

**WRITTEN
SUBMISSION**



August 11, 2026

To Whom It May Concern

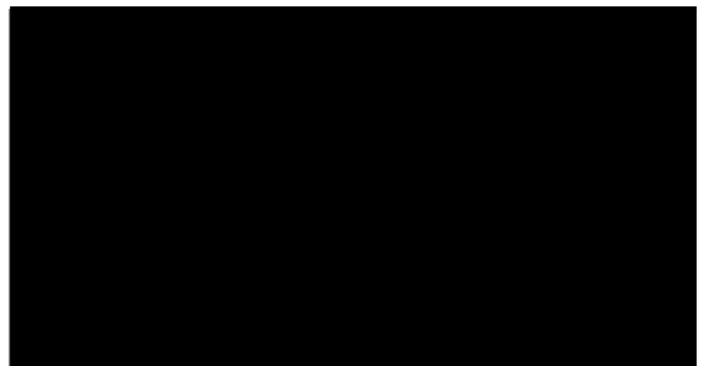
I would like to submit my objections to
Development 250023 on part of SW 19 21 01 W5.
Plan # 9411903 Lot 1.

My main concerns are:

- 1) The application does not seem to state whether this is to be a private family track or one leading to friends and/or customers using it.
- 2) Any development of this kind will create a lot of noise echoing through the adjacent valleys - a horrible thought.
- 3) The roads to be used are already unsafe and should not be subject to even more traffic.

Shirley Horlitz

NW 30 21 01 05



I am writing to appeal the approval of a dirt bike track on a 7.76acre parcel PTN SW19-21-01 W5M

Plan 941903 Lot 1

Located approximately 1/2 mile from my property.



SE 24-21-2 W 5M

Plan 0213287 Block 1 Lot 4

The primary reason for this appeal is:

1. The NOISE
2. PROPERTY DEVALUATION
3. Possibility of it developing into more than just for family recreation increasing NOISE , TRAFFIC, DUST and LITTERING

Respectfully submitted,

Helen Agnew



From: [Carol Poffenroth](#)
To: [Appeals](#)
Subject: Appeal by Bill Buckner of Development Permit 25D 023
Date: August 20, 2026 3:51:50 PM

I am registering for the Appeal of Development Permit 25D 023
Hearing scheduled for September 3, 2026 at 2pm.

Name of Applicant: Carol Poffenroth as agent for Mr. Bill Buckner
Appeal of Development Permit 25D 023

Date of Hearing: September 3, 2026 at 2pm

Attendance: in person - represented by my agent Carol Poffenroth

Email address of agent:

Mailing address of agent:

Phone number of agent:

Purpose: neighboring landowner in opposition to approval of this application

Reason for Appeal of Development Permit 25D 023

I, Carol Poffenroth, as agent for Mr. Bill Buckner, am appealing the Development Permit
Decision dated July 22, 2026 for Application file number 25D 023.

Mr. Bill Buckner is owner of property across the road [REDACTED], legal description NE
sec 24 - 21 - 2 - W5M.

Bill believes that all Foothills County property owners and residents should follow the
guidelines, rules, and bylaws of the County to best respect and enjoy our neighbourhood.

Bill believes lot grading should not have occurred without County approval.

This lot grading has disturbed native grasslands on a high open exposed hill and slope,
potentially causing irreparable erosion. He believes this lot grading should be required to be
returned to as natural of a habitat as it was prior, and or sufficiently returned to country
residential landscaping that does not allow for dirt bike tracks or similar use.

Bill believes the use of this proposed dirt bike track has and will continue to create excessive
dust, soil erosion, and noise.

Bill does not believe this dirt bike track is an appropriate use of land in this location. He does
not want this dirt bike track to be used for commercial events, competitions, or training of
users. All would increase traffic, noise and local safety.

Even one dirt bike creates noise and dust disturbing personal enjoyment of our private
properties. Our cattle and the local wildlife do not need to be stressed and scared by dirt bike
activities.

This is an agricultural and country residential area with quiet respectful neighbors.

Dirt bike tracks can and are successfully managed and tolerated in non residential areas away
from families, cattle and wildlife.

Bill believes that the oversized detached garage which has already been approved for
relaxation of setbacks under Development Permit 04D 036, should be the only structure with
that relaxation approval.

This size of acreage is too small for 8 accessory buildings.

The County Land use bylaw allowing for 4 accessory buildings should be sufficient for personal use of an acreage this size.

Bill does not agree with permitting relaxation for any additional accessory buildings.

The other 3 allowable accessory buildings should be relocated to be within the acceptable boundaries. Additional unpermitted accessory buildings should be required to be removed from the property.

Bill believes by allowing a dirt bike track, additional accessory buildings, and the relaxation of permitted accessory buildings, decreases the value and enjoyment of our neighbouring properties.

Respectfully submitted,

Carol Poffenroth as agent for Mr. Bill Buckner

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[EXTERNAL EMAIL] This email has originated from outside of the Foothills County organization. Do not click on any links or open any attachments unless you recognize the senders Name and Email address.

From: [Carol Poffenroth](#)
To: [Appeals](#)
Subject: Appeal of Development Permit 25D 023
Date: August 20, 2026 3:31:20 PM

I am registering for the Appeal of Development Permit 25D 023
Hearing scheduled for September 3, 2026 at 2pm.

Name of Applicant: Carol Poffenroth
Appeal of Development Permit 25D 023
Date of Hearing: September 3, 2026 at 2pm
Attendance: in person
Email address: [REDACTED]
Mailing address: [REDACTED]
Phone number: [REDACTED]
Purpose: neighboring landowner in opposition to approval of this application

Reason for Appeal of Development Permit 25D 023

I am appealing the Development Permit Decision dated July 22, 2026 for Application file number 25D 023 on behalf of myself as owner of property approximately 1.5 miles north of subject property (legal N half sec 31-21-1- W5M).

I believe that all Foothills County property owners and residents should follow the guidelines, rules, and bylaws of the County to best respect and enjoy our neighbourhood.

I believe lot grading should not have occurred without County approval.
This lot grading has disturbed native grasslands on a high open exposed hill and slope, potentially causing irreparable erosion. I believe this lot grading should be required to be returned to as natural habitat as it was prior, and or sufficiently returned to country residential landscaping that does not allow for dirt bike tracks or similar use.

I believe the use of this proposed dirt bike track has and will continue to create excessive dust, soil erosion, and noise.
I do not believe this dirt bike track is an appropriate use of land in this location. I do not want this dirt bike track to be used for commercial events, competitions, or training of users. All would increase traffic, noise and local safety.
Even one dirt bike creates noise and dust disturbing personal enjoyment of our private properties. Our cattle and the local wildlife do not need to be stressed and scared by dirt bike activities.

This is an agricultural and country residential area with quiet respectful neighbors.
Dirt bike tracks can and are successfully managed and tolerated in non residential areas away from families, cattle and wildlife.

I believe that the oversized detached garage which has already been approved for relaxation of setbacks under Development Permit 04D 036, should be the only structure with that relaxation approval.

This size of acreage is too small for 8 accessory buildings.
The County Land use bylaw allowing for 4 accessory buildings should be sufficient.

I do not agree with permitting relaxation for any additional accessory buildings.
The other 3 allowable accessory buildings should be relocated to be within the acceptable boundaries. Additional unpermitted accessory buildings should be required to be removed from the property.

I believe by allowing a dirt bike track and additional accessory buildings decreases the value and enjoyment of our neighbouring properties.

Respectfully submitted,

Carol Poffenroth

[EXTERNAL EMAIL] This email has originated from outside of the Foothills County organization. Do not click on any links or open any attachments unless you recognize the senders Name and Email address.

**WRITTEN
SUBMISSION**

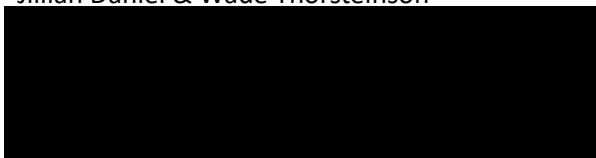
Written Submission in Opposition to:

**Approval of the Application for Lot Grading,
Relaxation to Number of Accessory Buildings and Relaxation of Setbacks**

Landowners	Kevin Dupuis & Jannie Devin-Lamontagne
Development Permit Application	25D 023
Legal Description	SW 19-21-01 W5M → Plan 9411903; Lot 1
Date / Time of Appeal Hearing	September 3, 2026 @ 2:00 P.M.

Appellants:

Jillian Daniel & Wade Thorsteinson



View Looking South of the Subject Parcel on 96 ST W

September 1, 2026

Dear Foothills County – Subdivision and Development Appeal Board:

Re: Appeal of Development Permit Application # 25D 023 Approval (SW 19-21-01 W5M)

We strongly object to the approval of the application for Lot Grading, Relaxation of the Number of Accessory Buildings and Relaxation of Setbacks at the subject property.

As nearby residents living ¼ mile from the property, we have serious concerns about the potential impacts on neighbouring properties and the surrounding rural community.

Our reasons for appeal were outlined in our August 12 letter to Foothills County (see pages 76–82 of the Sept. 3, 2026 agenda package). We respectfully ask the Appeal Board to consider the additional information below when making its decision.

Issue #1:

Allow Existing Lot Grading, that Created a Dirt Bike Track, to Remain on the Subject Parcel

All landowners, regardless of their prior experience with acreage ownership, should be required to comply with the same Foothills County land use bylaws. No individual landowner should be permitted to circumvent established regulations.

- The **landowners are relatively new residents of the community**, having lived on the subject parcel since 2023. Over the past three years, the **landowners have not communicated with any neighbours** regarding the soil hauling or building of their dirt bike track.
- The dirt bike track was created through **unpermitted dirt dumping and Lot Grading**.
- The landowners' dirt dumping and Lot Grading actions demonstrated a **deliberate disregard for County regulations and the rights of neighbouring property owners**.

A simple Google search would have shown the landowners they needed to consider three things before building a dirt bike track:

1. Permits and zoning
2. Noise restrictions and neighbours (proximity and potential objections)
3. Safety and utility lines – Whether the landscape is suitable for a dirt bike track

Desired Outcome: We respectfully request that the Board **overturn the Development Officer's decision** and disallow the dirt bike track in its entirety. We further request that the property be restored to its former native grassland state at the landowners' expense.

Issue #2:**Allowing the Dirt Bike Track to Remain Threatens Our Peace, Safety and Local Environment**

Most of our neighbours are quiet, respectful and considerate of others. Many have proudly called Foothills County home for a good portion of their lives and have deep family roots in the community.

When the **landowners and their two children ride their dirt bikes, the high-decibel engine noise carries for miles** and can be clearly heard by neighbours in all directions because the **subject parcel is located on an exposed hilltop.**

- During summer 2024, we regularly heard sounds of revving dirt bike engines echo throughout the valley surrounding the subject parcel.
- Dirt bike engine sounds were frequent and often continued for extended periods, particularly during evenings and weekends, causing repeated disturbances for surrounding neighbours.

The MDP2010 emphasizes conserving natural capital and conserving the quality-of-life residents enjoy in Foothills County today. Those of us residing in this country residential / agricultural community purchased property here for the quiet country lifestyle and peaceful tranquility it offered us.

- The establishment and use of the **dirt bike track** are **fundamentally inconsistent with the predominantly agricultural character, land-use patterns and rural nature** of the surrounding area.

Allowing the dirt bike track to remain on the subject parcel negatively impacts the use, value and enjoyment of neighbouring properties in the following ways:

1. Severe Noise Pollution

High Decibel Levels	Dirt bikes often exceed 95 – 115 decibels of noise.
Constant Drone	Revving engine noise travels for miles across open terrain and valleys.
Quality of Life Decline	➤ Constant, disruptive engine noise during evenings, weekends and peak outdoor hours. ➤ Low-frequency vibrations affect indoor quiet. ➤ Loss of quiet enjoyment of private properties and outdoor spaces.
Impact on Animals	High noise levels distress cattle, horses, pets and local wildlife.

2. Traffic and Public Safety

Heavy Traffic	Increased volume of large trucks, trailers, toy haulers and visitor cars on a narrow, winding NO THROUGH gravel road (96 ST W) is not appropriate.
Road Wear / Damage	Rural roads are not built for heavy hauling and high traffic.
Safety Risks	Our narrow, winding gravel road with multiple blind corners (96 ST W) will become more dangerous for local drivers and area cyclists.
Emergency Service Strain	Increased emergency service burdens due to dirt bike rider injuries.

3. Property Devaluation

Excessive Noise	High-decibel, repetitive dirt bike engine sounds disrupt peace and outdoor relaxation. Buyers place high value on peace and quiet.
Dust and Air Pollution	Loose dirt kicked up by dirt bike tires settles on neighbouring yards, vehicles and outdoor living spaces, making properties harder to sell.
Loss of Privacy & Appeal	Constant traffic, active dirt bike riding and visual eyesores reduce the serene or private feel that buyers value.
Stigma & Marketability	Buyers often walk away or will offer less when they realize a loud, active dirt bike track borders a property, shrinking the pool of interested buyers.

4. Economic Impact for the County

Tax Base	A drop in property values can hurt long term County stability.
Taxpayer Burden	The County will have to pay more for road repairs and noise enforcement in the areas surrounding the dirt bike track.

5. Environmental and Habitat Damage

Habitat Loss	Destruction of natural terrain destroys habitats for local birds and wildlife. Loud noise and heavy traffic will drive away local birds and mammals.
Dust and Air Quality	Loose dirt creates heavy dust clouds, especially on dry, windy days. Airborne particulate matter can affect neighbours with asthma.
Water Pollution	Washed out dirt and fuel leaks threaten local groundwater and streams.
Soil Erosion	Heavy dirt bike tires tear up topsoil, create deep ruts and increase runoff.
Wildfire Risk	Hot dirt bike exhaust pipes can ignite dry vegetation. No nearby Fire Hall.
Light Pollution	Floodlights can cast unshielded light into the sky and neighbouring areas.

We believe the adverse impacts of the dirt bike track on local residents and natural habitats outweigh any benefits it may provide to the landowners' development plans and competitive motocross interests.

Desired Outcome: We respectfully ask the Board to **overturn the Development Officer's decision** and prohibit the establishment and use of the dirt bike track. We further request that the land be restored to its original native grassland state, with all restoration costs borne by the landowners.



Subject Parcel: After Unpermitted Lot Grading

Source: Google Earth
Imagery Date: 5/27/2025

Issue #3:

Burying a Sea-Can to Create a Massive Jump on the Dirt Bike Track

In 2024, the landowners moved a sea-can to the dirt bike track and buried it without a development permit.

The throttle and engine action needed to clear a sea-can jump will increase dirt bike speed and noise.

The Sea-Cans in Foothills County Land Use Bylaw regulation document states:

2.f.) **A Sea-can is not permitted to be buried**. If it is the desire to obtain this type of approval, the landowner will need Provincial Approval through Alberta Environment and may be subject to a Geotechnical Report or an approved Lot Grading Plan prepared by a Professional Engineer before submitting an application for Development Permit for the Development Officer to consider.

- **CONDITION NOT MET** – Page 117 of the hearing agenda confirms that the approved, engineer-signed site plan did not include the sea-can. [It notes Rev. 1 – Removed Sea-Can – April 19, 2025]

A **buried sea-can jump significantly increases dirt bike track danger** due to structural degradation, track erosion and reduced impact absorption. Though it may reduce the need for large amounts of fill, it introduces hidden risks to riders. The main safety risks include:

1. **Hidden Structural Collapse**: Sea-cans are designed to bear weight on their four corner posts, not their roof panels. Repeated dirt bike landings can fatigue and deform the roof, potentially causing catastrophic collapse.
2. **Severe Soil Erosion & Exposure**: Rain, wind and tire debris kick-up erode dirt from the jump. Since soil does not bond to steel, the dirt layer can quickly thin, exposing sharp edges and slippery steel in the landing zone.
3. **Zero Impact Absorption**: Natural dirt jumps have a degree of "give" when a bike lands hard or a rider crashes. A buried steel box provides a completely rigid surface just inches beneath the dirt, drastically increasing the force of impact transferred to a rider's body during a wreck.
4. **Rust and Water Traps**: Buried hollow sea-cans trap moisture, causing hidden rust and structural deterioration that can lead to sudden failure.

Desired Outcome: In light of the safety concerns and the property's existing surplus of accessory buildings, we respectfully request that the Board **deny the sea-can** and require its removal from the subject parcel within a reasonable timeframe.

Issue #4:

Relaxation for the Number of Existing Accessory Buildings on the Subject Parcel

Issue #5:

Relaxation of Setbacks for Existing Structures on the Subject Parcel

Residents who comply with Foothills County regulations should be able to expect the same from others, regardless of who placed the outbuildings on a property.

Allowing the accessory building quantity and setback relaxations, will:

1. **Create a perception of preferential treatment** for the landowners who have not voluntarily complied with the Land Use Bylaw.
2. **Prioritize the landowner's interests** over the purpose and intent of the Land Use Bylaw.
3. **Set an example for neighbouring properties**, making consistent enforcement of the Land Use Bylaw more difficult.
4. **Adversely affect neighbouring properties** through visual impact, reduced open space and increased activity near property lines.

If the greenhouses, chicken coop, and animal shelters are not permanently built on concrete foundations, are in poor condition or are not being used for agricultural purposes, now is an appropriate time to:

- Remove enough outbuildings to meet the bylaw limit of four; and
- Relocate accessory buildings, excluding the oversized detached garage, to meet required setbacks.

Desired Outcome: We ask the Board to **overturn the Development Officer's decision** and deny the requested relaxations for the number and setbacks of existing accessory buildings on the subject property.

Additional Concern #1:

A Family of Professional Dirt Bike Racers → This is NOT a Dirt Bike Track Built for Leisurely Use

Google search results confirm that the landowners and their two children are highly competitive, professional dirt bike racers who compete at events in Canada and the USA. [See Appendix A & B]

- The family's participation in dirt bike competitions throughout North America, including consistently strong event standings, indicates that **extensive and regular practice** would be required to maintain and improve their racing abilities.
- As the **children grow older, their dirt bikes will increase in size and noise**, further intensifying the existing impacts on neighbouring properties.

The size, scope and level of development of the **dirt bike track** that has been Lot Graded onto the subject parcel suggest that it was **purposefully constructed for intensive motocross training and/or competition**, rather than limited recreational use.

- In the summer of 2024, the **landowners hosted a weekend dirt bike event** at the subject property.
- There were **over 20 riders** using their dirt bikes on the track at the same time.

**An Issue
Because:**

The dirt bike track has already been Lot Graded into existence on the subject parcel
+
The entire family on the subject property engages in professional dirt bike racing
+
A weekend dirt bike event with 20 riders took place at the subject property in 2024
+
The landowners' previous disregard for County Land Use Bylaws
=
An indication that the **subject property will be used for intensive motocross training and/or competitions**, not just for personal recreation.

Additional Concern #2:

Wild Rose Dirt Bike Track in Calgary is Closing → Dirt Bike Riders Will Be Looking for a New Place to Ride

The Wild Rose Motocross Association (WRMA) dirt bike track in Calgary will be forced to close at some point in the future.

The City of Calgary recently announced the land will be used for a new Calgary Transit bus depot.

The WRMA is at a critical crossroads as the City of Calgary continues to move forward with major infrastructure projects that directly threaten the future of our park. The City is actively assessing two significant developments on and around our site: a new bus barn facility and a potential extension of 50th Avenue. Either project would permanently displace WRMA from the land we have called home for decades.

These development pressures remain very real. While timelines and details continue to evolve, we are deeply engaged with the City to understand next steps, advocate for our community, and ensure decision-makers fully recognize the impact of these proposals.

As a result, we are preparing for all outcomes — including the need to identify and secure a new location where WRMA can continue to thrive.

This is about more than relocating a track — it's about preserving a legacy and ensuring motocross remains accessible in Calgary, Alberta, and across Canada. WRMA has long been a cornerstone of the riding community, fostering growth, connection, and opportunity for riders of all levels.

Our mission is clear: to protect WRMA's future.



[Source: <https://wildrosemx.com/save-the-park/>]

An Issue Because:

The landowners' dirt bike track is located in close proximity to Calgary
+
The probable closure of WRMA's current Calgary dirt bike track location
+
The landowners' involvement in the local motocross racing community
+
The landowners' previous disregard for County Land Use Bylaws
=
The subject property could easily become an unlicensed and uninsured **training facility or competition site for local dirt bike racing community members** to use.

Additional Concern #3:

No Road Use Agreement Was in Place During 2024 Dirt Hauling & Dumping Cycles

Unpermitted dirt dumping began in July, 2024.

- It occurred frequently during summer 2024 and resumed on October 25, 2024.
- Hauling cycles lasted **multiple days at a time**.
- **Hundreds of loads** of dirt dumped, **not 50** as per the circulation file.

One Hauling Cycle Example → October 25 to November 1, 2024:

- 38 loads dumped in two days (16 loads on Sat. Oct. 26, 2024 + 22 loads on Mon. Oct. 28, 2024)
- **83 truck trips** x estimated 30 tonnes of dirt per load = **2,490 tonnes of dirt** dumped over **7 hauling days before a STOP ORDER was issued**.



A photo of one of the dump trucks and trailers used to haul dirt to the subject property in summer and fall 2024. This picture was taken on 96 ST W, after dirt had been dumped at the site in question.



Maximum gross vehicle weight of a tandem drive truck with tridem pup/pony is 47,100 kg or 47.1 tonnes as per: <https://gravelbc.ca/truck-weights/>

The heavy hauling on Foothills County roads to dump dirt at the subject property in 2024 likely caused road damage due to the significant number of trips made combined with the enormous weight that each fully loaded truck and trailer carried.

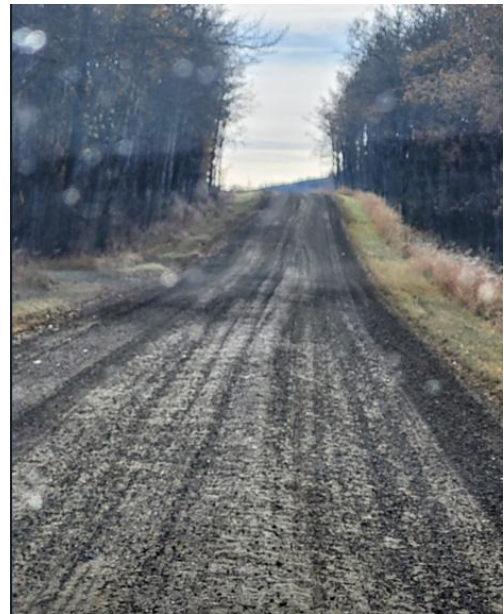
Taxpayer dollars would have been used to make the necessary road repairs, since the landowners did not have a Road Use Agreement in place.

Examples where extra wear of heavy dirt hauling created rough patches and/or pot holes on County roads:

80th Street W	➤ A large portion of this road was resurfaced in the summer of 2024. ➤ <u>One large rough spot</u> on 80th Street W had to <u>be repaved twice, possibly three times</u> over the summer as the road repair did not last.
266 Avenue W	➤ Foothills County <u>repaired a stretch of multiple pot holes</u> in late spring (or early summer) in front of an acreage on 266 Avenue W. ➤ The <u>repairs did not last</u>, with the pot holes growing in size and quantity as the soil hauling continued over the summer of 2024 and into the fall.
96 Street W / 1096 Drive W	➤ This is a narrow gravel “No Through Road” that every truck / trailer drove up and down to dump soil at the subject property. ➤ In 2024, portions of the road showed obvious <u>signs of extensive heavy hauling with ruts from dump truck tires being visible</u>. ➤ The County grader operator would have had <u>substantial extra work in November, 2024 to get the gravel road back into shape</u> after the STOP ORDER was issued.



Loaded dump truck and trailer hauling dirt southbound on 80th ST W to the subject property.



Looking northbound on 96 ST W there were visible ruts from heavy hauling.

We strongly believe that the dirt bike track and motocross racing circuit constructed on the subject parcel have caused significant disruption to the surrounding community.

Please protect our once peaceful agricultural / country residential community and natural habitats, for the quiet enjoyment of generations to come.

Thank you for your consideration of this appeal. We appreciate the opportunity to have these concerns heard and respectfully request that this letter be included as part of the official appeal record.

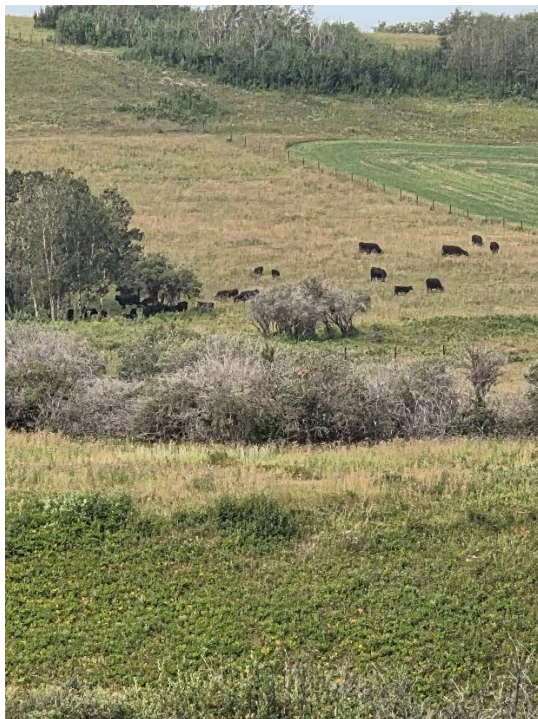
Sincerely,

Jillian Daniel & Wade Thorsteinson

Enclosures:

Appendix A – Landowner’s Competitive Dirt Bike Racing Activity: Kevin Dupuis

Appendix B – Landowner’s Competitive Dirt Bike Racing Activity: Jannie Devin-Lamontagne



Neighbour’s Cattle Grazing Beside 96 ST W



Local Elk Herd Grazing Across from 96 ST W

Landowner's Competitive Dirt Bike Racing Activity: Kevin Dupuis

facebook



The holeshot is a term used in motocross to describe or reference the first racer to get through the apex of the first turn. Getting the holeshot gives the rider a huge competitive advantage and some level of control in the race. In most cases, the rider who gets the holeshot also wins the race.

[Source: <https://ca.riskracing.com/blogs/news/what-is-a-holeshot-in-motocross>]

Landowner's Competitive Dirt Bike Racing Activity: Jannie Devin-Lamontagne

Instagram

janniedlamontagne

Follow

Message

409 posts

1,304 followers

1,193 following

Jannie Devin Lamontagne

I am a women of many hats switching from one to the other ... mom, boss, nurse, coach and racer



Google

✦ AI Overview

Jannie Devin-Lamontagne is an accomplished Canadian off-road and motocross racer from Alberta, known for her standout stand-up style and dual-discipline talent.

Her notable racing results and career highlights include:

- **Wildrose MX Fall Series:** Finished an impressive **6th place overall** in a highly competitive, stacked Ladies class.
- **Canadian National Podium:** Reached the **Top 5 Women's Pro podium** at the prestigious Corduroy Enduro National event in Ontario alongside elite Canadian riders like Shelby Turner and Lexi Pechout.
- **International Six Days Enduro (ISDE):** Successfully represented Canada as a core member of the **Canadian Ladies ISDE Team**, showcasing her speed on an international stage right before accelerating her motocross career.
- **Ride Like a Girl Contingency Race:** Secured a **3rd place podium finish** in the Women's Expert class.