highway upgrade will be required prior to the Development Permit stage to accommodate traffic volumes.*

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Access to Bingham Crossing will be located off Range Road 33 by way of a right-in-left-out leading to a traffic circle located at Range Road 33 and Township Road 250.

*Site access will consider highway upgrades that will support the Bingham Crossing development*

Has a parking utilization study or traffic impact assessment been conducted on the current Jumping Pound Site?

*A Traffic Impact Assessment will be completed. Parking capacity on the Jumping Pound site is mitigated by parking signs and currently does not reach capacity.*

What kind of waste system and containment will be utilized if the site is self serviced? Interest in impact on residential development located within Bingham Crossing.

*Sanitary servicing will be done off site.*

What is the timeline of development and when is the anticipated completion? Costco to be developed 2023-2024, Phase 1 commercial residential 2024/2025. Long term project that will span 5-20 years. Will the new site be operational while the Jumping Pound site is active?

*Development timelines will be dependant on approvals processes, expropriation by the Ministry of Transportation and Economic Corridors (TEC), market considerations, and highway infrastructure upgrade completion.*

A recommendation was made to engage with the Rocky View County School Board

Province has expressed that bridge improvements (widening) are not expected for another 50 years.

*The timeline for highway upgrades are currently unknown, and there is a possibility for construction to be supported by development, as seen with the highway twinning and traffic circle being completed in alignment with the Bingham Crossing development.*

How many sq. ft. of retail is proposed?

*Between 9,000 – 10,000 sq. ft. for the kiosk.*

How many parking stalls are required for the operations?

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*We do not have the exact number of proposed parking stalls, and this information would be finalized at the Development Permit stage. However, parking available exceeds the minimum requirement.*

**Left turn going into the property on Township Road 250 – will it be controlled?**

*Following a completed Traffic Impact Assessment (TIA) it was determined that based on the vehicle trips and number of vehicles turning into the subject property a controlled intersection is not required. There is not enough vehicular traffic turning into the subject property and the Edge School to warrant a controlled intersection. However, a left turning lane would be used to a shared driveway with the Edge School.*

**What are the vehicle counts for the Jumping Pound Facility?**

*The TIA looks at proxy sites for trip generation and the Jumping Pound property was used as a comparable evaluation to project vehicle trip counts for the subject property. Jumping Pound counts are higher due to the proximity and accessibility off the highway. So, it is anticipated that vehicle counts will be less on the subject property.*

**There is an effort by parents lobbying to try and eliminate large trucks traveling before 9am on Range Road 33 to avoid school buses travelling alongside large trucks. Reiterating the recommendation to connect with the School Board. There are safety & health concerns along with the transportation and access in the area. Expect residents to not support the proposal.**

**Are you opposed to public engagement via a public meeting in the community?**

*We are not opposed to public engagement in the community – however, it is important to consider that engagement is meaningful. It is important to consider that the intended proposal is a result of the Province expropriating the existing property, and that construction is conditional on highway upgrades. Public engagement is anticipated to align with the development permit stage once timing around the highway upgrades is known and can be shared with the public. As these upgrades are required for the intended use of this site, and this information will be required for a transparent engagement approach.*

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**2024 PUBLIC INFORMATION SESSION Q&A LOG**

The following comments were collected from the virtual webinar platform's Q&A function. Comments below have been recorded exactly as written. Any personal identifying information has been removed for anonymity.

Questions were answered through a 30-minute live session, and answers have been summarized in Section 4.0 of the Engagement Summary Report.

Are any other lands being considered for the new Petro location?
could you not move the facility over away from the onramp?
What other lands have been considered? This seems like a poor choice and highway improvement would need to be significant and extremely disruptive to residents and the school. Just seems like a poor choice
What will be done to ensure safety of students at The Edge school and the daycare at the United Church?
if it goes through and the costco is also at the corner this would make it a very busy area
Is this the only location you are currently looking at - Farther West from the current Hwy 22 location would be 100% more suitable location.
will there be a traffic impact assessment once the Costco is open?
As there is resident controversy with this location, why not do it at the Jumping Pound Overpass?
Are there other examples of these roundabouts? How successful are they? Are there anticipated traffic concerns with Costco traffic?
How are you working with the Bingham Group for road improvements?
24 hour a day facility?
Are you working with Costco (Bingham Crossing) to insure appropriate traffics studies are done?? Your current site also provides for large truck parking (and protests), parking for skiers/hikers, etc. I cannot see how the new development will support this...can you please advise!
Being that the entrance and exit will both be right hand turn only, how many semi trucks do you anticipate that will go past T250 and Copperthorne trail (the entrance/exit of Harmony)?
What about the overpass upgrade?
how will you keep the kids safe from an explosion
Where is the east entrance R in R out on the highway improvements?
how will you protect the kids from constant truck fumes from exhaust
Why can't it go on Bingham crossing side
What are noise and light pollution requirements?
Thanks to David for putting on the presentation and answering previous questions that I had regarding this. Does the current plan have any provisions for regional pedestrian/bike traffic? These regional pedestrian connectors were a significant focus during the Bingham development. Or will they be a part of the overall Twp250 development or later development permit application?
Would the Petro Can road improvements happen at the same time as the ones already planned for Bingham Crossing?
Will on ramps to highway be extended, as they are currently dangerously short?

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a round about and trucks = MESS. have you considered a dedicated road and entrance for just the trucks like a road running along side the RR33 or have you considered on the other side of costco. usually truck stops are next to highway not away from highways
Will the Petro Can station be instead of a Costco gas station?
Has there been any considerations to pedestrian/cyclist crossing over the overpass? Including pathways/cyclist lanes on Range Road 33? This is a safety issue,
Are the current plans available online for us to view?
How will future meetings be communicated? I found out about this from my neighbour.
Any plans to widen the TCH prior to this development
I did not hear anything about the environmental, noise and safety impacts. What studies are being done?
What are projected traffic volumes associated with Bingham crossing and separately for the energy centre?
What about all the people who park at your site now (to leave their vehicles to go to the mountains.) How are you going to handle them when the location is moved and the still want to park.
Why would you put something like this - with all the potential danger that could occur, right beside a school?
What is the expected radius of the 2 lane traffic circle on Twsp 250?
Suncor must know if they are looking at other locations?
Despite your warm welcome to engage in this process, are you aware that the cost to participate in the County public hearing with is cost-prohibited.
Why not relocate to land just west of the present PC? There are 80 acre parcels there.
Will reps from Suncor come to community meetings?
What was Petro Canada's market analysis and how did they determine Springbank requires a second major gas station proximal to Costco?
Your phase 2 improvement indicate that new ramps will be needed to connect to highway 1. Are these the same ramps that will be constructed for the phase 1 improvements, or will they be required to reconstructed from phase 1 to phase 2?
Are the roadway upgrades you outlined ones already devised to facilitate the Costco development or are they INCREMENTAL to what the Costco project would require?
There is a dark sky in place in rural areas. How would this adhere to that?
Do we have crime statistics on the current location?
How much water will this development use.
Has the Edge school approved this?
What is the blue area on the Draft Site Plan?
My understanding is The Copithorne Family offered land west of Jumping Pound. Why has it not been used or considered.
what studies have been reviewed about impact of a petrol station near children. studies have shown a link to cancer in children when a school, daycare or home is exposed to the pollutants of this nature
The current PC/Suncor application on the County's website does NOT include any of the supplemental studies referenced in Dave's presentation and in the application itself. How can the public get access to these studies?
How many Petro Can's are adjacent to schools?
So carpooling is a giant issue, why is this considered a bonus?

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How come only 4 electrical plugin sites when we are all to be off gas!!? And this is forecast for 2030 or beyond!
Why not choose a new site to the west of the current site instead of a new site in primarily a rural residential area?
Can you repeat your waste water plan? Does this require inter water basin movement? That is from the elbow to the bow or vice versa?
How will construction affect wells at the homes on the North side of highway 250 as well as the church
Has a traffic count and parking survey been conducted over a 24hr cycle for the existing Petro Can Jumping Pound Facility, and how is that projected to the proposed site at RR33? Not capturing the ride share parking off the Jumping Ground site?
Are you sharing your traffic studies with the Costco development to insure road access is appropriate!!!
Why next to a school and a church
What about idling of semi trucks?
Will carpooling at the current location remain? Important to reduce traffic, car-emissions in places like Bragg Creek trail systems, Kananaskis and further west.
Why no Hardscape buffer facing highway 250
What prevents trucks coming from Cochrane via 250 past harmony
TWP 250 is already VERY busy with Edge School families and visiting sports teams. In the diagram that Dave spoke about, anyone interested in getting access to the gas station will have to make a left-turn which means there will be a backup of traffic on TWP 250, possibly impacting traffic flow at the second traffic circle and on TWP 250 given it's a single lane road. How will you mitigate this issue?
What restricts truck traffic coming from 22x along RR250 to the proposed facility?
Why did you choose this site in a country residential neighbourhood? What other sites were considered?
How does this take into account the nature of the area, that is, country residential with upscale acreages? This will totally destroy this with no regard. it is going to look like the Cross Iron Mills area.
Will trucks have to idle for long periods of time, esp. in winter. Which increases air and sound pollution in the area!
I live in harmony and can see the glow of lights from the current location . Is there any plan to manage light pollution given the 24/7 operation?
What is the current load of cars/trucks per day at the current site?
Do you understand how much traffic congestion will exist on RR 33 once Costco opens? How does semi truck traffic deal with this?
the 22 16 upgrade measures bigger than the stoney 16 interchange. it is a question why. There is enough room to maintain the current site. suggest above ground tanks be used, to reduce likely contamination.
Are there more detailed designs? Seems really preliminary.
It appears Suncor is not considering opposition to this location and will go ahead and purchase the land as per the conditional sale on getting the land rezoned - without considering opposition to this site. It appears public in put is a formality.
If a majority of the community of Springbank is not in agreement with the proposed facility will Petro Canada proceed regardless?
How is traffic both eastbound and westbound on Hwy 1 to access the site accommodated?



**SUNCOR ENERGY PRODUCTS PARTNERSHIP**

## LAND USE REDESIGNATION ENGAGEMENT SUMMARY REPORT

I have witnessed trucks lined up on highway #1 at the jumping pound station, if this occurred on RR 33 would be a huge challenge to traffic flow.
Who will pay for highway upgrades?
Why no hardscape buffer on the northside facing highway 250. Interfere with church services. There is also a daycare at the church. Truckstop's, daycares and schools are not a good mix
How do you see this development adding value/benefits the local residents?
Given that there will be both noise and light pollution issues, amongst other burdens, what are the real benefits to local residents, besides the obvious ones of access to gas products, sundries and a fast-food restaurant?
did petrol Canada not consider other options as they want to capture the growth of harmony eg 4000 hones so really had no interest in looking somewhere else
Can you promise there will not be any shovels in the ground until the bridge is widened? It could be 20 years away the way AB Transportation
Urban should consider another firm for a new TIA as the one done for Bingham Costco allegedly undervalued the vehicle count of a Costco
Can you provide a more detailed analysis on the traffic impact? would like to understand methodology.
Will the road be upgraded to the final changes when the changes are made for the Bingham development, or will the road changes need to be done twice?
Currently the proposed land site is for sale. Dave mentioned that PC/Suncor has an agreement in place. Does this mean that PC? Suncor will be the owner of this 13 acre parcel?
What type of signage (i.e. I am assuming it would need to be very elevated...so highway traffic can see the location) is proposed???
Is it true Rocky Mountain Doubles be coming into this site?
Why do we need 2 major gas stations in our community?
Will oil residues on the site and up in the storm water pond??
How are land use rights granted with only preliminary design?
correction: end up IN the storm water pond?
Has Suncor taken any steps to stop the TEC taking the land back or work with them to redesign HWY 1/22 interchange allowing the existing station to remain?
Who owns the carpooling site now??
where would carpoolers park?
the county has no engagement requirements at the DP stage - so what assurances are there that these future consultations will really occur?
Where is the source of water and will it be tied into the Bingham Crossing.
If your water comes from Callaway and you use harmony facilities to process wastewater, does that not imply a water transfer from the elbow to the bow river? Which is not allowed under the water act.
Is Hwy 1 a federal responsibility?? As far as funding is concerned...
How come only 4 electrical plugin sites?
Has Suncor purchased the property or just an option to purchase?
Why has digging been going on on the south side of the property
Why is there still a for sale sign still on the property? Is it still really for sale?
A highway truck stop does not belong in a country residential area!!