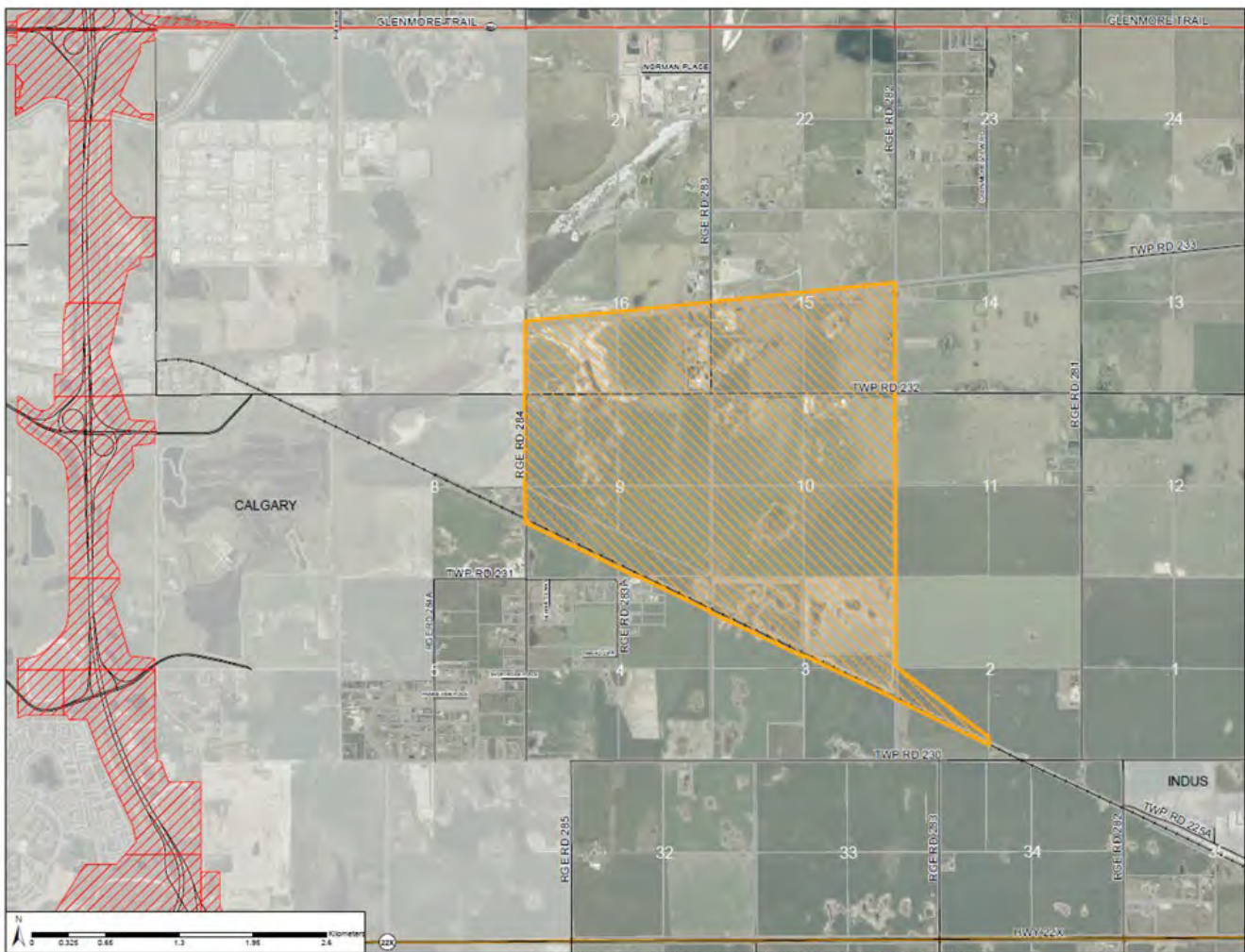


November 2023

Engagement Summary

Prairie Gateway Area Structure Plan



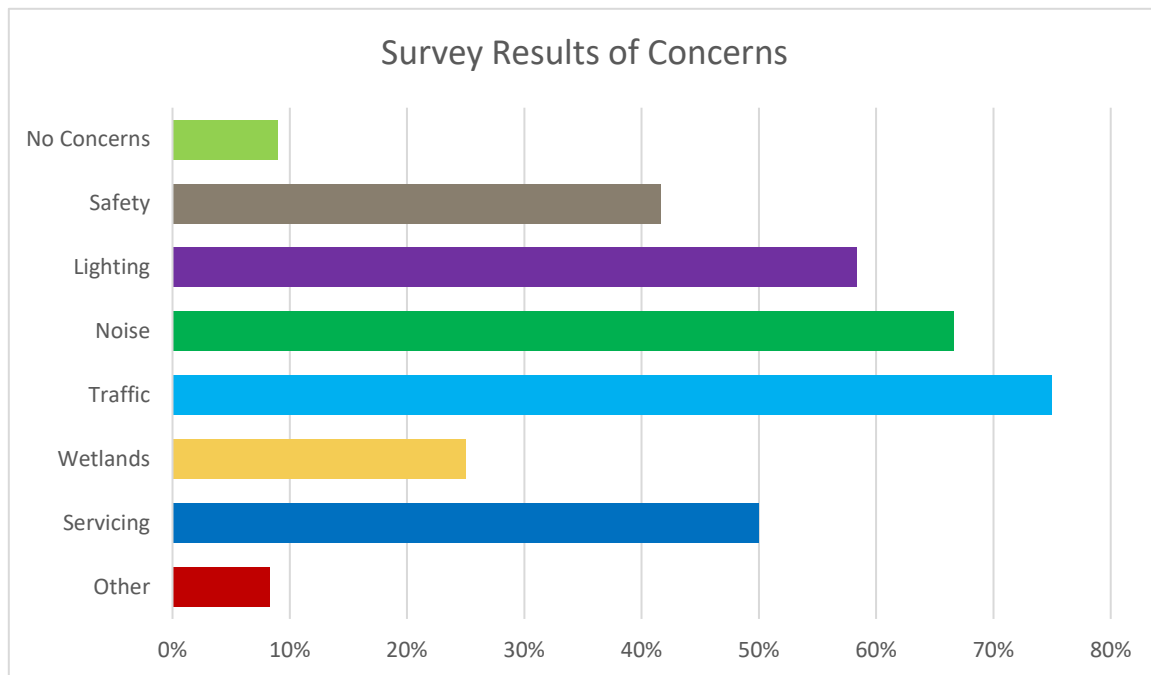
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1 ENGAGEMENT FINDINGS

With the launch of the Prairie Gateway Area Structure Plan (ASP) project, the County sought out the public's initial questions and concerns to influence the next stage of public engagement and to form a Frequently Asked Question (FAQ) document to be posted on the project webpage. The public provided their questions and comments through an online survey posted on the County's website and by calling and emailing the Project Team. This Engagement Summary presents the results of feedback received. Along with other planning policy and technical considerations, this information will be a guiding factor in the creation of the ASP.

The intent of the survey was to identify topics of concern and questions that could be addressed and inform the ASP and next stages of engagement. The survey questions were based on topics of concern raised during engagement for the previously proposed Shepard Industrial ASP. Feedback was requested on the topics of concern, with the option to submit further topics. Additionally, the survey provided an option to submit comments and questions. Differing views were often expressed in the feedback and verbatim comments are included in Section 6. The key areas of concern have been summarized below.



Traffic

Residents expressed traffic concerns relating to roads that already have high traffic volumes. There are also concerns specific to industrial traffic and how heavier vehicles may impact the area by affecting road infrastructure, producing noise, and reducing safety.

Noise

Many people expressed that noise from industrial uses and traffic may lower their property value. Residents also hope there will be noise barrier plans in the ASP.

Servicing

Lack of confidence among some residents that infrastructure (transportation, servicing, etc) will be upgraded appropriately to accommodate new development. Some residents are also concerned about flooding/drainage issues.

Lighting

Residents expressed a concern with the impact of lighting, however, there were no direct comments provided.

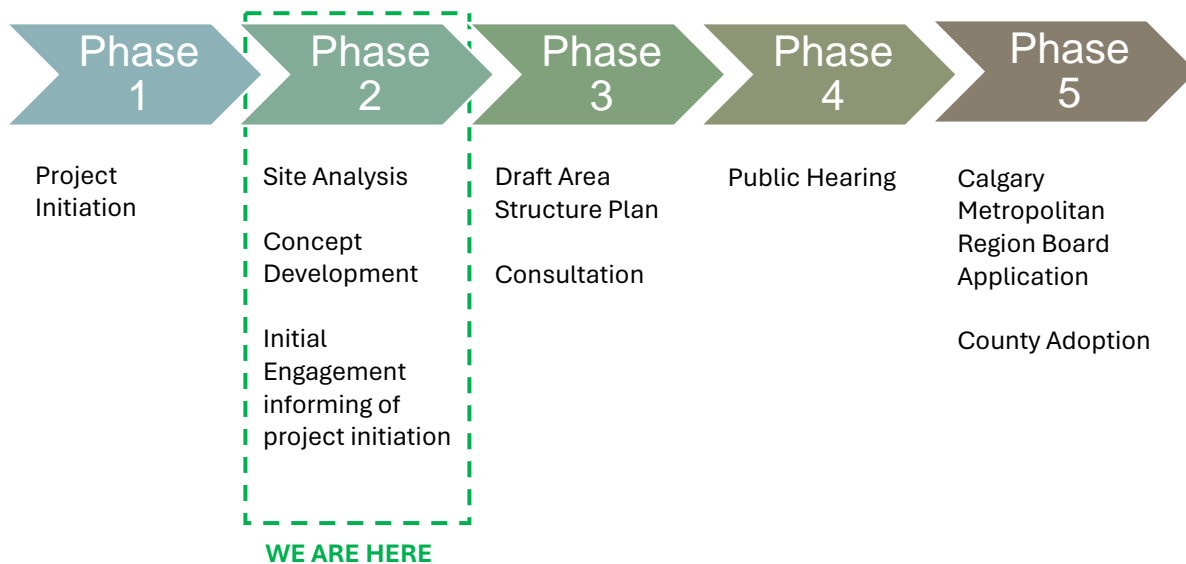
Safety

Residents expressed the importance of upgraded/new traffic lights due to the unsafe environment of increased semi-truck traffic. Roads upgrades were also addressed as roads may be impacted with heavier traffic.

2 PROJECT SUMMARY & PROCESS STATUS

The project started in 2020 as a draft for an applicant-led ASP located in the Shepard area. This Plan included 747 hectares (1,847 acres) of land in the southeast sector of Rocky View County, located north of the Canadian Pacific Kansas City (CPKC) Rail mainline. A portion of the Plan falls within The City of Calgary/Rocky View County Intermunicipal Development Plan area and is identified as a Growth Corridor for The City of Calgary. The proposal was ultimately put on hold in 2021 pending discussions with The City regarding their objections. The City later in 2021 proposed to annex lands that included the proposed ASP area.

In January 2023, Rocky View County and The City of Calgary agreed to work collaboratively on the Prairie Gateway Economic Initiative with the support of the Shepard Development Corporation. Jurisdiction of the Plan area would remain with Rocky View County. The initiative would facilitate a new industrial corridor with joint municipal investments and benefits. The initiative focuses on the area proposed for the draft 2020 Shepard Industrial ASP now includes adjacent Canadian Pacific Kanas City (CPKC) land. The draft 2020 Shepard Industrial ASP will be revised and renamed the Prairie Gateway ASP.



3 ENGAGEMENT METHODS

Initial engagement was designed to raise awareness of the planning proposal, encourage participation using appropriate engagement methods and tools, and respond to various audiences. This will help to identify opportunities, issues, and concerns through the public engagement, which will help shape the content of the plan. Updates to the County website, mailouts to residents, and an online survey helped to engage residents in this initial phase of engagement.

Webpage

A webpage was created on the County's website to launch the Prairie Gateway ASP project. The webpage will receive updates throughout the project, including status updates and current information. The launch of the website triggered an email that notified residents and businesses in the area of the proposed ASP. The webpage includes:

- An introduction to the project, project background, and how we got here (information about Shepard Industrial ASP and Annexation);
- Links to related County and City webpages;
- Timelines of the project, process, next steps, and opportunities for engagement/input;
- An option to sign up for the project contact list;
- Project team contact information to submit comments or ask questions; and
- A sign up for the subscription list that provides updates on the project.

To date, 18 individuals have signed up to the subscription mailing list. In addition, 1 email as well as 3 calls were received for general inquiries about the initial stages of the ASP.

Mailouts

A letter was mailed out to the ASP area landowners, annexation area landowners, and adjacent landowners to inform the launch of the project. The letter provided an introduction to the project, the address to the new project webpage, notification of the initial survey on the webpage, how to provide questions and comments, and contact information for the project team.

Surveys

A survey was open from October 13, 2023, to November 03, 2023, as the primary method of providing input for the initial engagement. All public engagement participants were directed to provide their feedback through the survey or by contacting the Project Team via email or phone. In total, 13 responses to the survey were received.

The survey was advertised on the Prairie Gateway ASP webpage on the County's website.

Further Opportunities

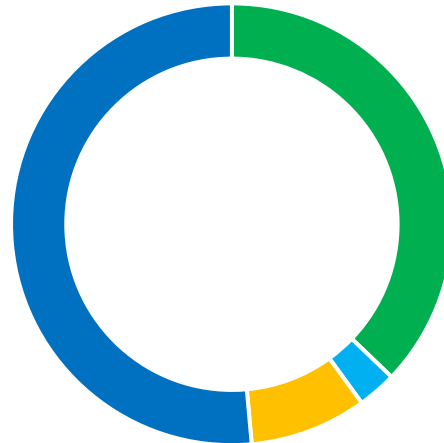
The project webpage will be updated with more opportunities for the public to get involved. It is expected that two open houses will occur. The first open house will be to provide an update on progress and an opportunity to speak with the Project Team. The next open house will be to present the draft ASP and collect feedback to inform revisions. A public hearing will be scheduled at a later date.

4 WHO TOOK PART

As all public engagement participants were encouraged to provide their feedback through the survey, we assume the interests indicated by respondents roughly reflects that of all participants. Participants have helped the County to understand the publics topics of interests/concerns.

Attendance numbers:

- Survey (13 reponses)
- Emails (1 response)
- Calls (3 phone calls)
- Subscription Sign Up (18 responses)



5 WHAT WE ASKED

The survey questions were determined by previous engagement results from the Shepard Industrial ASP. This informed the topics of concerns provided in the first question. The survey included a combination of a qualitative questions to gauge the scale of support with a freeform option for respondents to provide detail to support their response or ask further questions. The general survey consisted of the following:

1. Please check all items that related to your question(s) and/or concern(s) from the list below.

Participants could choose from the following: I have no concerns, Servicing, Wetlands, Traffic, Noise, Lighting, Flooding, Safety, and Other (please specify). There was the ability to fill in other questions/concerns which participants added: land use and affordability, and own land adjacent.

2. Please list any questions you have regarding the Prairie Gateway Area Structure Plan project here. The questions will be collected to inform a Question & Answer document to be posted to the project webpage.

Participants were given the opportunity to ask questions in a freeform option or select that they had no questions at this time. A question summary is highlighted in the Engagement Summary section above.

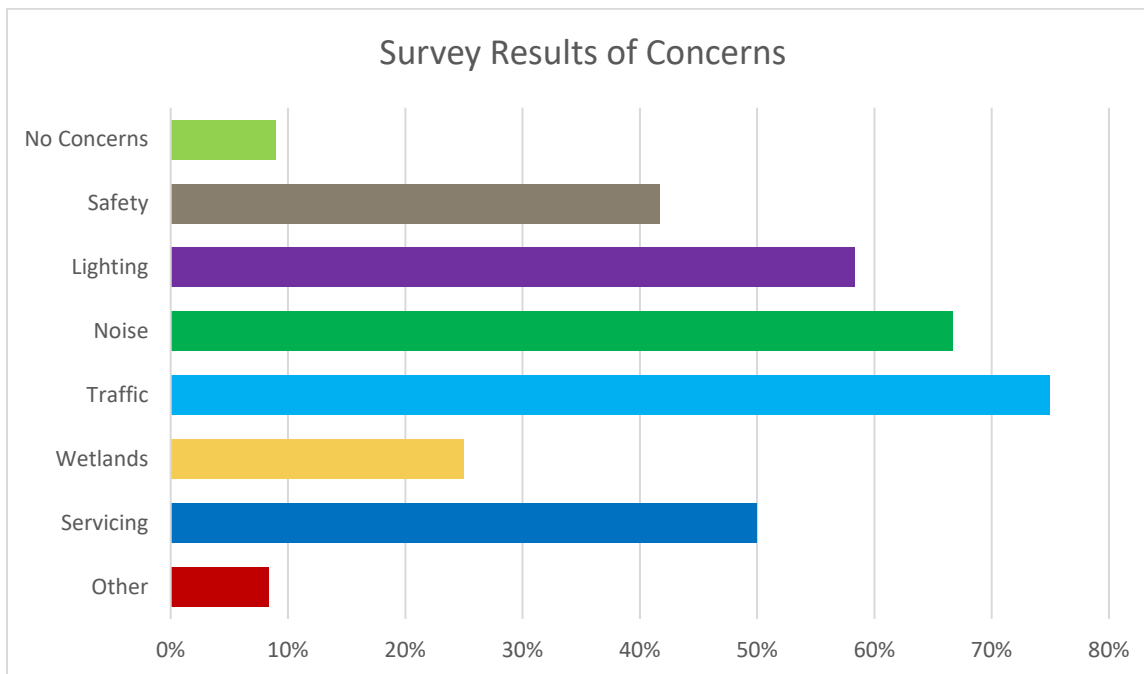
3. Please provide any initial comments you have regarding the Prairie Gateway Area Structure Plan project. These responses influence the next stage of public engagement.

Participants were given the opportunity to provide comments in a freeform option or select that they do not have comments at this time. Comments are summarized in the Engagement Summary section above.

6 WHAT WE HEARD

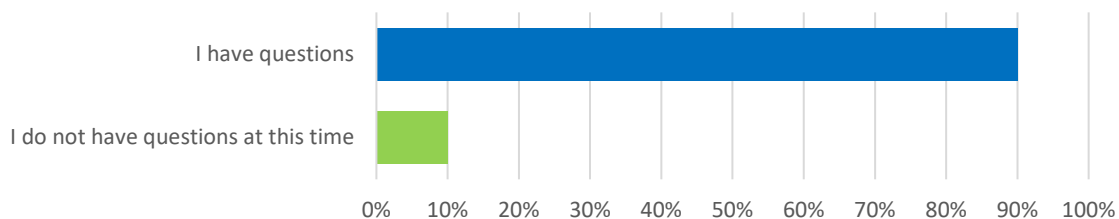
Question #1:

When asked to check all items that relate to participants question(s) and/or concern(s), the top three topics were traffic, noise, and lighting respectively.



Question #2:

When asked if participants had any questions regarding the Prairie Gateway ASP project, 90% said they do have questions. As seen in the verbatim quotes, 10 questions were submitted:



Verbatim Quotes:

“Please provide RVC economic activity vs land-use inventory (occupied/vacant)?”

“Is this going to effect our property value?”

“What is the plan to control traffic volume? Recently allowed by industrial development NE of us have destroyed the roads and made driving very unsafe with semi drivers not understanding the rules of the road or not believing they apply to them.”

“Will this plan and approval process be used on other economic corridor situations such as RR33 / Springbank airport approval?.”

“Do you plan to upgrade RR284? What is the source for water supply of this development, and how is waste water being managed?”

Is there going to be a noise barrier such as a berm to stop the noise affecting neighbouring residences. The rail yard in particular would need one on the south side.”

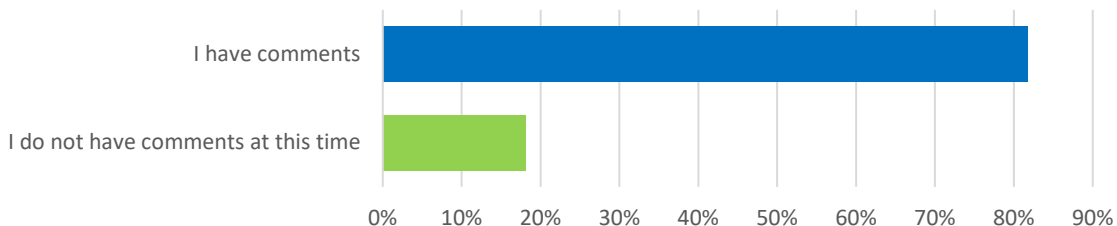
“How tall will the buildings/infrastructure be? It seems like it could block my view, negatively impacting my property value. We already deal with a high water table and flooding issues-running drainage or water towards us will not be beneficial. What assurances can be made to be sure it doesn’t negatively impact existing properties and home?”

“When will full traffic lights be installed on Glenmore and Range Road 283 to deal with the increased traffic. It's already way too unsafe to use that intersection.”

“What is the plan with the area that was removed from the ASP. Traffic in that area is heavy and Glenmore Trail needs to be upgraded. When will that happen now that this area structure plan has changed.”

Question #3:

When asked to provide initial comments regarding the Prairie Gateway ASP project, many comments were related to residential areas adjacent to the Plan area, as shown below:



Verbatim Quotes:

“Planning and Public Engagement needs to mitigate linear infrastructure impacts. Consider Social IRR.”

“Will RVC compensate land owners who no longer want to have residential designated land adjacent to this economic corridor?”

“The only info I found on the site is the map. I need more information to start asking questions.”

“Due to the large nature of the project and its impact on neighbouring residents, especially regarding resale potential and the devaluation of our properties, we should be compensated 200,000 to 300,000 per household.”

“We are not in support of this development.”

“I do not like this. The whole city is encroaching and the small rural homeowner has no way to protect the quality of life.”

“The county is accelerating a major development project, which is atypical for the area. The approval process appears inconsistent with our personal experience, where the county was unwilling to consider negligible developments on our property.”

“They need to put lights up immediately to deal with the already increased traffic on Range Road 283 and Glenmore.”

7 Frequently Asked Questions Document

Questions collected through the survey, emails, phone calls, and from engagement that occurred for the previously proposed Shepard Industrial ASP, all informed the Frequently Asked Questions (FAQ) document in Attachment A. The purpose of this document is to provide more detailed answers to specific questions, share this information with the public rather than individuals, and provide further information on topics of interest specific to the project.

8 CONCLUSIONS

The purpose of the initial Prairie Gateway ASP engagement was to understand topics of issues, concerns, and opportunities to inform the direction of future public engagement. The phase 2 engagement also helped to raise awareness of the project while encouraging participation using appropriate engagement methods and tools.

Looking at the survey results wholistically, it shows that traffic, lighting, noise, and safety were the most important topics to the respondents. Five comments of concern were raised about the potential increase in traffic and what safety measures could be implemented for road maintenance and infrastructure upgrades. Concerns of decreasing property values was mentioned four times throughout the survey. One comment highlighted potential measures to mitigate noise that will occur from industrial properties as well as the railway. These concerns have helped the County to plan for future public engagement related to the Prairie Gateway ASP.

As the project continues to move forward, new opportunities for public engagement will arise. Updates will be provided via mailouts and/or website updates on specific engagement opportunities.

ATTACHMENT A

Frequently Asked Questions

Prairie Gateway Area Structure Plan

November 2023

Question	Answer
History / Context	
<p>Given that Shepard Development Corp. and the County are collaborating, is this Area Structure Plan (ASP) guaranteed approval?</p>	<p>The Prairie Gateway ASP is not guaranteed approval. Although Council has shown interest in the project, the proposed ASP will be evaluated against existing plans for the area, which include the Rocky View Calgary /Intermunicipal Development Plan[link]. Council will weigh the proposal against the public interest to make a fair and balanced decision.</p> <p>Council will also consider.</p> <ul style="list-style-type: none"> • if the Plan and associated costs makes economic sense, and • does the Plan address negative impacts.
<p>What is the role of The City of Calgary in this Area Structure Plan (ASP)?</p>	<p>Rocky View County, The City of Calgary, and Shepard Development Corp. are collaborating on technical issues and policy writing. While this is a collaborative process, the Prairie Gateway ASP will be a County document.</p> <p>The City of Calgary may provide water/wastewater services to the project area. The project team is investigating routing and cost.</p>
<p>How long has this plan been underway and how was continued work on the Area Structure Plan (ASP) authorized?</p>	<p>This area has been identified as future Industrial area in the Rocky View County/City of Calgary Intermunicipal Development Plan that was adopted in 2012.</p> <p>On July 28, 2020, County Council approved a Terms of Reference for an applicant-led Area Structure Plan (ASP) located in the Shepard area.</p>

	<p>Shepard Development Corp. led the development of the proposed Shepard Industrial ASP.</p> <p>On June 29, 2021, County Council held a Public Hearing to consider the proposed Shepard Industrial ASP. The proposal was put on hold pending discussions with the City regarding their objections.</p> <p>In July 2023, the City and County approved a Terms of Reference for the Prairie Economic Gateway initiative, which provided a roadmap for the parties to collaboratively plan the area and re-boot work on the ASP.</p> <p>The Terms of Reference also directed both administrations to explore sharing of costs and revenue.</p>
Is this a Rocky View County plan or a developer-led plan?	The Prairie Gateway ASP is being created in collaboration with The City of Calgary and Shepard Development Corp.
Residential Questions	
Will roads be upgraded and when would this happen?	Transportation studies are ongoing to determine access. It is anticipated that Township Rd 232/114 Ave will be a major east/west connection to Stoney Trail. It is also likely that Range Rd 283 will provide access to Glenmore Trail. Both roads need upgrading. The type of upgrades and timing will be determined by the transportation review.
How will natural areas and wetlands in the plan area be impacted by development?	A Biophysical Impact Assessment is being conducted which will evaluate of the impact of the proposed project on environmentally significant areas and natural areas. These findings will be addressed in the ASP once the study has concluded and mitigation options determined.
Are piped water and wastewater services being brought to the site? Where will the services come from?	The developer has requested piped services to the site. The developer previously analyzed servicing by the County from Langdon. The project team is looking at the feasibility of City services.

<p>Will I get piped water and wastewater services to my home or business?</p>	<p>Piped services open up servicing options other areas by bringing water and wastewater mainlines into the area. However, in the County service is focused on the Area Structure Plan area, where the Developer would be required to pick up the cost of service and infrastructure.</p> <p>The City is assessing whether piped services to this area would open up other servicing areas and whether the costs can be justified.</p>
<p>Are interim solutions such as wells or cisterns being considered for the site?</p>	<p>All servicing solutions are being explored; however, Regional Policy and Developer interest is focused on bringing services into the area as soon as it is feasible.</p>
<p>Land Use</p>	
<p>What is the land going to be used for?</p> <p>Do these uses differ from the previously proposed Shepard Industrial Area Structure Plan (ASP) uses?</p> <p>What will happen to the draft Shepard Industrial ASP?</p>	<p>Like the Shepard Industrial area ASP, the Prairie Gateway ASP will support warehousing, light to medium industry, and possibly some heavy industry.</p> <p>The Prairie Gateway ASP will replace the previously proposed Shepard Industrial ASP.</p>
<p>How did you choose the Area Structure Plan (ASP) area?</p>	<p>The general area was identified as a future Industrial area for The City in the Rocky View County/City of Calgary Intermunicipal Development Plan, which was adopted in 2012.</p> <p>Shephard Development Corp. approached the County with the wish to develop their lands that are adjacent to the Canadian Pacific Kansas City (CPKC) mainline railway that extends uninterrupted to Mexico.</p> <p>Proximity to the rail line is an important consideration for economic growth in the region. It provides an opportunity for a rail served industrial park with spur lines connecting directly to warehousing.</p>

<p>What is the plan with the area that was removed from the Area Structure Plan (ASP)?</p>	<p>No area was removed from the originally proposed Shepard Industrial ASP, in fact, the ASP area has been extended to the south down to the rail line. [Shepard-Industrial-ASP-DRAFT-June2021-Redline.pdf (rockyview.ca)].</p> <p>If you are referring to the area that was in the annexation discussion, this question is discussed below.</p>
<p>Can my land be included in the Area Structure Plan (ASP) area?</p>	<p>The Prairie Gateway ASP area is fixed and would likely only be expanded (or contracted) for technical reasons. The ASP area has some natural boundaries to the south (rail line), to the north by a utility corridor, and on the west by the boundary with the city. Overall, the ASP area is of significant size and will take many years to build out.</p> <p>However, Plan approval does open the potential for additional development once there is market demand. It does so by bringing services into the area and recognition in the Calgary Metropolitan Region Board Growth Plan that this is an economic development area.</p>
<p>Will the plan allow for residential development?</p>	<p>The intent of the Prairie Gateway ASP is to support the development of a regional industrial, business, and employment hub. To minimize potential impacts on adjacent properties, new residential development is not envisioned within the plan area.</p> <p>Existing uses within the ASP boundary may continue until development of those lands to another use is deemed desirable by the landowner and that use is aligned with the policies of the ASP.</p>
<p>What other land uses have been planned nearby? (Context question)</p>	<p>Planned areas nearby include a proposed solar farm to the east, industrial to the west within the city, existing industrial and agricultural parcels to the north, and existing residences to the southwest. The Janet Area Structure Plan (ASP), which is also a largely industrial focused plan, is just north of Glenmore trail.</p>

<p>Does County have non-residential land use inventory? How does County match economic activity to land use?</p>	<p>The County has recently conducted a County-wide Industrial and Commercial Growth Assessment, which can be found here: Appendix B - County-Wide Economic Assessment.pdf (rockyview.ca).</p> <p>The County also has a Commercial and Industrial Land Study (2018) and is currently creating an updated land use inventory, which will be available to the public upon completion.</p> <p>Land uses are influenced by higher level planning documents, such as the Calgary Metropolitan Region Board (CMRB) Regional Plan, which guides the type and location of growth in the region.</p> <p>The Rocky View County/City of Calgary Intermunicipal Development Plan also directs growth and land uses. For example, the Prairie Gateway ASP is within an area identified as a future industrial area in this Plan.</p> <p>Further, the County Plan sets direction for growth by identifying areas where high-level types of land uses should occur. These planning documents, in conjunction with the above-mentioned assessments, are used to determine appropriate locations for land uses in ASPs.</p>
Annexation	
<p>I was in the annexation, but I am not in the Area Structure Plan (ASP) area. What does this mean for me?</p>	<p>The annexation process is paused to see if the two municipalities can collaborate on an ASP and an agreement to share costs and benefits. If they are unsuccessful the annexation process may be revived.</p> <p>If the Prairie Gateway ASP is approved, the two municipalities may examine how they can extend this collaborative planning to the lands that were part of the annexation discussion.</p>
Roads	
<p>Will there be trails for bike paths in the project?</p>	<p>The Area Structure Plan (ASP) area will identify opportunities for connections to the larger Regional Pathway system, including parts of</p>

	The City of Calgary's existing and planned trail network immediately to the west.
How will trucks get to the site?	It is anticipated that Township Road 232 and Range Road 283 will be the primary corridors for east-west and north-south traffic. Additional east-west and north-south connections will be planned within the Plan area. This will be further refined through additional smaller and detailed plans.
Will there be increased train traffic?	The proposed development is located on the main Canadian Pacific Kansas City (CPKC) rail line. The project will likely increase rail traffic and have local operations that shunt cars. The amount is dependent on use of the land by CPKC to develop a rail to truck facility. Other increases in traffic would be related to a growing economy and the need to transport goods via rail.
What is the plan to control traffic volume? What roads will be upgraded and when?	Transportation studies are ongoing to determine required access. It is anticipated over time that Township Road 232/114 Ave will be a major east/west connection to Stoney Trail. It is also likely that Range Road 283 will provide access to Glenmore Trail. Both roads need upgrading. The type of upgrades and timing will be determined by the transportation review.
When will full traffic lights be installed on Glenmore and Range Road 283 to deal with the increased traffic?	Transportation studies are ongoing and will determine if Range Road 283 will provide access to Glenmore Trail. The need for traffic lights will be assessed as part of the study.
Who regulates rail?	<p>Transport Canada regulates rail in Canada. Transport Canada develops and implements policies and regulations, and administers the <i>Railway Safety Act</i>. The department conducts approximately 40,000 railway safety inspections every year. The <i>Railway Safety Act</i> can be found here: Railway Safety Act (justice.gc.ca).</p> <p>Jurisdiction over what happens in a rail yard rests with Transport Canada and not the County.</p>

Servicing	
What is the source for water supply of this development, and how is wastewater being managed?	The working assumption is water and wastewater services will be supplied by The City of Calgary. Technical studies are ongoing to determine the best routes and cost.
Impacts	
Why is the industrial land use going ahead?	<p>In 2011 Rocky View County/City of Calgary Intermunicipal Development Plan (IDP), identified this area as a long-term industrial growth area for The City of Calgary.</p> <p>The reasons this use is thought to be appropriate are proximity of the regional highways (Glenmore and Stoney) and rail line, planned industrial planning uses to the west, and an approved solar farm to the east.</p>
What are the hours of operation of the site?	Specific developments and uses for the majority of the Area Structure Plan (ASP) area will be identified through further discussions with the developer and future Local Plan application(s). Depending on demand, operations could be 24 hours a day.
I live near here; will I be impacted by noise or light? Is there going to be a noise barrier such as a berm to stop the noise affecting neighbouring residences?	Policies within the Prairie Gateway ASP will address lighting and other impacts. Detailed lighting and noise reduction requirements will occur at later planning when smaller area Local Plans are developed.
How tall will the buildings/infrastructure be?	We are in the initial stages of the project and a draft Area Structure Plan has not yet been produced, however, as per the Land Use Bylaw the maximum building heights allowed for Industrial districts is 20 m.
Will the County compensate landowners who no longer want to have residential designated land adjacent to this economic corridor?	Unfortunately, the County cannot compensate landowners adjacent to this area; however, the Prairie Gateway ASP will address lighting and other nuisances that may impact those within and adjacent to the

	plan area, with potential for more requirements at later stages in the process.
Is this going to affect our property value?	We cannot determine whether property values in the area will change. There may become benefits, such as upgraded roads, potential transit connections, pathways and trails, employment opportunities, etc. that some may think beneficial.
Area Structure Plan Questions (Document / Technical)	
What is Canadian Pacific Kansas City Rail (CPKC) involvement in this Area Structure Plan (ASP)?	CPKC has no direct involvement in the project development. CPKC is evaluating several rail to truck sites across North America. If the ASP is approved, they and/or a third party operator would be involved in the spur line design and bringing investment opportunities to the project.
What is Shepard Development Corp. (SDC) role in this Area Structure Plan (ASP)?	The Prairie Gateway ASP is a collaborative project between Rocky View County, The City of Calgary, and the Shepard Development Corp (SDC). SDC is paying all the technical costs to develop the ASP. The City and County are writing the Plan polices to conform to the County's Municipal Development Plan (the County Plan) and the Calgary Metropolitan Region Board (CMRB) Growth Plan.
What is the approval process? Does the plan have to be approved by the City of Calgary? Is there a regional approval process? Will this process of creating an Area Structure Plan (ASP) be used elsewhere in the future?	The approval process is the same as other ASPs. Council must give it 1 st and 2 nd readings and a public hearing. The Plan is then referred it to the Calgary Metropolitan Region Board (CMRB) for their approval. From there, the ASP will be brought back to County's Council for 3 rd reading approval. The Plan does not need to be approved by The City of Calgary, but before it is brought to County Council, The City may provide a letter of support from their Council. While we do not know if there will be further economic initiatives or collaborative projects between the County and neighbouring

	<p>municipalities, this process could set the stage for future collaborative projects.</p>
<p>What technical studies have been completed to support the Plan?</p>	<p>The following studies were completed in preparation of the Shepard Industrial Area Structure Plan (ASP):</p> <ul style="list-style-type: none"> • Traffic Impact Assessment; • Biophysical Impact Assessment; • Master Drainage Plan / Stormwater Management Report; • Water / Sanitary Servicing Study; and • Historical Resources Overview. <p>These studies are currently under review and will be revised to accommodate changes to the ASP area and servicing strategy.</p> <p>In addition, The City is evaluating water and wastewater servicing through City infrastructure.</p>
<p>Who is the final decision maker and what do they consider?</p>	<p>Ultimately, this is a County Area Structure Plan (ASP), and will be approved by County Council as the Planning Authority. The County is closely collaborating with The City of Calgary throughout the process.</p> <p>In addition, this project will require subsequent regional approval by the Calgary Metropolitan Region Board (CMRB).</p>
<p>When will more detailed planning and design take place and can I be involved in reviewing those plans?</p>	<p>If the Prairie Gateway ASP is approved, more detailed design and planning would be expected shortly after its approval through a Local Plan. Opportunities for additional engagement will be available through the preparation of any Local Plans for the ASP area.</p>
<p>What are the timelines associated with this project?</p>	<p>Anticipated timing for a final Prairie Gateway ASP document to be presented to Rocky View County Council in 2024. The specific timeline is currently being developed. Several opportunities to engage with the project team will be provided prior to the Council date.</p>

<p>What are the next steps and how can I get involved?</p>	<p>There will be future engagement opportunities as the project progresses. On the project webpage, you are encouraged to sign up to receive regular project updates and follow the projects process, or contact us at planning_policy@rockyview.ca or 403-230-1401 for questions, updates or further information.</p>
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February 2024

Engagement Summary

Prairie Gateway Area Structure Plan
Open House #1



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1 ENGAGEMENT FINDINGS

An open house for the Prairie Gateway Area Structure Plan (ASP) project was held at The Track Golf Course in Langdon on January 30, 2024. It was the first of two planned open houses for the project. Attendees had an opportunity to meet the Project Team, learn more about the project, ask questions, and provide feedback. This Engagement Summary compiles the feedback that was received at the open house. Along with other planning policy and technical considerations, this information will be a guiding factor in the creation of the draft ASP.

A total of 67 members of the public attended the open house. Display boards provided information on the project and the Project Team was available for discussion. An activity was incorporated to capture feedback on the Prairie Gateway ASP. This activity involved prompts, including quotes from the initial engagement and questions to spark discussion. As part of the activity, attendees were asked to provide their thoughts, concerns, and questions on sticky notes.

Those who attended the open house brought up concerns such as traffic, road infrastructure, nuisances (noise, light, and air pollution), stormwater management, bylaw enforcement, property values and taxes, health and safety concerns, and the impact to wildlife. Attendees also expressed interest in the completion of the technical studies and reports, and their incorporation into the draft ASP. Verbatim comments are included in Section 6, with some key areas of concern summarized below.

Traffic and Roads

Several traffic-related concerns were expressed, including the increase in traffic volume in areas that currently feel congested. One attendee mentioned the impact traffic volumes will have on roads, while another asked about plans for Range Road 284.

Nuisances and Health

Attendees expressed concerns about noise, light, and air pollution. One attendee asked that studies be conducted on each. Another asked how the project will impact health, specifically respiratory health risks for children and increased asthma.

Servicing

Some attendees voiced concerns about flooding/drainage issues and expressed interest in the plans for water, wastewater, and stormwater management.

2 PROJECT SUMMARY & PROCESS STATUS

In July 2020, the project started out as a draft for an applicant-led ASP located in the Shepard area. The Plan area included approximately 747 hectares (1,847 acres) of land in the southeast sector of Rocky View County, located north of the Canadian Pacific Kansas City (CPKC) Rail mainline. A portion of the Plan falls within The City of Calgary/Rocky View County Intermunicipal Development Plan area and is identified as a Growth Corridor for The City of Calgary. The proposal was ultimately put on hold in 2021 pending discussions with The City regarding their objections. In the Fall of 2021, The City proposed to annex lands that included the proposed ASP area.

In January 2023, Rocky View County and The City agreed to work collaboratively on the Prairie Gateway Economic Initiative, with the support of the Shepard Development Corporation. Jurisdiction of the Plan area would remain with the County. The initiative would facilitate a new industrial corridor with joint municipal investments and benefits. The initiative focuses on the area proposed for the draft 2020 Shepard Industrial ASP and now includes adjacent Canadian Pacific Kansas City (CPKC) land. The draft 2020 Shepard Industrial ASP will be revised and renamed the Prairie Gateway ASP.

An online survey was held in the Fall of 2023 to gather initial feedback on the project. Responses were used to create prompts for further feedback at the open house. The draft ASP will be revised based on technical studies and feedback received during Phase 1 and Phase 3 from all stakeholders. A second open house will be held to share the draft ASP and collect further feedback. The draft plan will be posted to the website for viewing, and will be refined as needed through a review process with County departments, The City of Calgary, the developer, external stakeholders, and the public.

Project Timeline



3 ENGAGEMENT METHODS

Open House

An open house was held at The Track Golf Course in Langdon on January 30, 2024, and attracted 67 attendees. The open house was advertised on the County's website, the Prairie Gateway ASP webpage, and on the advertisement sign at The Track location. Additionally, an e-blast was sent to those who signed up to receive email updates on the project. Attendees were asked if they agreed or disagreed with some responses gathered from the initial engagement survey, and to provide further comments and feedback.

Webpage

The Prairie Gateway ASP webpage has been and will continue to be updated as the project progresses. The webpage includes:

- The latest news and updates on the project;
- Project background and information about the Shepard Industrial ASP and annexation;
- Links to related County and City webpages and documents;
- Timelines of the project, process, next steps, and opportunities for engagement/input;
- A FAQ document created based on previous engagement;
- Project Team contact information to submit comments or ask questions; and
- A sign-up for the subscription list that provides updates on the project.

To date, 54 people have subscribed to receive email updates.

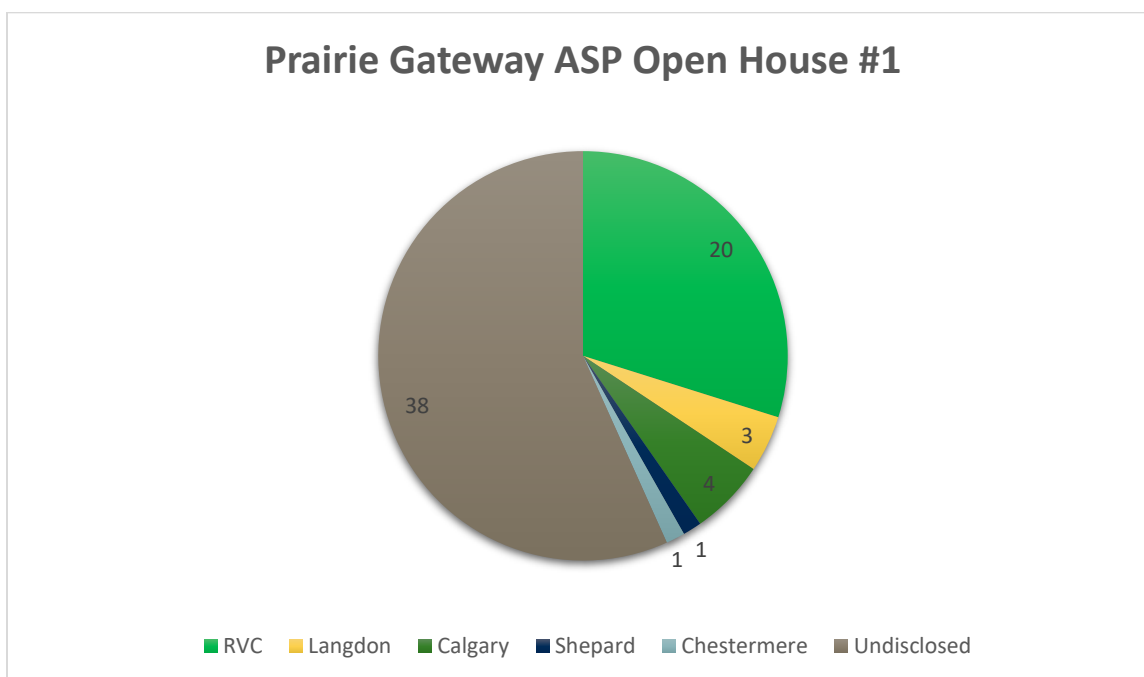
Further Opportunities

The project webpage will be updated with more opportunities for the public to get involved. A second open house will be held to present the draft ASP and collect feedback to inform revisions. The draft ASP will be posted on the webpage for the public to review. A public hearing will be scheduled and advertised at a later date.

4 WHO TOOK PART

A total of 67 people attended the open house, which ran from 4:00 p.m. – 7:30 p.m. Attendees included nearby landowners, Rocky View County residents, City of Calgary residents, and developers. The graph below shows an approximation of the proportions of attendees from various locations based on the location information provided.

Attendee Demographics



5 WHAT WE ASKED

Discussion at the open house was prompted by input received from the initial engagement survey conducted in the Fall of 2023. The Project Team created several display boards (Attachment A), one of which featured quotes from the previous feedback, as noted below. Open house attendees were asked to write additional comments on sticky notes and place them on the display board.

Previous Feedback

The following quotes from the initial engagement summary were included on the activity board to prompt discussions:

“How tall will the buildings/infrastructure be? It seems like it could block my view, negatively impacting my property value. We already deal with a high water table and flooding issues, running drainage or water towards us will not be beneficial. What assurances can be made to be sure it doesn’t negatively impact existing properties and homes?”

“What is the plan to control traffic volume? Recently allowed by industrial development NE of us have destroyed the roads and made driving very unsafe with semi drivers not understanding the rules of the road or not believing they apply to them.”

“Do you plan to upgrade RR284? What is the source for water supply of this development, and how is wastewater being managed?”

The full Engagement Summary for Phase 1, which includes all quotes, was available for review at the open house.

Prompts

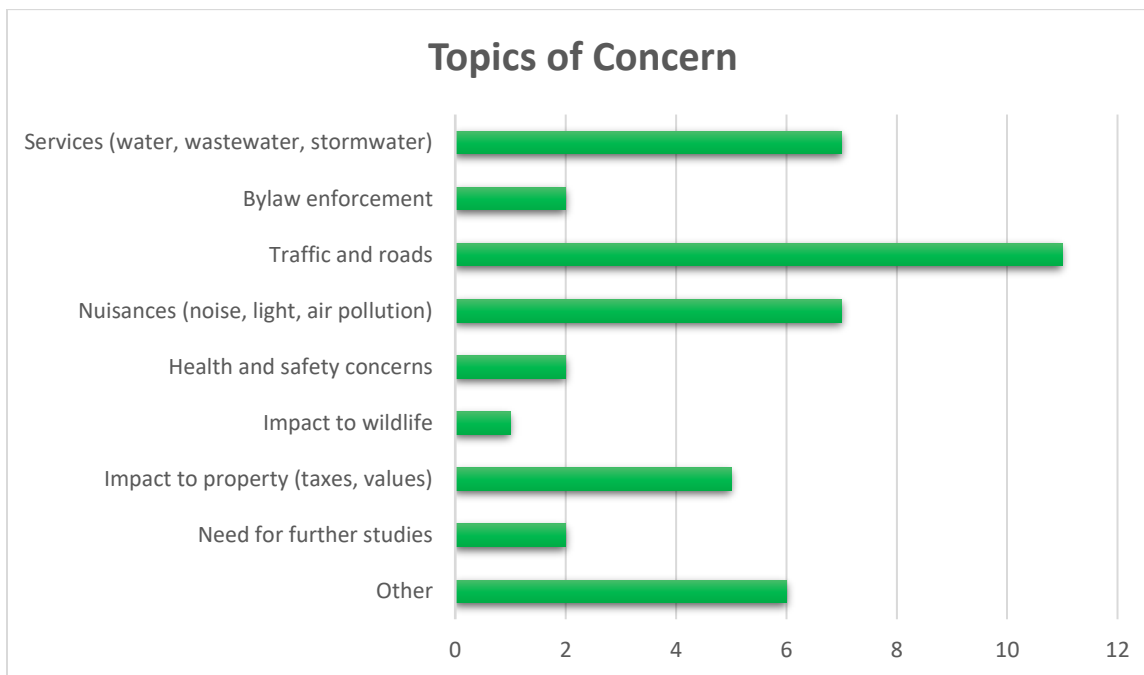
In addition to quotes, the following questions were provided to prompt further discussion and comments:

- Do you agree or disagree?
- What opportunities do you see?
- What do you think of the vision and goals?
- What do you feel is an important consideration?

6 WHAT WE HEARD

A total of 35 comments were written on sticky notes by open house attendees. The feedback from the sticky notes has been summarized by topic in the following graph. The comments have also been transcribed in the Verbatim Quotes section below, as well as two additional comments received by email following the open house.

Feedback and Concerns



Note: Some sticky notes referenced more than one topic of concern.

Verbatim Quotes:

“Time-wise, when is 'shovel-in-the-ground' for deep services?”

“Look further into the future with creation of 107 ave over pass”

“How will the bylaws be enforced on this development? Other industrial developments are not following the bylaw and the RVC does nothing.”

“Lighting at night. (Light pollution)”

“Expand the plan area + have a plan to expand in the future too.”

“How will RVC work with the province to confirm routes/ highways do not impact residents?”

“We moved to the country to be in the country. Are you planning on buying our land? \$\$\$\$”

"I strongly disagree, I see more opportunities for noise, light and air pollution. Studies for all above concerns."

"Range Road 284 is gravel. Will it get paved or restricted truck traffic?"

"Why does RVC develop residential right beside industrial?"

"Who will be responsible for enforcing the industrial area bylaws? Currently they are not being enforced"

"You need an open house once the consultant reports are done and before the draft"

"Storm water. Where is it going?"

"For water, sanitary & storm, what is the pipe size/ diameter required?"

"Spin off companies operating 24/7 on neighbouring roads"

"What controls are in place for lighting so personal properties are not effected?"

"What is being done to reduce noise from Shepard"

"Search at risk birds of Alberta. How will this affect the wildlife?"

"A drainage plan to go west to the Shepard ditch and out to the Bow River south."

"Intersections at 284 + 114th? Langdon through traffic -> Are they still able to get through?"

"How is the light pollution + noise (burms, elevated hills) for nearby residential property being addressed?"

"Concerned about traffic volumes especially along RR284, cutting from 22X and Hotchkiss to this development area. Also impact to already poorly maintained roads."

"More info + studies completed before draft plan + further open houses are done."

"Very concerned about stormwater management"

"Traffic congestion, where and how are entries and exits to this upgrade roads area and intersections control"

"Property taxes on surrounding areas? R.Rd 282 + Glenmore - Can't get onto Glenmore very safely as so much traffic."

"Will there be well water quality monitoring prior to and during construction? Will well water quality be guaranteed by the municipalities against pollution?"

*"1. Will CP Rail have a veto on which users and/or tenants are allowed to be in the park
2. How much actual demand is expected from direct rail users. There is little to n rail development in the Calgary region whereas there is massive demand for (illegible) space
3. When will there be more detail on the cost/tax revenue sharing scenario"*

"Which way do you plan to send heavy traffic. It is already causing road damage east + west."

“Are the tracks going to double through Shepard?”

“Light & pollution & noise”

“Increased asthma. Q for Rocky View - How will the Rail advancement/ logistics park effect Health? Search respiratory health risks for children near rail ncbi.nlm.nih.gov”

“107 Ave as a bypass a must”

“RR282 Glenmore South is dead end, gravel, very busy with all the truckers going flying by 24/7. What about children on this road? Can't ride bikes. Can't sell as Rocky View won't redesignate Calgary interest area.”

“Glenmore:

Calgary interest

- i. Living in industrial*
- ii. Can't redesignate land*
- iii. Sell to whom if they can only use as Ag?*
- iv. RR 282*

Rocky View

- i. Live work*
- ii. Lots of trucks*
- iii. Road is awful*
- iv. Dust”*

“I wanted to provide feedback on my attendance at the Open House in Langdon for the Prairie Economic Gateway. It's an exciting project and I am peripherally affected. The most common question I heard from other residents was by far drainage. The concern by those who live and farm adjacent to the project is that planning has a hard time squaring their desktop topography software with their decades of lived experience. During the planning for the Ralph Klein Wetland this happened as well. The result was indeed what had been predicted by decades of lived experience. Farm land was inundated by water rendering it useless including today after 3 years of drought. Loss of income and those land's would now be classified by Alberta Environment as wetlands therefore worthless in the market. This must not happen again! Safeguards must be part of an agreement for those affected should the issues arise later.”

“Here are my and my neighbours concerns regarding this major development.

- 1. Noise. We would like to see a comprehensive strategy regarding reducing noise by at least 20 db.*
- 2. We would like to see any hazardous chemicals, etc., delivered to the north of the site as much as possible and would like to know of any industries using such chemicals.*
- 3. We feel it fair and equitable for the existing residences within 1/2 mile of the rail yard, or so, to be compensated for the aprox. 200k loss of property value in the real estate market. This would be aprox. 12-15 residences. Simply charge the appropriate amount to each site as well as Canadian Pacific as it's not fair for the residents to take the financial loss themselves when everyone else gains.”*

7 CONCLUSIONS

The purpose of the open house was to further engage with the public regarding the Prairie Gateway ASP project. It helped raise awareness of the project and encouraged the public to provide feedback. Comments written on sticky notes at the open house were photographed and transcribed to be included in this engagement summary. Additionally, 2 attendees emailed comments following the open house, which were also included in the Verbatim Quotes.

The main points of concern brought up by several attendees included nuisances, traffic issues, and water servicing. Out of 35 sticky notes and two emails, 11 were concerned with the impact on traffic and roads, 7 referenced noise, light, and/or air pollution, and 7 comments touched on water, wastewater, and/or stormwater management. Additional topics included the impact to property values and taxes, bylaw enforcement, health concerns, impact to wildlife, the need for further studies, future expansion, the rail tracks, the proximity of industrial to residential, and company operations.

Feedback will be taken into consideration as the Prairie Gateway ASP project continues to move forward. There will be more opportunities for public engagement, including a second open house once the ASP is drafted. Updates will be provided via mailouts, email, and/or the Prairie Gateway ASP webpage on specific engagement opportunities.

PRAIRIE GATEWAY AREA STRUCTURE PLAN



Engagement Summary Report

Open House #2 & Online Survey

June 2024

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1 ENGAGEMENT FINDINGS

An open house for the Prairie Gateway Area Structure Plan (ASP) project was held at The Track Golf Course in Langdon on May 28, 2024. It was the second of two open houses for the project, with the first taking place in January 2024. The information gathered at the first open house was used to inform the following open house, and to identify to what degree those concerns had been addressed through the draft ASP. Attendees had an opportunity to meet the Project Team, learn more about the project and the draft ASP, ask questions, and provide informal feedback. Following the open house, an online survey was made available for two weeks as the primary method to provide formal feedback on the draft ASP. This Engagement Summary compiles the feedback that was received via the online survey, plus any additional comments received by email.

A total of 49 members of the public were recorded as having attended the open house. Display boards provided information on the draft ASP and the Project Team was available for discussion. Attendees were informed about the online survey and cards containing a QR code and link to the survey were handed out. Several tablets were available at the open house for those who chose to complete the survey on site.

Feedback was received on a variety of topics and differing views were expressed, as presented in further detail within this report. All survey responses and written submissions are included in the What We Heard section, with some key highlights outlined below.

Land Use Strategy

The survey asked whether respondents were satisfied or dissatisfied with the proposed land use strategy. Out of 16 responses, 37.5% were very satisfied, 37.5% were satisfied, 6.25% were neither satisfied nor dissatisfied, 12.5% were dissatisfied, and 6.25% were very dissatisfied. Those with concerns were able to elaborate through a freeform comment box. Road upgrades, traffic, stormwater drainage, wildlife impacts, rail infrastructure, and red tape were among the issues noted.

Transportation and Transit

Respondents were asked to identify transportation concerns based on feedback received at the first open house, to determine if concerns were addressed. Out of 10 responses, 80% identified increased industrial traffic, 80% said road upgrades were a concern, 80% noted roads outside the ASP area/boundary, 50% noted increased general traffic, and 30% identified access and intersections on Township Road 232. Respondents were able to select multiple concerns with an opportunity to elaborate through a comment box. Respondents mentioned safety and the need for upgrades and traffic lights at the intersection of Highway 560 (Glenmore Trail) and Range Road 283. Another noted concerns about an increase in semi-truck traffic. The survey also asked respondents whether they were supportive of a public transit route connection to the Prairie Gateway area. Out of 17 responses, 76.47% said yes, 11.76% said no, and 11.76% were unsure.

Servicing

Respondents were questioned on concerns or areas of improvement related to water, wastewater, and/or stormwater servicing. Out of 18 responses, 61.11% said no, 22.22% said yes, and 16.67% were unsure. Those who said yes were asked to describe their concerns. A respondent was

concerned about a change to stormwater drainage in the area, while another questioned the modelling in the Master Drainage Plan and East Calgary Regional Drainage Study.

Overall Thoughts and Improvements

The survey asked respondents to state their overall satisfaction with the draft Prairie Gateway ASP. Out of 16 responses, 43.75% were very satisfied, 31.25% were satisfied, 12.50% were neither satisfied nor dissatisfied, 6.25% were dissatisfied, and 6.25% were very dissatisfied. Respondents were asked to suggest improvements to the draft ASP through a comment box. Submissions received included comments on timelines, when road upgrade work will start, and technical reports.



2 PROJECT SUMMARY & PROCESS STATUS

In July 2020, the project started out as a draft for an applicant-led ASP located in the Shepard area. The Plan area included approximately 747 hectares (1,847 acres) of land in the southeast sector of Rocky View County, located north of the Canadian Pacific Kansas City (CPKC) Rail mainline. A portion of the Plan falls within The City of Calgary/Rocky View County Intermunicipal Development Plan (IDP) area and is identified as an Industrial Growth Corridor for The City of Calgary. The proposal was ultimately put on hold in 2021 pending discussions with The City regarding their objections. In the Fall of 2021, The City proposed to annex lands that included the proposed ASP area.

In January 2023, Rocky View County and The City agreed to work collaboratively on the Prairie Gateway Economic initiative, with the support of the Shepard Development Corporation. Jurisdiction of the Plan area would remain with the County. The initiative facilitates a new industrial corridor with joint municipal investments and benefits. The initiative focuses on the area proposed for the draft 2020 Shepard Industrial ASP and now includes adjacent CPKC land. The draft 2020 Shepard Industrial ASP was revised and renamed the Prairie Gateway ASP.

In Phase 1 during Fall of 2023, an online survey gathered initial feedback on the project. These responses helped form prompts to obtain feedback at the first open house. The document was drafted based on technical studies and feedback received during Phase 1 and Phase 3 from all stakeholders. Later in Phase 3, a second open house was held to share the draft ASP and collect further feedback for consideration during revisions. The draft ASP will be refined through a review of comments from internal County departments, The City of Calgary, the developer, external stakeholders, and the public.

Project Timeline



3 ENGAGEMENT METHODS

Open House

An open house was held at The Track Golf Course in Langdon on May 28, 2024, and 49 attendees were recorded. The open house was advertised on the County's website and the Prairie Gateway ASP webpage. Additionally, an e-blast was sent to those who signed up to receive email updates on the project, and a letter invitation was sent to nearby landowners. Open house attendees were able to learn more about the project and ask questions before providing feedback to the Project Team through an online survey and emails.

Online Survey

An online survey was open from May 28 until June 11, 2024, as the main method to provide input. Public engagement participants were directed to the survey through advertisements, letters, the project email subscription list, project webpage, and handouts containing a link distributed during the open house. Some additional comments were received via email.

Webpage

The Prairie Gateway ASP webpage will continue to be updated as the project progresses. The webpage includes:

- The latest news and updates on the project, including the draft ASP;
- Project background and information about the Shepard Industrial ASP and annexation;
- Links to related County and City webpages and documents;
- Timelines of the project, process, next steps, and opportunities for engagement/input;
- Engagement summaries and a FAQ document created based on previous feedback;
- Project Team contact information to submit comments or ask questions; and
- A sign-up for the subscription list that provides updates on the project. To date, 150 people have subscribed to receive email updates.

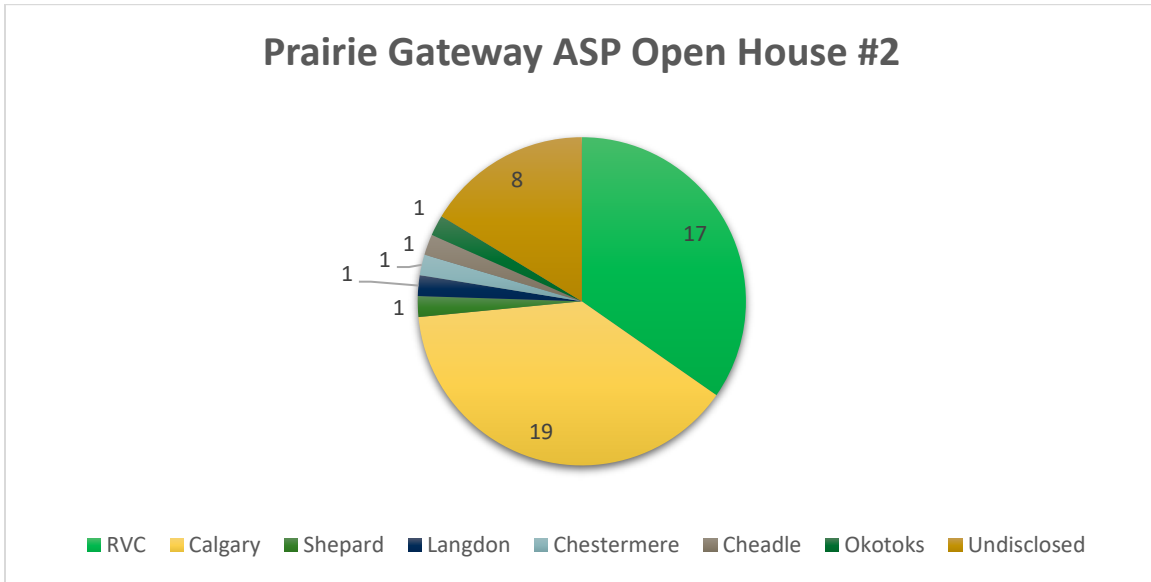
Further Opportunities

The project webpage will be updated with more opportunities for the public to get involved. The draft ASP is posted on the webpage for the public to review. A public hearing will be scheduled and advertised at a later date.

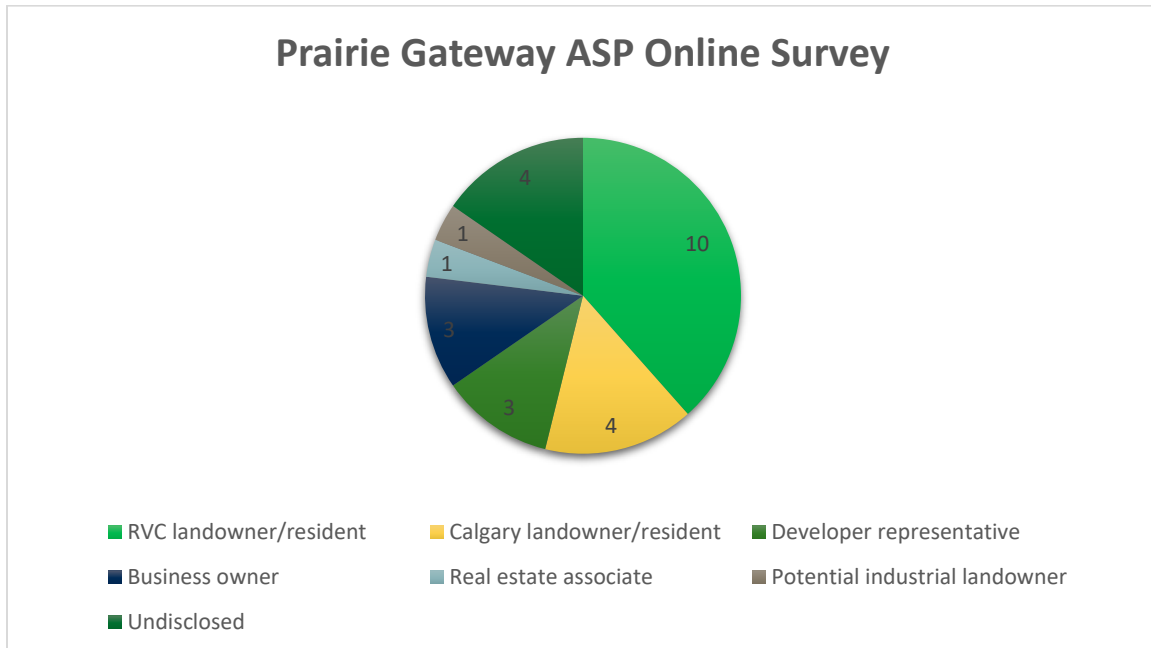


4 WHO TOOK PART

A total of 49 people attended the open house, which ran from 4:00 p.m. to 7:30 p.m. Attendees included nearby landowners, Rocky View County (RVC) residents, City of Calgary residents, and developers. The graph below shows an approximation of the proportions of attendees from various locations based on information provided via sign-in sheets.



The online survey was open from May 28 until June 11 and garnered 20 responses. Of the 20 responses, three were incomplete. The graph below shows an approximation of respondent demographics based on information provided in the survey.



Note: Respondents were able to select more than one answer.

5 WHAT WE ASKED

The purpose of the open house and online survey was to receive feedback on the Prairie Gateway draft ASP, which was published on the project website and emailed to subscribers approximately 10 days prior to the open house. Several display boards were created for the open house, and Project Team members were on hand to discuss the draft ASP with attendees. The online survey was available for attendees to complete on site and information cards containing a QR code with a link to the survey were available for attendees to take home.

Previous Feedback

Those who completed an initial survey and attended the open house in January 2024 brought up concerns such as traffic, road infrastructure, nuisances (noise, light, and air pollution), stormwater management, bylaw enforcement, property values and taxes, health and safety concerns, and the impact to wildlife. Attendees also expressed interest in the completion of the technical studies and reports, and their incorporation into the draft ASP.

Feedback was taken into consideration as the ASP was drafted. Section 18 of the draft ASP includes a traffic impact assessment that identified two regional routes that will require upgrades as development proceeds: Range Road 283 to Highway 560 (Glenmore Trail) and west to Stoney Trail, and 114 Avenue south of the Shepard community. Section 13 focuses on lighting and outlines dark sky principles for the Plan area. Section 21 addresses stormwater management and conservation, and the preservation of wetlands, which is also included in Section 14. *Local Plans* addressing more specific issues will be required as development in the Plan area proceeds.

A FAQ document and two previous engagement summaries, including verbatim quotes, are posted on the project webpage and were available for review at the May 28 open house.

Survey Questions

The online survey contained a total of 13 questions, two of which were optional. Some questions were freeform, giving respondents an opportunity to provide details in their response. All survey questions and responses are outlined in the What We Heard section of this report, with the main topics outlined below:

Land Use Strategy – The survey asked whether respondents were satisfied or dissatisfied with the proposed land use strategy. There was an opportunity for respondents to describe any concerns and how they might be addressed.

Transportation and Transit – The survey asked respondents to identify transportation and transit concerns, and whether they were supportive of a public transit route connection to the Prairie Gateway area.

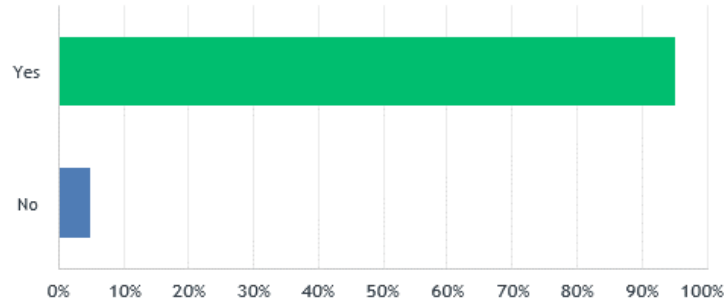
Servicing – The survey asked respondents if they had any concerns or areas of improvements related to water, wastewater, and/or stormwater servicing.

6 WHAT WE HEARD

Question 1

Have you visited our project website and reviewed the draft Prairie Gateway ASP?

Answered: 20 Skipped: 0

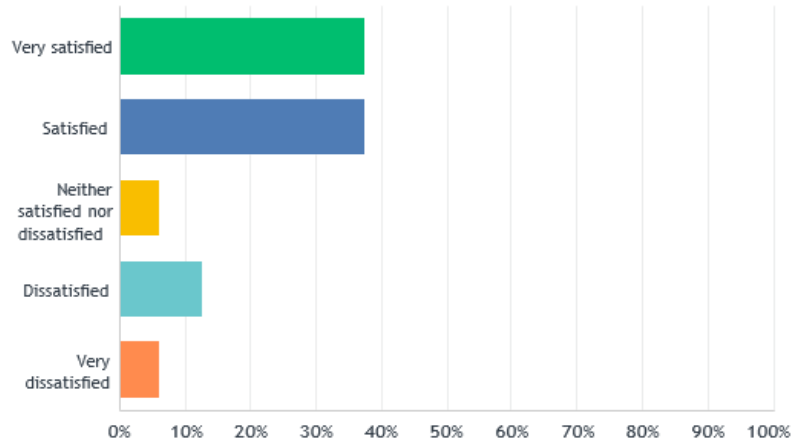


ANSWER CHOICES	RESPONSES	
Yes	95.00%	19
No	5.00%	1
TOTAL		20

Question 2

The map below shows the proposed land use strategy for the Prairie Gateway area. How satisfied or dissatisfied are you with the proposed land use strategy in the draft Prairie Gateway ASP?

Answered: 16 Skipped: 4



ANSWER CHOICES	RESPONSES	
Very satisfied	37.50%	6
Satisfied	37.50%	6
Neither satisfied nor dissatisfied	6.25%	1
Dissatisfied	12.50%	2
Very dissatisfied	6.25%	1
TOTAL		16

Question 3

If you are concerned about the land use strategy for Prairie Gateway, then please describe your concerns and how these concerns might be addressed?

Verbatim Quotes:

"No concerns."

"Road upgrades to RR 283, intersection at 283/Glenmore and make TWP 232 non-banned in spring in the City of Calgary."

"My only concerns are red tape and bureaucracy holding things up. This is a huge economic opportunity for the city and region. Sooner its approved the better."

"Traffic - there are very few roads in this area due to sloughs being in riad allowances."

"-Traffic in the area.

-Purposed storm water drainage plan.

-wild life impact (ducks unlimited have been notified)."

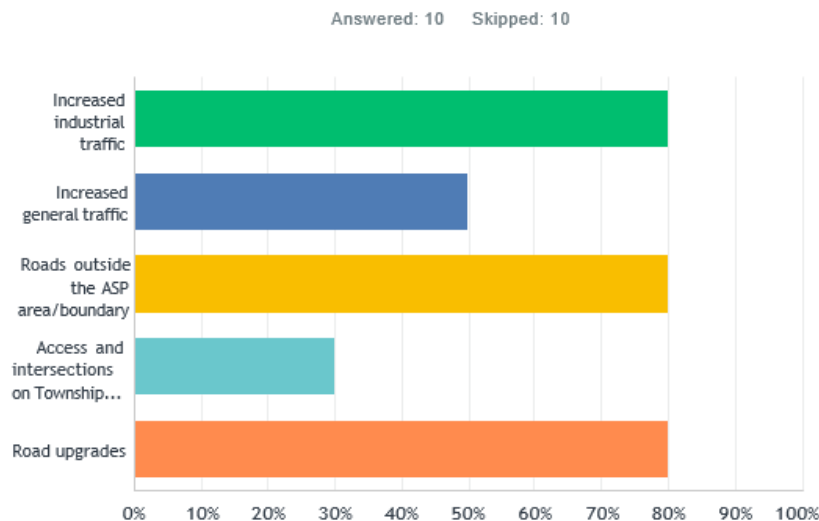
"Glenmore trail is an extremely busy road at RR 283. Having more truck traffic without any upgrade to the intersection is dangerous."

"Rail infrastructure needs to included some land south of CPKC, mainline across from CPKC, north of mainline future development."

"Map 3 in the Draft Prairie Gateway ASP does not acknowledge RVC's Shepard ASP and the proposed policy areas of Business adjacent to the south side of CPKC mainline and the residential areas further south. The Draft Prairie Gateway ASP mentions interface planning but Map 7's interface areas are so minor that the map is nearly useless. The 2014 Shepard ASP's Fig B-1 illustrates interface planning. Interface planning should encompass gradual residential to commercial, business & light industrial not just a hard edge of residential to industrial. Also, the ASP's northern boundary should not have been based on an above-grade, abandoned rail bed and power line. The northern boundary should have been all the way to Glenmore Trail based on the amount of intermodal and transportation businesses that currently exist on Rge Rd 283. The northern boundary should have encompassed the full extent of these immediately adjacent parcels and the transportation network that joins them. The abandoned rail bed [then within the ASP area] could have been considered as a future LRT or regional pathway to bring in the workers to the industrial area [from Calgary & Langdon] and help reduce the need for huge parking lots for all the workers' car/truck traffic."

Question 4

Map 9 below shows the proposed transportation network for the ASP, which includes upgrades to roads and intersections, providing efficient routes for truck traffic on Highway 560 and Township Road 232 to Stoney Trail. At the previous Prairie Gateway open house, we heard the transportation and transit concerns listed below. Based on the draft Prairie Gateway ASP shared in May 2024, please check any transportation and transit concerns you have (check all that apply):



ANSWER CHOICES	RESPONSES
Increased industrial traffic	80.00% 8
Increased general traffic	50.00% 5
Roads outside the ASP area/boundary	80.00% 8
Access and intersections on Township Road 232	30.00% 3
Road upgrades	80.00% 8
Total Respondents: 10	

Verbatim Quotes:

“Highway 560 and RR 283 is very busy. with increase in population in Langdon and Chestermere this intersection needs some traffic lights. It would be nice if traffic went to stoney trail from this ASP but there will still be a lot going north on 283 to Glenmore.”

“Glenmore/ RR283 is overloaded and needs upgrading ASAP.”

“No major concerns.”

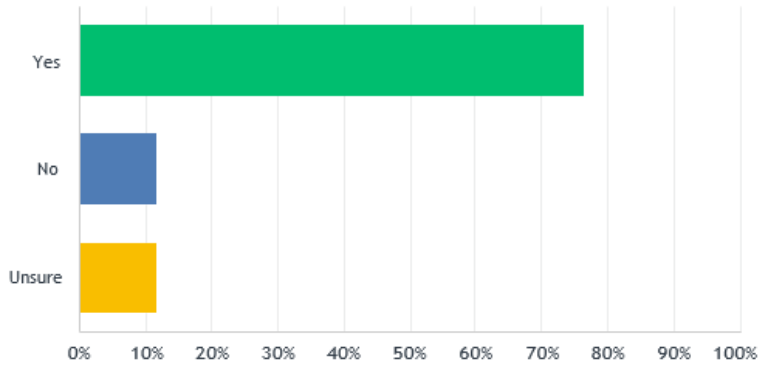
“N/A”

“Only one big way in or out of the area.”

Question 5

Would you be supportive of a public transit route connecting into Prairie Gateway area?

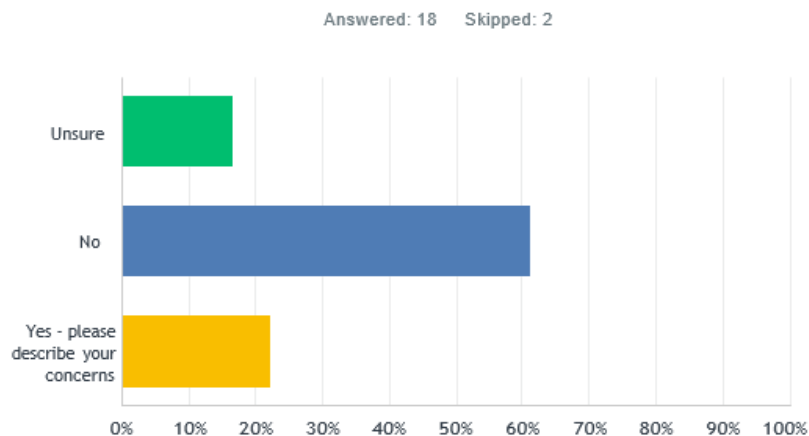
Answered: 17 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	76.47%	13
No	11.76%	2
Unsure	11.76%	2
TOTAL		17

Question 6

After reviewing the draft Prairie Gateway ASP, do you have any concerns or areas of improvements related to water, wastewater, and/or stormwater servicing?



ANSWER CHOICES	RESPONSES	
Unsure	16.67%	3
No	61.11%	11
Yes - please describe your concerns	22.22%	4
TOTAL		18

Verbatim Quotes:

"The modeling in the Master Drainage Plan [& the East Calgary Regional Drainage study] is flawed because none of the desktop analyses took into account the historic drainage channel that exists in the NW corner of the ASP area. This historic drainage channel [when properly maintained] effectively drains Areas 1 & 3. It is the historic overland flow outlet for the area since 1955. Areas 9 & 10 only have 3 wetlands delineated but its all the other wetlands that are at full supply level and draining 24/7 even in the drought years with water coming primarily from the Shepard Business Park & Shepard Energy Centre. The drainage ditches in Areas 9 & 10 are delineated on the map but the wetlands are not shown and they are the most important sources of overland flow are not. As such they were not accurately accounted for in the East Calgary Regional Drainage Study & have not been included in any of Stantec's analysis for the Prairie Gateway ASP Master Drainage Plan. This is an incredibly serious omission and oversight. As well, water servicing routes did not mention servicing options for the hamlet of Shepard. Albeit Shepard is outside of the ASP but options for servicing have been asked for since the last annexation."

"Drainage in the area will be completely changed, this is unacceptable."

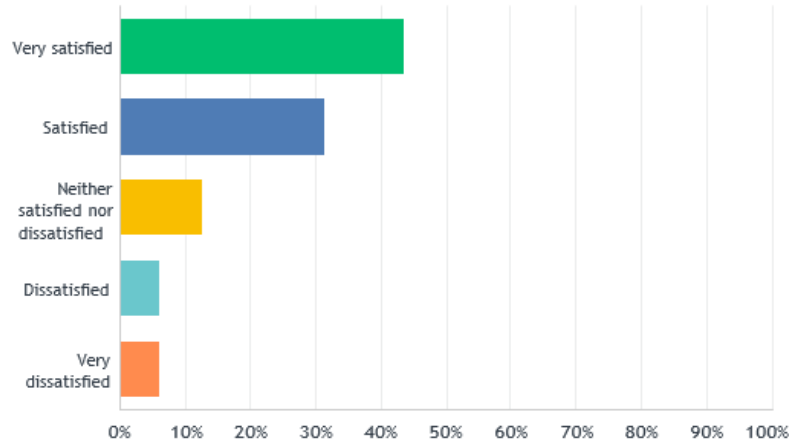
"Possibility for existing neighboring properties outside the asp."

"See below."

Question 7

Overall, how satisfied are you with the draft Prairie Gateway ASP?

Answered: 16 Skipped: 4



ANSWER CHOICES	RESPONSES	
Very satisfied	43.75%	7
Satisfied	31.25%	5
Neither satisfied nor dissatisfied	12.50%	2
Dissatisfied	6.25%	1
Very dissatisfied	6.25%	1
TOTAL		16

Question 8

What improvements would you like to see made to the draft Prairie Gateway ASP?

Verbatim Quotes:

"We would like to add the following to the Prairie Gateway Area Structure Plan Process:

Page 12 in the Draft ASP; Please clarify what "Interim uses" means regarding our parcels?

Page 15 Policy 6.01 in the Draft ASP should be removed. It is an unworkable provision.

Wetlands Policy 14.03 in the Draft ASP should be removed or include reference to the lands South of TWP 232 as well.

Other Policy 14.11 and 14.12 should be removed or include references to lands south of TWP 232 as well.

Map 8 MUST be altered on our property. We have mapped the wetlands on our parcels, paid Acreage Assessments and entered into an agreement relating to Wetland Mitigation. This plan cannot alter that.

Please explain why Stantec's preferred Option (Option 1) for Stormwater discharge through the NW portion of the plan area is ignored by this Draft ASP?

Section 21 in general, and Map 12 specifically, should be modified to identify Stantec's Option 1 Storm solution as the recommended solution. Other solutions such as those currently shown in the plan should be identified as alternative options to be investigated. We previously completed upgrades to RR 284 within the intermunicipal planning area. This ASP and future planning approvals in both the County and City need to recognize these improvements and charge Boundary Recoveries in our favour for any future development adjacent to or benefiting from our past improvement.

The County has agreed to this, the City of Calgary needs to do the same.

Our existing DC Land Use Bylaw 130 includes lands within and directly to the north of this plan area. How do the County and City propose to reconcile altering policy through this ASP on only a portion of our ByLaw area?

Stantec MDP May 13, 2024 Figure 3.7 "Existing Conditions Overland Flow Paths" and 2024 3.2.11 "Existing Boundary Conditions" are incorrect, current overland flow is through a Federal ditch that flows to the west under RR284 in the NW corner of Cell A. The mapping should be corrected to reflect this."

"The draft plan is fairly good & covers all the necessary bases required by RVC & CoC, however there are some critical errors/omissions in the technical reports that need correction.

Acknowledgement of culvert locations in the Master Drainage Plan under the CPKC rail mainline [.8m culverts nearly every 400m] needs to occur. We provided the RVC planners/Council and Shepard Dev'mt Corp with that information in Oct'21, and its very frustrating to continually experience the lack of acknowledgement of this and the historic PFRA [1955] drainage channel in the NW corner of the ASP area as significant information for this project.

All the hydrological modeling [existing or otherwise] efforts are useless until the above is noted. What we were really hoping for with all the LIDAR/DEM data, were some modeling scenarios that provide or estimate hydrological impacts of the actual development ie. cut & fill of the hill in Phase 2/9 areas. The existing conditions modeling [pg 18-40] in the Master Drainage Plan is nearly irrelevant as the most significant drainage challenges are in Areas 1-3, & 9-10. Modeling scenarios based on estimated elevations of built-up phases would have been particularly useful.

These modeling scenarios would improve understanding of potential drainage impacts, impacts on roadways and servicing costs as well.

We cordially invite any of the consultants, planners or project team members to come and we'll tour you through the area to see the actual area so that errors/omissions can be corrected."

"The north block area development plans...and time frame."

"Nothing currently."

"Timelines. Should move this project ahead ASAP."

"The same concessions that were made to this group, be made to other are lanowners."

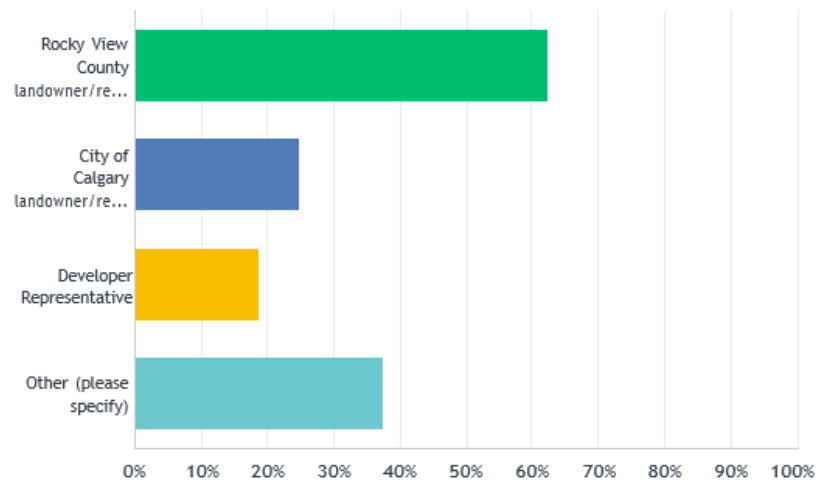
"Details on when the upgrades and all related work will start."

"Cancel the project. You are ruining all the acreages in the area but dropping their value. Ruining sections of farm land, migratory bird land and wildlife areas. Nobody wants you in the area."

Question 9

Please check all that apply to you. I am a...

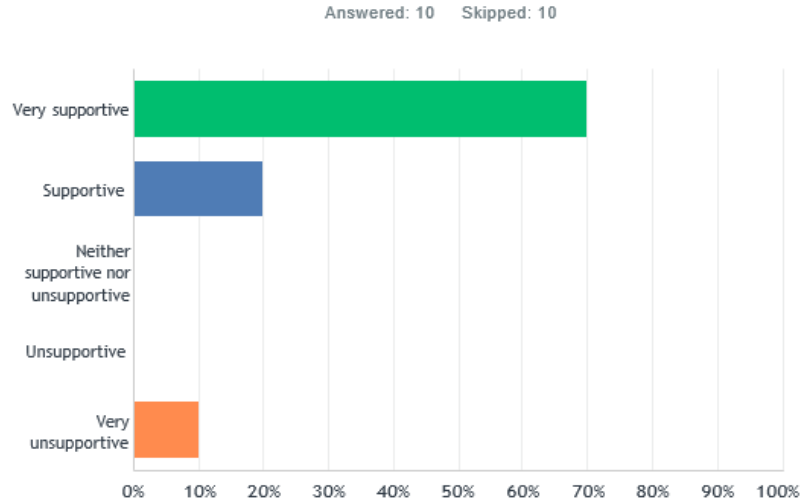
Answered: 16 Skipped: 4



ANSWER CHOICES	RESPONSES
Rocky View County landowner/resident	62.50% 10
City of Calgary landowner/resident	25.00% 4
Developer Representative	18.75% 3
Other (please specify)	37.50% 6
Total Respondents: 16	

Question 10

If you are representing a developer, business, or real estate company, how strongly do you feel the draft Prairie Gateway ASP will support industrial development?

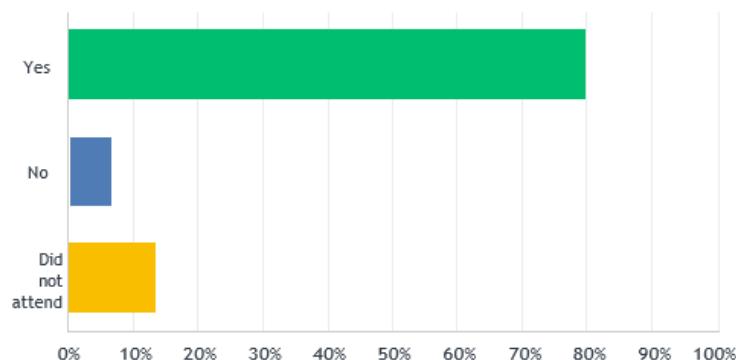


ANSWER CHOICES	RESPONSES
Very supportive	70.00% 7
Supportive	20.00% 2
Neither supportive nor unsupportive	0.00% 0
Unsupportive	0.00% 0
Very unsupportive	10.00% 1
TOTAL	10

Question 11

Do you agree with the following statement? After attending the open house on May 28, 2024, I felt I better understood the project and how it will impact me.

Answered: 15 Skipped: 5



ANSWER CHOICES	RESPONSES	
Yes	80.00%	12
No	6.67%	1
I did not attend the open house	13.33%	2
TOTAL		15

Question 12

OPTIONAL: Please provide your email address if you would like to be added to our Prairie Gateway ASP mailing list, which will provide email updates on the Prairie Gateway ASP project only. *Please note, any personal information shared (including email addresses) will not be shared publicly.

Question 13

OPTIONAL: If you own a property or represent a landowner in the Prairie Gateway area, please identify the legal description(s) or municipal address(es) below. *Please note, any personal information shared (including addresses) will not be shared publicly. Location information helps us understand the context of the feedback received and helps to avoid duplication of responses.

Additional Email Submissions

Verbatim Quotes:

“Homestead Land Equity is in full support of the Prairie Gateway Area Structure Plan (ASP). The ASP provides the proper policy framework to create a vital industrial economic area for the region and the County. As long-time owners of land within this area, we’ve recognized the potential of this area for rail-oriented industrial development for many years and we’re pleased that it is finally occurring. The collaboration between the County and the City on the ASP should be commended. The Prairie Gateway ASP will not only create support for the region’s industrial base, but also draw in new opportunities for economic development. We support the adoption of the Prairie Gateway ASP by the County and the Calgary Metropolitan Region Board.”

“My family and I live on the border of the proposed Prairie Gateway. We are devastated that the new Industrial area will transform our peaceful country side into a area full of trains and semitrucks. We are in the middle of raising our children here. Can you imagine this happening across the street from where you live? I have questions. What If anything can be done to stop this assuming everything goes ahead as planned, when will construction begin? We will need to know so we can try to sell our home before our home values plummet. The noise pollution that will be introduced is going to be directly impacting all the residents. Have there been any consideration to the people who will be affected by this industrial project?”

“We provide you with these comments on the draft ASP:

pg 11 - Map 3 - RVC Shepard Plan is omitted from the map and needs to be included in the current list & display of statutory plans impacting the Prairie Gateway ASP.

The northern boundary for the ASP should have been either all the way north to Glenmore Tr &/or considered contiguous parcels rather than using the boundary of the abandoned rail bed.

pg 15 - Table 1 - all listed areas total 2056.4?

pg 29 - Map 7 - 232 Corridor & Residential Interface - the areas shown on the map are so small they're questionably inadequate. Instead, some indication should be made of all the residential areas immediately adjacent to but bordering the draft ASP as was done for some of the wetland analysis. The RVC Shepard ASP 2014, Fig B-1 is relevant here, showing an area for businesses adjacent to the tracks on the south side, then residential further south; interface planning should not be a hard line between residential to industrial, but rather include commercial, various compatible business and associated landscaping/setbacks.

pg 34 - Lighting - light efficient & dark sky good - full cut-off design imperative.

pg 40 - Map 8 - useless map as pathways are noted on existing roadways, Environmental Areas has a typo, trying to show open space this way is useless.

pg 41 - Reserves - schools are not a compatible use so why mention them in 16.08?

pg 45 - Transportation - the northern boundary of the ASP is an abandoned rail bed. Possibly this could be utilized for a future LRT line from Calgary or Langdon so workers can commute and parking lots wouldn't have to use up so much space?

pg 50 - Water Servicing - no mention of servicing to hamlet of Shepard? Two proposed routes and no options? Would there not be some cost efficiency of infrastructure?

pg 53 - Stormwater - 1st para - "There are no natural streams or rivers..." but there is a historic drainage channel on SW-16 which has been an open surface water conveyance channel since 1955, constructed by PFRA [Federal gov't] along with all the other similar ditches near Langdon,

infrastructure that RVC regularly maintains. This drainage channel is the overland outlet from the NW corner of the ASP to the Shepard Slough complex & on to the Bow R.

Several of the proposed stormwater detention storage ponds would not be required if the historic drainage channel was dredged and regularly maintained.

Also in Stantec's MDP, they state on pg 34 [3.2.10] that there are no culverts under the CPKC mainline. There are, in fact, 0.8m [30"] steel culverts roughly every 400m under the tracks and we provided evidence of them to RVC Council & planners in Oct 2021. The stormwater servicing report and modeling done by Stantec is flawed by not considering these facts.

The abandoned rail bed used to have very large concrete culverts west of the ASP but they were removed long ago. Within the ASP area, the abandoned rail bed has an old ditch running along the south side, that used to convey surface water from east of Rge Rd 283 west to the Shepard Slough complex. That ditch along the south side of the abandoned rail bed has been filled in, in spots, by acreage owners on Rge Rd 283 over time.

pg 54 - 21.13 d. - reuse of stormwater for irrigation would not be recommended due to salinity.

pg 55 - Map 12 - Stormwater Servicing - the data layer titled "Shepard Regional Drainage System" is not accurate and omits many wetlands North of Shepard and south of Glenmore Trail, within City of Calgary NW of the ASP area. Surface drainage from the Shepard Business Park and the Shepard Energy Centre is 24/7 through these wetlands by way of constructed channels is continuous [even in drought years] and of significant volume. None of these said wetlands are shown on the map! In Stantec's MDP, Areas 9&10 would be the greatest contributor to overland surface flow volumes for the entire ASP area in a pre-development scenario and they weren't even considered.

The proposed storm pipe along Rge Rd 284 will go up hill unless there's major excavation planned. The proposed storm pipe along Twp Rd 231 is feasible.

My father & I cordially invite any of the planners, consultants or ASP team to come and tour these areas to see first hand, gather accurate information and make the ASP successful.

We completed the survey earlier today but wanted to get this additional information to you."

Note: The following was received as a survey answer to Question 8 and as a separate email submission:

"We would like to add the following to the Prairie Gateway Area Structure Plan Process:

- Page 12 in the Draft ASP; Please clarify what "Interim uses" means regarding our parcels?
- Page 15 Policy 6.01 in the Draft ASP should be removed. It is an unworkable provision.
- Wetlands Policy 14.03 in the Draft ASP should be removed or include reference to the lands South of TWP 232 as well.
- Other Policy 14.11 and 14.12 should be removed or include references to lands south of TWP 232 as well.
- Map 8 MUST be altered on our property. We have mapped the wetlands on our parcels, paid Acreage Assessments and entered into an agreement relating to Wetland Mitigation. This plan cannot alter that.
- Please explain why Stantec's preferred Option (Option 1) for Stormwater discharge through the NW portion of the plan area is ignored by this Draft ASP?
- Section 21 in general, and Map 12 specifically, should be modified to identify Stantec's Option 1 Storm solution as the recommended solution. Other solutions such as those currently shown in the plan should be identified as alternative options to be investigated.

- *We previously completed upgrades to RR 284 within the intermunicipal planning area. This ASP and future planning approvals in both the County and City need to recognize these improvements and charge Boundary Recoveries in our favour for any future development adjacent to or benefiting from our past improvement. The County has agreed to this, the City of Calgary needs to do the same.*
- *Our existing DC Land Use Bylaw 130 includes lands within and directly to the north of this plan area. How do the County and City propose to reconcile altering policy through this ASP on only a portion of our ByLaw area?*
- *Stantec MDP May 13, 2024 Figure 3.7 “Existing Conditions Overland Flow Paths” and 2024 3.2.11 “Existing Boundary Conditions” are incorrect, current overland flow is through a Federal ditch that flows to the west under RR284 in the NW corner of Cell A. The mapping should be corrected to reflect this.”*

7 CONCLUSIONS

The purpose of the second open house and survey was to obtain feedback on the draft ASP, alongside other technical and regional considerations. The feedback received further refines the ASP by helping determine if previous concerns were mitigated where possible and identifying further concerns.

The tone of the open house was positive and inquisitive, with 12 out of 13 survey respondents recording they better understood the project and how it impacted them after attending the open house.

The majority of respondents supported the proposed land use strategy, with some expressing concern regarding transportation infrastructure upgrades. Survey results confirmed increased traffic and road upgrades within and outside the Plan boundary are a primary concern.

In contrast, concerns related to water, wastewater, and/or stormwater were minimal. While limited, it should be noted there are mentions of concerns related to traffic, stormwater drainage, wildlife impacts, rail infrastructure, residential interface, and red tape throughout the responses.

Further, the vast majority of those identifying as a developer, business, or real estate company felt the ASP will support industrial development. Overall, the results show respondents are supportive of the draft ASP.

Feedback will be considered as revisions occur on the Prairie Gateway ASP. There will be another opportunity for public engagement at the public hearing, at a date still to be determined. Updates will be provided via mailouts, email, and/or the Prairie Gateway ASP webpage.