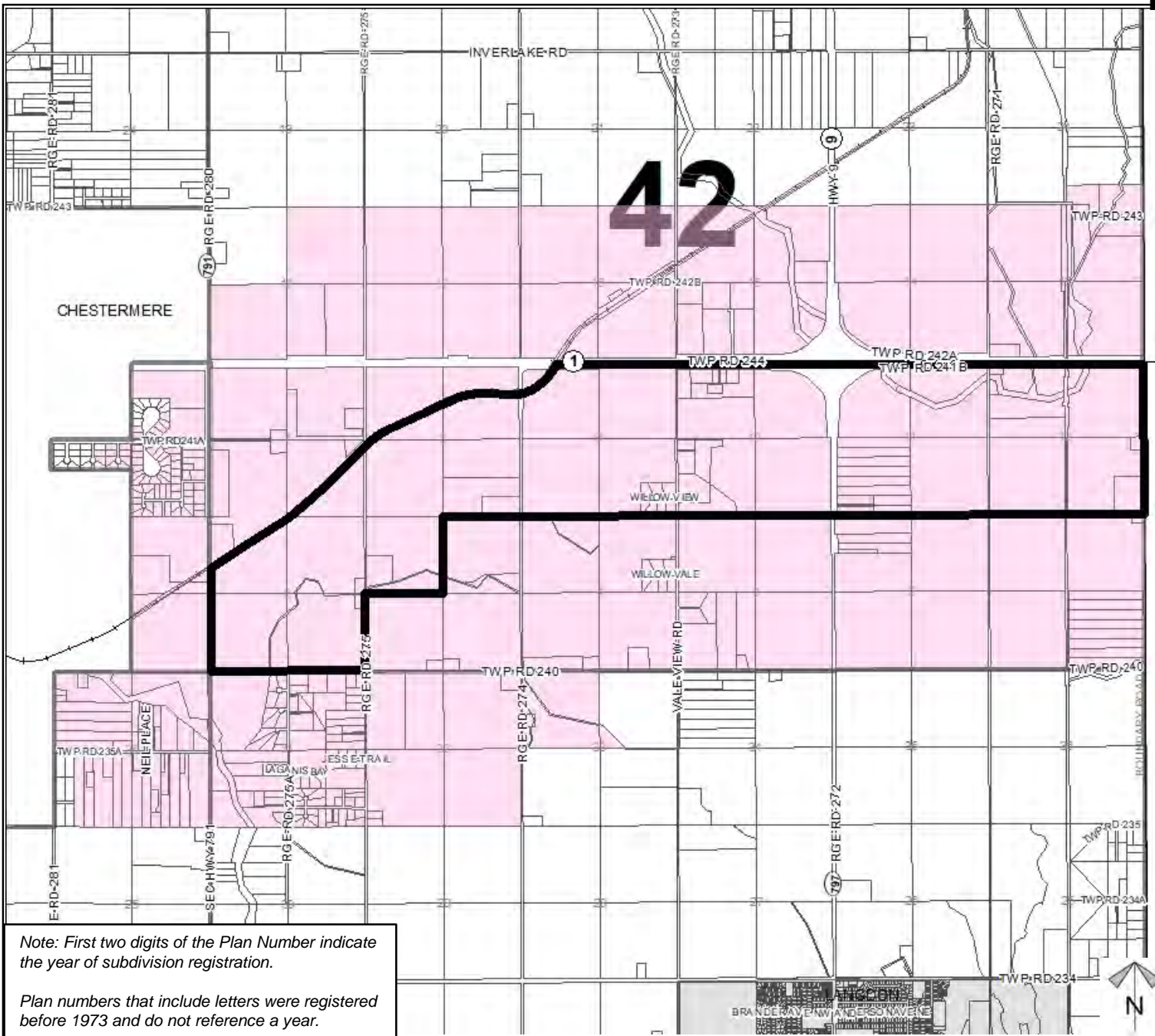


Landowner Circulation Area



Note: First two digits of the Plan Number indicate the year of subdivision registration.

Plan numbers that include letters were registered before 1973 and do not reference a year.

Legend

Support



Not Support



Division: 4
Printed: May 28, 2021
Legal: A portion
03/09/10/15/16-23-28-
W04M22-24-3-W5M

From: [REDACTED]
To: [Legislative Services Shared](#)
Subject: [EXTERNAL] - BYLAW C-8174-2021
Date: July 13, 2021 2:36:59 PM
Attachments: [Bylaw Letter.docx](#)
[ATT00001.htm](#)

Do not open links or attachments unless sender and content are known.

Please find attached opposition letter:

Thank you.
Chris & Stacy Bronson

To: Legislative Services Office

Rocky View County

Re: Bylaw C-8174-2021 – A Bylaw of Rocky View County (RVC) to Adopt the East Highway 1 Area Structure Plan (the Bylaw) – Notice of Public Hearing July 27, 2021

An application by MVH Urban Planning & Design on behalf of Meadow Lake Estates Chestermere LTD., GSL Sunbelt Development LTD. And Aman Brar (the Developers) to consider Bylaw C-8174-2021 to adopt the East Highway 1 Area Structure Plan to guide future land use, subdivision, and development proposals within the Plan area. Located to the south of Highway 1, north of Township Road 240, between Highway 791 and the border with Wheatland County at Boundary Road.

We **OPPOSE** this bylaw and the development attached to it. We oppose for the following reasons which are in alignment with the other residents in our cul-de-sac as well as surrounding properties.

1. It is clear that the intent of the Developers and RVC is to rid the area of any and all personal residences which is unacceptable. There is a reference made to the following sections of the Area Structure Plan. Section 6 reads, in part:

Objective – Support the retention of existing rural residential areas while providing opportunities to transition towards uses that connect with the East Highway 1 Agri-business hub. 9.1.2 The rural residential uses are encouraged to continue UNTIL SUCH TIME AS A TRANSITION TO INDUSTRIAL OR AGRIBUSINESS USE IS DEEMED DESIRABLE AND A LOCAL PLAN HAS BEEN PREPARED, IN ACCORDANCE WITH THE POLICIES OF THIS PLAN.

2. If the rural residential use area is a mere 221 hectares of the development, please explain how it is necessary to have an “M1” designated area adjacent or close to the existing “RR” area (as shown on the site map)? As stated numerous times by written submissions to RVC, this will negatively impact the land values of said property owners. Once a commercial or industrial venture is in place within the residential areas, the property values will decrease drastically. What is RVC’s position on this and why is it that they appear to not even be concerned about it? The residential areas are away from Highway 1 and other main traffic routes, surrounded by agricultural land and should be exempted from the Bylaw, the proposed development and any further re-designation attempts.
3. The implementation of the Bylaw will also have negative effects on the traffic levels along this road. The gravel road is consistently in terrible condition from traffic. Heavy traffic will continue to make these conditions impassable for the residents. Another factor is the amount of families with young children in the area. School buses and child safety around industrial traffic need to be considered for the children entering and exiting the buses safely. Large commercial trucks create poor visibility on roadways and this is a MAJOR concern for parents with young children exiting the buses and needing to cross the roadway.
4. Environmental impacts from this Bylaw would affect the WID irrigation and natural water drainage on affected properties and adjacent to Vale View Road. Has an environmental assessment been

completed? If so, what are the environmental impacts of the proposed Bylaw and what will be done to mitigate the issues?

5. There are two proposed bylaws that have been circulating by RVC and the Developer since 2019, Bylaw C-8174-2021 and Bylaw C-8112-2020. Opposition to both have been made to RVC and yet attempts to push one or both bylaws through continues. How can one parcel of land be the basis of one Bylaw (C-8112-2020) and then that same parcel of land also be included in Bylaw C-8174-2021? Why are the oppositions not being addressed? After opposition was made by residents to the last Bylaw hearing, observations were made by the residents, of multiple properties being video recorded and watched. This creates a violation of privacy for residents as well as a safety concern again for small children in the area. We believe this was an investigation attempt of the residents in opposition to the Bylaw by the developer. RCMP have been made aware of these concerns and any further attempts to investigate properties in opposition will be reported.

6. We feel it is IRRESPONSIBLE of RVC to consider this Bylaw WITHOUT consideration for the property owners who have owned along Vale View road for upwards of 80 years. The value of their real estate is a definitive portion of their retirement plans. Does RVC have a plan to purchase these properties at a market value BEFORE an Industrial or Agri-business use comes into play, knowing that livelihoods WILL BE AFFECTED.

Once again, we OPPOSE this bylaw. We voice our concern that RVC and the Developer are intent on eliminating all rural properties and request that this Bylaw and the development associated with it be suspended until all concerns of the residents have been addressed. A complete development, environmental, and financial plan needs to be presented to the residents of the area and accepted by them. Anything less will be considered a clear indication of RVC's lack of concern for its residents.

Chris and Stacy Bronson

Chris Bronson

Stacy N. Bronson

3 Willow View, Rocky View County

SE Quarter 9-24-27 W4

T1X 2G7

From: [REDACTED]
To: [Legislative Services Shared](#)
Subject: [EXTERNAL] - Bylaw C8174-2021
Date: July 13, 2021 1:22:49 PM

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To Whom It May Concern,

I would like to state as a resident and taxpayer in Rocky View County, I oppose Bylaw C8174-2021. I am very lucky and proud to say I live on the land my great grand-father and great grand-mother homesteaded on back in 1902. For the present and future generations of my family we do not want any new development for light industrial in close proximity to our homes and land.

Please take this into consideration when deciding our family's fate.

Corinne Crilly
(Concerned citizen and tax payer in Rocky View County)

From: [REDACTED]
To: [Legislative Services Shared](#); [Planning Policy](#); [Benazir Valencia](#)
Subject: [EXTERNAL] - By-law C-8174-2021 Vigorous Opposition - Developer initiated East Highway 1 Area Structure Plan (ASP) - public hearing notice Re: Vigorous Opposition - Developer initiated East Highway 1 Area Structure Plan (ASP) - open house Thursday May 6 ...
Date: July 14, 2021 9:48:06 AM

Do not open links or attachments unless sender and content are known.

To: legislativeservices@rockyview.ca ; Planning_Policy@rockyview.ca; bvalencia@rockyview.ca
<bvalencia@rockyview.ca>

We own property roughly bordering the intersection of TWP RD 240 and Range Road 275A. NE/31/23/27/04 Lot 3 Plan 9012277.

The ASP designates large expanses of land as "C" and "M". M designated lands abut TWP RD 240 directly opposite our property. Other lands designated C and M are in its immediate vicinity.

I heard the developer's presentations at the virtual open house on May 6 2021 and reviewed the revised ASP.

We (and many others) would be significantly negatively impacted by the ASP.

The proposed development of C and M designated lands would completely negatively transform the character of not just those lands, but adjoining lands and communities. The land uses C and M and their consequences (also noted at the open house) are incompatible with existing uses and enjoyment of adjoining rural residential and agricultural lands (including ours).

The buffers and residential interfaces referenced in the ASP give no assurances. The "spatial" set-backs from roads/residential properties (only 30 m - 10 m etc), and the generic and subjective platitudes on set-backs and buffers etc can't obviate the extreme negative impact in character, value and enjoyment of adjoining lands, by C and M development and ancillary infrastructure.

I expect our land (agricultural/residential) would become fundamentally unsaleable for residential purposes. I can't see that anyone seeking a rural lifestyle would voluntarily live opposite a busy industrial site and adjoining commercial sites, and accept the increased burden on access and other infrastructure. I've also noted the descriptives on the proposed sanitary infrastructure, which show exit/entry points on TWP RD 240 - among other alarming features.

I note that the approx. 27% of "participating" developer/landowners inside the ASP, have land predominantly in this area (the immediate vicinity of our property) - and it is designated "phase 1" development. ("Satellites" of developer-owned land designated C or M in other segments of the ASP, also noted.) The ASP depicts a preponderance of idyllic rural scenes. The majority of green spaces, trails and related amenities described by the ASP seem to be largely in non-developer owned/onside areas, and include large expanses of lake/wetlands. Their "development" appears slated for other phases. But when or how successive development involving (for example) trails and other green infrastructure would proceed, is unclear. Presumably there could be a relatively immediate chunk of commercial/industrial development in the phase 1 ASP area; with (at best) delayed

"rollout" of ASP green infrastructure by questionably "compliant" landowners (?) (I do appreciate that actual development and construction projects require development/other permits and by-law compliance.)

I was also persuaded by comments of informed community members and residents at the virtual May open house as to the extreme negative impact on their properties, lifestyles and livelihoods by various segments of the ASP. They noted congestion and other transportation difficulties inherent in the ASP, including the nonfeasibility of propositions such as traffic circles, and other critical issues such as drainage. I do not see that the revised ASP and spacing and locations of "Gateways" (eg) alleviates these issues. Some residents noted a lack of precision of (and surprise at) ASP demarcations through their properties and homes.

It cannot be that the County should adopt the ASP regardless of the extreme negative financial, enjoyment and lifestyle impact on extensive areas of adjoining properties and communities. I see that approving this ASP would essentially be de facto expropriation of our lands - with no compensation. This cannot be legally compliant.

Again, I vigorously oppose the East Highway 1 Area Structure Plan.

Yours sincerely, Deborah Blum

From: [REDACTED]
To: [Legislative Services Shared](#)
Subject: [EXTERNAL] - 15 acre panel north of Willow View Estates
Date: July 13, 2021 8:53:18 AM

Do not open links or attachments unless sender and content are known.

As concerned area residents we wish to OPPOSE the proposed By-Law C-8174-2021. Rocky View Council has a policy of protecting good farm land, whether that be for field crops or pasture (Ag 1 and Ag 2 lands).

Lands for food production are disappearing under concrete at a rapid rate of knots despite protection policies.

Rocky View Council also has a history of ignoring its own policy in its quest of tax dollars.

A country lifestyle, cultivated over many decades by countless area residents would be destroyed. This is NOT acceptable.

There is not enough infrastructure to handle the increase in traffic that will follow.

Gordon and Chris Bishop
Geoff and Sherry Bishop (Fifth Generation Farms)

From: [REDACTED]
To: [Public Hearings Shared](#)
Subject: [EXTERNAL] - By-Law C-8174-2021. East Highway I Area Structure Plan File No. 1013-380
Date: July 13, 2021 9:14:48 AM

Do not open links or attachments unless sender and content are known.

As concerned area residents we wish to OPPOSE By-Law C-8174-2021, File No. 1013-380 concerning the adoption of the East Highway Area Structure Plan.

Rocky View Council has had a policy in place for many years now to protect good farm land, whether that be for field crops or pasture (Ag 1 and Ag 2 lands)

Rocky View Council also has a history of ignoring its own policy in its quest of tax dollars.

Lands for food production are disappearing under concrete at a rapid rate of knots despite protection policies.

A country lifestyle, cultivated over many decades by countless area residents would be destroyed. This is NOT acceptable!

There is not enough infrastructure to handle the increase in traffic that will follow.

The 15 acre parcel north of Willow View Estates that has already been given first reading, prior to notification of area residents, is just the toe in the door so that in a few years time that door will be pushed wide open to a flood of industrial parcels.

Rocky View and Calgary would be well advised to follow Edmonton's lead in protecting farm lands. Rocky View Council appears to be very shortsighted in this regard.

Gordon and Chris Bishop
Geoff and Sherry Bishop (Fifth Generation Farms)

From: [REDACTED]
To: [Legislative Services Shared](#)
Subject: [EXTERNAL] - Bylaw C-8174-2021
Date: July 13, 2021 7:42:35 AM
Attachments: [East Hwy 1 ASP.pdf](#)

Do not open links or attachments unless sender and content are known.

Please find my submission for the mentioned bylaw – East hwy 1 ASP.

Please confirm receipt by responding to this email.

Thank you

Heather Culshaw

[REDACTED]

Sent from [Mail](#) for Windows 10

East Highway 1 ASP

Bylaw: C-8174-2021

I have a few concerns with this area structure plan.

- 1) I believe an ASP should be spearheaded by the country and not funded through individual or a group of individuals looking to change the use of their land or make a profit from their investment. This appears to be a conflict of interest as the people hired to develop the plan are being paid by the developers.
 - a. Rock view country should examine the area and plan industrial and commercial use to match the current areas zones. For example:
 - i. An agricultural industrial area could be planned to be in an area around Langdon which is growing and would support a development of this nature to expand the town.
 - ii. Focus on allowing this type of use change closer to the current already approved developments around Indus or Conrich.
 - b. The thought that this was in line with the Wheatland county ASP does have a bit of merit but that plan had a service road parallel to highway 1.
 - i. Would it not make more sense to plan the development along the highway only and then expand south as demand dictates?
 - ii. This would limit the spawl of this type of development in the area and lower the costs required to develop the supporting infrastructure of the area.
 - iii. It would also match the current commercial development adjacent to highway 1 & 9 and use the service road that is adjacent to the highway.
 - c. Residents in the area would appreciate that their investment in the land for long term rural existence is not changed without proper consultation and planning.

- 2) My other concern I have about this plan is the impact on the environment.
 - a. Weed lake and the EMV area was expanded to hold storm and treated water for the current needs of the county. I have seen firsthand how big of an impact the additional water has had on the area. The current ecosystem has developed beautifully and having this area remain undisturbed has added a level of balance between the development and the natural environment to our current community.
 - b. The addition of a road, utilities, industrial, commercial, and recreational access would change this ecosystem again. I believe we need to support this healthy balance and protect these areas. They support a healthy land in so many ways.

- c. The statement that current residents need recreation, bus routes, rapid transit does not align with the values the current landowners have of wanting to live in a rural area with extra land and wildlife experiences.
- d. A plan which limits the spread of development to certain areas would support this balance and not create a sprawl of development over such a large area. It would also allow us to better protect our environment for the future.

Thank you

Heather Culshaw

Heather Culshaw

240259 Boundary Road

Rockyview County, AB T1X2J7



From: [REDACTED]
To: [Legislative Services Shared](#)
Cc: [REDACTED]
Subject: [EXTERNAL] - Bylaw C-8174-2021 - Letter of Objection
Date: July 13, 2021 9:10:28 PM

Do not open links or attachments unless sender and content are known.

RE: Bylaw C-8174-2021

To Whom it May Concern,

We strongly object to the proposed development in the area, including the re-designation of the lands into anything other than Rural Residential.

The proposal does little to benefit the existing residents and will most likely have a negative impact on our quality of life in the form of:

- increased traffic
- increased noise pollution
- increased light pollution
- negative impact on the wildlife around the waterbody
- reduced property values

Overall, the proposal does not offer any benefits for the existing residents. The proposal has not provided any mitigations to any of the negative impacts or the reduced enjoyment of our property.

We have been living on Vale View Road since 1997. There are many factors that motivated our move to the area, one of the biggest drivers was to live somewhere where we can have peace and quiet at the end of the day, a place to relax on the weekends, to enjoy our property away from industry and traffic. This proposal will take that all away from us. This proposal must not move forward.

Regards,

Jag Badh, Raghbir Badh, Parmjit Badh, Parmjeet Badh

From: [REDACTED]
To: [Legislative Services Shared](#)
Subject: [EXTERNAL] - BYLAW C-8174-2021
Date: July 14, 2021 12:39:26 PM
Attachments: [Bylaw C-8174-2021 Statement of Opposition - Google Docs.pdf](#)

Do not open links or attachments unless sender and content are known.

Statement of Opposition - File number 1013-380

John Patrick Gallant
235218 Range Road 275A
Rocky View County AB, T1X 2H3

This correspondence is to **oppose** Bylaw C-8174-2021; East Highway 1 Area Structure Plan, for the following reasons.

1.

Services

a.

At this stage there are no formal and finalized plans or agreements in place to source water and address sanitary requirements. There are also no pending negotiations mentioned that would ensure water and sanitary services to the ASP lands would be available.

2.

Traffic

a.

Highway 791 is the primary route to access this development (phase one being Township 240 and Highway 791). Highway 791 is a busy secondary highway with very little shoulder, and handles a significant amount of passenger, commercial, school, and agricultural traffic.

b.

There is no discussion of intersection improvements or additional traffic loads at Highway 791 and Glenmore Trail, or Highway 791 and Highway 1. Both of these intersections are busy and are primary routes east and west for both personal and commercial traffic.

- c. Chestermere High School is also on Highway 791, and during the school year generates significant traffic on 791, and feeder routes into the City of Chestermere and Langdon.
- d. The developer indicated that Township Road 240 would be a primary route into and out of Calgary, Township 240 is a gravel road with partial pavement. When pressed, the developer's representatives were unsure of jurisdiction, management, and control of this road.
- e. I have searched the Alberta Provincial Government public site and have not found evidence of any improvements planned for any of these roads, highways, and intersections mentioned.
- f. The ASP discusses a traffic circle 800 meters in diameter at the junction of Township 240 and Highway 791. The map provided indicates this traffic circle encroaching on three separate landholders other than the developer. Have the adjacent landowners been approached for inclusion in this project?

3.

Industrial and Commercial Definition and Use

- a. During the townhall a resident asked about the definition of Light Industrial and Commercial used to describe various areas of development. The response was not adequate to determine if or what guidelines or definitions have been developed.
- b. As this is industrial development there are significant concerns about light pollution, noise pollution, air quality, traffic, and security.
- c. There are also lands designated Medium Industrial, again there is no definition of medium industrial. The ASP does recognize an adjacent CN rail line in phase one that could be accessed, this further exacerbates the negative impact to rural residential lifestyle.

- d. How will industrial development preserve a rural lifestyle?

4.
Costs

- a. What is the security required from the developer, and what conditions apply?
- b. Will the developer be required to pay for and complete all final infrastructure requirements?
- c. At what point is the developer released from their obligations and responsibilities for the ASP?

5.
Holistic view

- a. Glenmore Trail Draft Land Use Concept and Vision.
 - This includes another 2471 acres of land along the north and south side of Glenmore Trail from Range Road 274 through 282. This ASP is predominantly Business Industrial and Light Medium Industrial. As with the East Highway 1 Plan, there are no definitions of these industrial levels.
 - This development will put additional pressure on Glenmore Trail and Highway 791 (see Traffic 2b, 2c).
 - Materials available for this project do not disclose expected water, sanitary water requirements, nor does the documentation discuss any infrastructure in depth.
 - The impact of both ASPs being approved would be detrimental to the rural lifestyle and agricultural base in which Rocky View County upholds.

b.

Hamlet of Langdon

- This development will impact Langdon residents significantly as main routes to Calgary are Glenmore Trail and Highway 1 (see Traffic 2b, 2c).
- The ASP discusses the Langdon waste water facility as the primary destination for sanitary water. Has this been discussed with Rocky View County and Langdon residents?

c.

City of Chestermere

- The City of Chestermere has objected to the development of these lands in the past and registered opposition with the Calgary Metropolitan Region Board against this ASP.
- The City of Chestermere will experience significant and crippling traffic congestion as 1A is also being developed with large communities such as Belvedere and Chelsea. These communities encompasses a build out plan for upwards of 60,000 residents.
- There is a two lane bridge over Chestermere Lake providing access between Calgary, Highway 1, and the lands under discussion.

In summary, this is not an appropriate use of these lands. I feel that I can confidently speak on behalf of the residents impacted by this proposal, that this does not represent what we have invested our lives in, which is to maintain and embrace a rural lifestyle unencumbered by industrial and commercial development.

I am also very concerned that phase one is the same land this developer has tried unsuccessfully on two occasions to build out as high density residential, and again as 2 acre parcels. My concern is that this is nothing more than another attempt by the developer to offload land (specifically parcels 1 - 8, phase 1, as indicated on page 16 of the April 2021 ASP) disguised as a larger project.

Thank you for reading and considering my points above, I am optimistic that Rocky View

County will agree this is an unsuitable development proposal both in size and context, and decline this application.

Thank you
Patrick Gallant



From: [REDACTED]
To: [Legislative Services Shared](#)
Subject: [EXTERNAL] - File Number 1013-380
Date: July 12, 2021 9:43:02 PM

Do not open links or attachments unless sender and content are known.

July 12, 2021

To Whom it May Concern,

I OPPOSE THE PROPOSED BYLAW

I am writing in response to the Notice of Public Hearing set for July 21, 2021 File Number 1013-380

The hearing in regards tp developing The East Highway 1 Area Structure Plan. The land is located south of highway 1, north of Township Road 240, between Highway 791 and Boundary Road at Wheatland County.

I have several concerns over this as this development would need proper water and sewer and drainage. Drainage is already a concern for the acreages surrounding this land as the water does not flow anywhere as it remains on properties and in ditches for weeks and sometimes months after a rain. The ground water is not of any high quality so they would need to truck or pipe it in which is a concern.

The next concern is roads as they are not capable of that much traffic eg Highway 791 or township road 240. The intersection at Highway 791 and Highway 1 has already proven to be dangerous and deadly on several occasions requiring the county/government to reduce the speed limit in that area to 80 km. As well Glenmore Trail and Highway 791 would see a substantial increase in traffic and in the 15 years i have lived here i have seen at least one accident at that intersection every few months. I feel this would put a lot of lives in danger as the developments in Langdon are increasing traffic on Highway 561 (Glenmore Trail) already greatly increasing the risk of motor vehicle deaths. This large of a development would require several more exits/enterances off of Highway 1 and it is already proven how deadly this is.

Development should happen in a logic order as Chestermere grows to the East. Then all services and development would be better laid out and prepared for with the proper infrastructure and planning.

I hope you reconsider this as it is a huge amount of land to “just” develop.

Proper growth takes proper planning and needs to happen in a responsible and logical order.

Thank you for your time.

Karin Thompson
235208 Range Road 275A
Rocky View County, AB T1X 2H3

Michelle Mitton

From: lorraine kupsch [REDACTED]
Sent: Tuesday, July 13, 2021 7:21 AM
To: Legislative Services Shared
Subject: [EXTERNAL] - re-designation of 15 acre parcel of land on Vale View Rd

Do not open links or attachments unless sender and content are known.

Good day RVC employees

My husband and I would like to object to the re-designation of a 15 acre parcel of land on Vale View Rd., south of the Trans CDA highway.

We do not know enough about this proposal.

We have not been informed about this proposal and sense that RVC is quietly pushing this proposal through without due concern for the long term residents of the county.

Please send us information about the proposal

Thank you Keith and Lorraine Kupsch
235202 Vale View Rd.
T1X 2G1

Sent from [Mail](#) for Windows 10

From: [REDACTED]
To: [Legislative Services Shared](#)
Subject: [EXTERNAL] - BYLAW C-8174-2021
Date: July 13, 2021 8:57:04 PM
Attachments: [My Letter to RV - Jul 13-2021.docx](#)

Do not open links or attachments unless sender and content are known.

Please find attached my letter in opposition to BYLAW C-8174-2021 - A Bylaw of Rocky View County to Adopt the East Highway 1 Area Structure Plan

Sincerely,
Kelly McMullen
19 Willow Vale

Legislative Services Office
Rocky View County

July 13, 2021

Hello,

My name is Kelly McMullen and I own and live at 19 Willow Vale in Rocky View County (NE-4-24-27-W4, Plan 7711088, Lot 2, Block 3).

This is to register my official opposition to the application for File 1013-380 and Bylaw C-8174-2021 to adopt the East Highway 1 Area Structure Plan.

I was extremely disappointed to not be able to attend the Area Structure Plan discussion but the notice of the Virtual Open House was done with far too short a timeframe and I just could not attend. I have read the documents that do exist and it seems to me that accepting this Area Structure as is is going to rubber stamp the application made in March of 2021 for PL20200098/Bylaw C-8112-2020 for a temporary truck storage facility requested on behalf of Amandeep Singh Brar. I am not in support of the Area Structure plan and I am certainly not in support of the truck storage facility.

I am concerned with additional traffic, especially truck traffic on Valeview Road that would occur as a result of industrial or commercial development. It has already significantly increased due to the commercial area on the portion of Valeview Road that runs parallel to HWY 1. There is a large amount of additional traffic on the rest of Valeview and on TWP 240. Although there is a paved road to the existing commercial properties on the portion that runs parallel to HWY 1, there are still many trucks using the rest of Valeview - I assume because of the access and sharp curve off of HWY 797 makes it difficult for larger trucks to make that corner. There is nothing to stop the trucks from driving on the gravel roads, either TWP 240 to Valeview or Glenmore to Valeview. Either route is producing many extra vehicles, extra dust and damages to the gravel roads.

In addition, I am opposed to any commercial or industrial development close to the Chestermere High School as indicated in Phase 1 of the Area Structure plan. This would significantly increase the traffic around the school creating the potential for more accidents. I am not sure if I am reading the transportation concept slide correctly, but if the proposal is for a road from TWP 240/HWY 791 corner moving north and east to RR274 and then east to Valeview and then slightly south to HWY 797, that will create one more "shortcut" to have additional traffic to our area which we certainly do not need.

I am against industrial development in this area. This is close enough to Langdon and to Chestermere that any industrial/commercial areas could be incorporated into plans there which already have the infrastructure needed to support it. We do not need to have commercial/industrial areas dotted in amongst rural acreages and farmland and we simply cannot afford to lose any more farm land. I have lived here for over 30 years and purchased here to be in a rural setting. I do not wish to have my land devalued by future commercial/industrial (light or otherwise) development nor do I want to deal with additional traffic and noise.

Sincerely,

Kelly McMullen
19 Willow Vale



From: [REDACTED]
To: [Legislative Services Shared](#)
Subject: [EXTERNAL] - Bylaw C-8174-2021 Opposed X 2 (2 parcels)
Date: July 13, 2021 3:12:01 PM
Attachments: [Bylaw C-8174-2021 East Highway 1 ASP OPPOSED.docx](#)

Do not open links or attachments unless sender and content are known.

I am a 20 year, 2nd generation resident of Jesse Trail (RVC, New Division 6), **representing 2 parcels of land (Lots 4 & 5, Block 3, Plan 0110455)**, along with my spouse Patrick Moir.

I am adamantly opposed to ANY development, to include the East Highway 1 ASP until the water issues are resolved on RR275. We have petitions going back to 2009 begging for our water to flow and connect to Weed Lake and homes and properties have been under constant threat of flooding since then.

The History along RR275:

In 2009 Jim Jesse, a local farmer who LEASES land across the street from Jesse Trail, sued a fellow resident on RR275 and RVC for flooding his leased farm field. This case was settled out of court and the resolution was to install a ditch block on the south side of Northglen redirecting the water from the south cul-de-sac to the retention pond in the north cul-de-sac. When I pulled the property titles of all six lots they each state an Easement that "The Retention Pond is for the 6 lots in Northglen EXCLUSIVELY" (ATTACHMENT #1). Noting the Pond title states this as well (ATTACHMENT #2). This retention pond is now taking on what I believe to be excessive amounts of water and was never designed or engineered to take that amount. RVC refuses to provide me with the specs to this pond as I can only conclude that I'm correct. Somewhere between 2010 and 2011, this water started to encroach (ATTACHMENT #3) and in 2016 mass amounts of water and ponds started to join, putting almost all of my back property (9 acres) under water and started to flow into my home. 911 was contacted as I could not reach RVC (long weekend in July 2016). The RVC Fire Department told me to try and berm my property and start pumping water. We didn't even own a pump as in 20 years, this had NEVER occurred. Rolly Ashdown (councilor at this time) was standing in my yard witnessing all of this (ATTACHMENT #4). He then tried obtaining sandbags for me, which took 2 days to arrive in Langdon, to which I had to pick up at the Fire Station myself. Noting my spouse had both his hips replaced and was barely able to assist. This was RVC's flood response? I was shut down for pumping until I could submit a permit on Monday morning that I requested as an EMERGENCY. It took 3 weeks for that permit to come. Noting I was holding back a river from entering my house. Bylaw shut me down several other times for not following their maps but I did not have enough hose, they had my pump placed nowhere near the water and couldn't even bother to come look and sent a google map from years prior.

NOW, one thing that must be absolutely pointed out, is that our ditch at the end of Jesse Trail does not have a culvert and the water does not flow anywhere, as it's blocked. Hence, often floods the road and over to Mr. Jesse's LEASED property. Hence, RVC has to have a water crew at the end trucking water out any time it's at capacity, or anyone can pump water into our ditch. They have done this for 2 decades and in our 2016 nightmare, RVC crews were at the end of Jesse Trail 7 days a week, including weekends, for 2 weeks solid. Most recently, RVC was here July 5-8, 2021 (ATTACHMENT #5) and it's the fourth time, they've drained that ditch this year alone. This is costing us tax payers, exorbitant amounts of money, when I would think a culvert install and any access to Weed Lake, would be much cheaper and resolve our issues.

Once I was able to pump, RVC bylaw came by and said, "we're going let you get through this pumping thing, and we'll be back to charge you with a number of violations". Again, second generation and I have never had one compliant, nor my parents. I believe this was RVC's attempt to distract me, and sure enough, they arrived 2 weeks later to charge us with every violation they could drum up. Charge 1: Too many dogs, I had 4 dogs (instead of the 3 allowed) on my almost 20 acres and I didn't have a Kennel License. Charge 2: Too many horses (we have 2 parcel's side by side and wouldn't consider that) Charge

3: not properly leasing a future road allowance (I never knew about this and they never brought it up before, the charge is like \$7/year) Charge 4: Non-compliant buildings (my barn was on the original plans that were signed and approved by RVC when Jesse Trail development was in their hands back in 1999).

Fast forward to 2018, my spouse and I were named in a second lawsuit (law suit identical to the 2009 one the name erased from the first one and our names replaced). We have had to retain a lawyer since 2017 to address our violations and now prepare for our court that is to occur for 3 days this November 2021.

Now until the long-standing residents/tax payers' homes and properties stop flooding, our water actually flows in the ditches and residents are not continually brought into law suits, should anyone in RVC be approving any development near this area until our issues are resolved first! It's absolutely disgusting what they've put us through and all along RR275 are well aware, they could be next!

This has cost me financially, mentally (PTSD diagnosis), physically and I have spent every year since then trying to keep my land dry, useable for my horses by moving water from the back to water all on my land. I'm exhausted and never want to pump again!

For the love of GOD, please do NOT pass this development until the current residents/taxpayers have their storm water flow issues resolved and we have access to Weed Lake before these 443 new proposed residents do.

Attachment #1



LAND TITLE CERTIFICATE

2
 LINE SHORT LEGAL TITLE NUMBER
 0030 066 419 0312368;1;2 051 018 751

LEGAL DESCRIPTION
 PLAN 0312368
 BLOCK 1
 LOT 2
 EXCEPTING THEREOUT ALL MINES AND MINERALS
 AREA: 0.969 HECTARES (2.14 ACRES) MORE OR LESS

ESTATE: FEE SIMPLE
 A/S REFERENCE: 4:27:23;31;32

MUNICIPALITY: ROCKY VIEW COUNTY
 REFERENCE NUMBER: 031 287 561 +1

Example of Property Title
 (Lot #2) – Noting Pong
 Easement on Page 2

REGISTRATION NUMBER	DATE (D/M/Y)	DOCUMENT TYPE	VALUE	CONSIDERATION
051 018 751	14/01/2005	TRANSFER OF LAND	\$220,000	\$220,000

OWNERS
 ROBERT BUESSECKER
 AND
 CHRISTINE BUESSECKER
 AS JOINT TENANTS

ENCUMBRANCES, LIENS & INTERESTS

REGISTRATION NUMBER	DATE (D/M/Y)	PARTICULARS
434790		RESTRICTIVE COVENANT
741 102 223	05/11/1974	UTILITY RIGHT OF WAY

(CONTINUED)

ENCUMBRANCES, LIENS & INTERESTS

PAGE 2
 # 051 018 751

REGISTRATION NUMBER	DATE (D/M/Y)	PARTICULARS
		GRANTEE - CANADIAN WESTERN NATURAL GAS COMPANY LIMITED.
031 287 564	28/08/2003	UTILITY RIGHT OF WAY GRANTEE - FORTISALBERTA INC. 320-17 AVE SW CALGARY ALBERTA T2B0V1 GRANTEE - TELUS COMMUNICATIONS INC. GRANTEE - ATCO GAS AND PIPELINES LTD. AS TO PORTION ON PLAN-0312368 (DATA UPDATED BY: CHANGE OF NAME 041417331)
031 287 588	26/08/2003	EASEMENT AS TO PORTION ON PLAN-0312368 OVER LOTS 5 & 6 IN BLOCK 1 ON PLAN 0312368 FOR BENEFIT OF LOTS 1 TO 6 INCLUSIVE IN BLOCK 1 ON PLAN 0312368
101 143 988	18/05/2010	CAVEAT RE : UTILITY RIGHT OF WAY CREATOR - FORTISALBERTA INC. 320-17 AVE SW CALGARY ALBERTA T2B0V1 AGENT - WARR HAMILTON
241 180 030	15/07/2018	MORTGAGE MORTGAGOR - FIRST NATIONAL FINANCIAL CO CORPORATION 100 UNIVERSITY AVE. SUITE 700 NORTH TOWER TORONTO ONTARIO M5J1V6 ORIGINAL PRINCIPAL AMOUNT: \$411,000

TOTAL INSTRUMENTS: 038

Pond Easement
 states for benefit
 of Lots 1 to 6
 inclusive in Block 1
 on Plan 0312368

Attachment #2

Copy of the Overland Drainage Easement Siting Lots 1 thru 6 only

**ALBERTA GOVERNMENT SERVICES
LAND TITLES OFFICE**

IMAGE OF DOCUMENT REGISTERED AS:

031287568

ORDER NUMBER: 31243030

ADVISORY

This electronic image is a reproduction of the original document registered at the Land Titles Office. Please compare the registration number on this cover sheet with that on the attached document to ensure that you have received the correct document. Note that Land Titles Staff are not permitted to alter the contents of this document.

Please contact the Land Titles Office at (780) 432-7874 if the image of the document is not legible.

OVERLAND DRAINAGE EASEMENT

This agreement made the 24 day of July, 2011.

Between:

Harold and Kathleen Armstrong
4008 - 16A Street SW,
Calgary, Alberta T2T 4L7

as owners of the Servient Lands (herein called the "Grantor")

being the registered owner of: Lot 1, 2, 3, 4, 5 and 6
Block 1
Plan 031 2368

Excepting thereout all mines and minerals and the right to work the same and

Harold and Kathleen Armstrong
4008 - 16A Street SW,
Calgary, Alberta T2T 4L7

as owners of the Dominant Lands (herein called the "Grantee")

being the registered owner of: Lot 1, 2, 3, 4, 5 and 6
Block 1
Plan 031 2368

Excepting thereout all mines and minerals and the right to work the same.

DO HEREBY in consideration of the sum of one (\$1.00) dollar (the receipt whereof is hereby acknowledged) do hereby grant and transfer unto the Grantee and each of its successors in title the full right, license, liberty, privilege, and easement in, through and over that portion of the said lands and premises (hereinafter called the "right of way"), more particularly described as follows:

Overland Drainage Right of Way Plan 031 2370

for the purposes of siting, repairing, cleaning and maintaining from time to time a drainage area for drainage purposes, together with all the rights of ingress to and from the drainage area the right for its servants, agents, employees, tractors, vehicles, machinery, supplies, and equipment for all purposes necessary or incidental to the aforesaid and

enjoyment of the rights herein granted as and from the date of the execution hereof, and for so long thereafter as the Grantee desires to exercise the rights and privileges hereby given on the following terms and conditions which are mutually covenanted and agreed to by and between the Grantor and the Grantee.

1. Grantee shall not in any manner whatsoever obstruct or cause to be obstructed the said drainage area by the deposit therein or thereon of any debris or material whatsoever or by reason of the use of the said lands, which includes but is not restricted to:

- a. Build, erect, or maintain nor permit or suffer to be built, erected, or maintained on or above the Easement Area any building or structure that would prevent, restrict, or interfere with construction, operation, inspection, maintenance, replacement, or repair on the Overland Drainage Facility;
- b. Cause, permit, or maintain any deviation from the grades and/or elevations that are in accordance with the Storm Water Management Plan attached in Schedule "A"; *→ NOT ATTACHED*
- c. Plant or maintain on the right-of-way any trees, shrubs, or landscaping which would or could prevent, restrict, or interfere with the exercise of any of the rights herein granted;
- d. Cause or permit any interference with, alteration to, removal of or damage to the Overland Drainage Facility; and
- e. Suffer or permit dirt, fill, loam, gravel, paper debris, glass material, snow, ice, or slush to accumulate on the right-of-way in such a manner that:
 - i) the surface grades are altered to the extent that the drainage is adversely affected; or
 - ii) the use or operation of the Overland Drainage Facility is restricted, restricted, or prevented.

The Grantee shall assume the responsibility for the proper maintenance of the right-of-way to ensure the unimpeded flow of drainage through the drainage area constructed within the right-of-way. If the maintenance of the drainage area by the Grantor is not conducted in a manner satisfactory to the Grantee, the Grantee retains the right to enter the right-of-way and perform the necessary maintenance in the drainage area with all costs incurred by the Grantee to be paid by the Grantor immediately upon demand by the Grantee as a debt due and owing to the Grantee and shall be a charge upon the said lands of the Grantor.

2. The Grantor will not require the Grantee to provide the Grantor with bridges or other crossings across any portion of the said drainage area. Notwithstanding the foregoing, the Grantor may construct a road, bridge, or other passage way across the right-of-way provided that a culvert shall be installed of sufficient size to permit passage of the quantity of water as might be reasonably expected to occur in the right-of-way and that all details of the construction receive the prior written approval of the Grantee.

3. The Grantee, performing and observing the covenants and conditions on its part to be performed and observed, shall and may peaceably hold and enjoy the rights, interests,

privileges and easement hereby granted without hindrance, spoliation, or interruption on the part of the Grantor or of any person, firm, or corporation claiming by, through, under, or in trust from the Grantor.

Notwithstanding the foregoing, the Grantor shall have the right to conduct his normal yard maintenance across the right-of-way providing such yard maintenance does not unduly interfere with the proper drainage of the drainage area and the Grantor properly maintains the drainage area to ensure the unimpeded flow of drainage through the drainage area within the right-of-way.

4. The Grantee shall have the right of access to the said drainage area across such parts of said lands as may be reasonably necessary, for the carrying out of the works on the said drainage area, provided that the Grantee shall compensate the Grantor or other interested persons claiming through the Grantor, as their respective interest for the time being may appear, for damage done to any property on the said right-of-way or other parts of the said lands in gaining access to the drainage area by reason of the exercise of the rights herein granted.

5. If the amount of the compensation for damages cannot be agreed upon by the Grantor and the Grantee, the matter in issue shall be submitted to, and determined by three (3) disinterested arbitrators, one to be appointed by the Grantor, one by the Grantee, and the third by the two arbitrators so appointed, and the decision of any two of such three shall be final and conclusive. Provided that in all other aspects, the provisions of the Arbitration Act of the Province of Alberta shall apply to each such submission.

6. The Grantee in carrying out any operations on the right-of-way shall do so in a good and workmanlike manner and shall cause or do as little damage and inconvenience to the Grantor as is reasonably practicable.

7. The Grantee shall at all times hereafter indemnify and keep the Grantor indemnified against all actions, claims and demands that may be lawfully brought or made against the Grantor and for which the Grantor is responsible in law as a direct result of anything done by the Grantee, their agents, employees, servants, and workmen in the exercise or proposed exercise of the right-of-way herein granted. No action shall lie against the Grantor for damages for breach of any one or more of covenants contained herein unless the undersigned shall be the owner of the said lands upon which such breach shall occur at the time of its occurrence. No action shall lie against the Grantee for damages for the breach of any one or more of the covenants by the Grantor.

8. Any notice, communication or request to be given to the Grantor or the Grantee hereunder shall be in writing and be remitted by registered mail, postage prepaid or by personal delivery to such person at the address for such person currently shown on the tax rolls of the Municipality, provided that if postal service is interrupted by strike, slowdown or other cause, the notice, communication or request shall be personally delivered to ensure prompt receipt.



July 2010

Water began approaching between 2010 & 2011 and continues to 2017 to where we are now at capacity.



July 2011

Attachment #4

Picture taken on July 31, 2016

RVC Fire Department & Councilor Rolly Ashdown (2nd from the left)

911 Fire Department recommends sandbags and to pump immediately. It was August 25, 2016 before we were approved for a request to emergency pump.

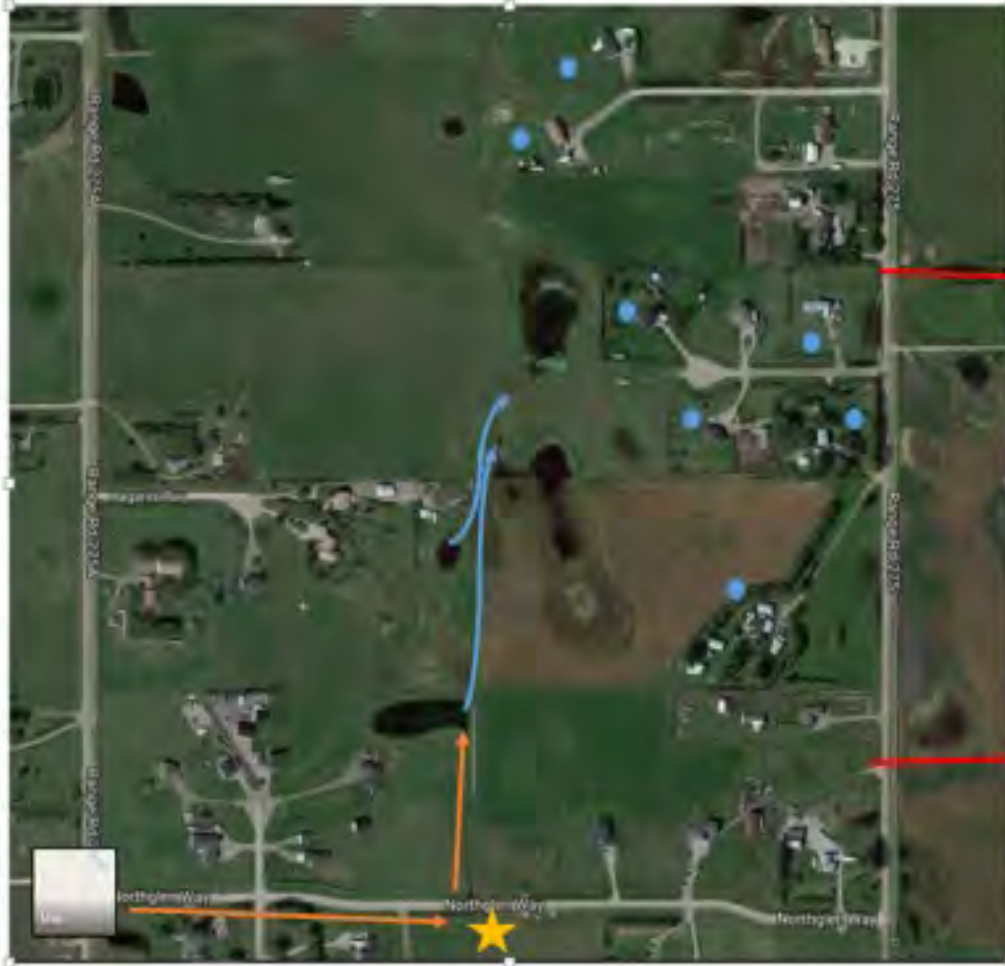


Additional Information

This is an areal shot taken on August 12, 2016. 911 was contacted as this proceeded to our home, flooding our basement. This severely damaged our basement and heaved the concrete due to the high water table below. We also had several of our trees and bushes killed. Our home continued to flood in the spring, March 15, 2017.



Visual of Water Issues on RR275 (Jesse Trail) Summer 2016



No Culvert – Water unable to flow between these 2 red arrows

2 Ponds at capacity and overflowing.

7 properties flooded July 28, 2016. Significant damage to homes and property

Ditch block diverting water from the south development to pond in North Development * Picture of Ditch Block

No Culvert – Water unable to flow between these 2 red arrows (7 properties where water is unable to move)

Pond Title indicates runoff for 6 properties in North Northglen Development. Not the South Development. Ditch Block diverting all water to this pond. Taking double capacity. *See drone video



Unit 20, 131 – 9th Ave SW
Calgary, Alberta T2P 1K1
www.tekarraprojects.com
(403) 984-6583

April 18, 2017

Kim Demko and Pat Moir
Box 23 Site 5 RR7 Jesse Trail
Calgary, AB, Canada
T2P 2G7

Attention: Kim Demko and Pat Moir

Re: Storm Water Management Plan

Dear Ms. Demko and Mr. Moir,

Reference is made to the Rocky View County Board order No. 19 – 17 on March 15, 2017 and the current storm water condition at site of your property Lot 4 and 5 SE ¼ SEC 31, TWP 23 RGE 27 W4M. The situation on the lands is the inundation of large portion of the area by uncontrolled poor storm water management of the surrounding properties that directed large quantity of water towards the land in question. The following are some observations concluded from the site visit and preliminary reconnaissance conducted at the site:

- The land receiving large quantity of water of many folds of that anticipated from the sub catchments of the area. Obviously this additional quantity is contributed from the adjacent properties that are missing proper runoff detention facilities.
- The problem worsened by the deviation of most of adjacent properties from the original storm water management plan prepared prior to the development.
- The required retention ponds in the original plan, are either constructed in small limited capacity, filled out, or never constructed at all.
- The existing situation have been altered significantly since the start of the development around 2001, and it appears that the existing ponds have been filled out, altered, or lost completely.
- It is required to conduct a comprehensive new storm water management study for the whole area that starts with a detail topographic survey of the area and aiming at presenting a plan that reflects the current situation after development and match the intended purpose of the Board that seeking a longer term big picture solution.
- A comprehensive Storm water management plan outlined by Rocky View County should be made available to all the property owners in order to conduct individual property storm water management designs.

Best Regards,

A handwritten signature in blue ink that reads "Harith Alwan".

Harith Alwan P.Eng.
Lead Civil Engineer

From: [REDACTED]
To: [Legislative Services Shared](#)
Subject: [EXTERNAL] - BYLAW C-8174-2021
Date: July 13, 2021 9:40:25 AM
Attachments: [ROCKY VIEW COUNTYjuly2021.docx](#)

Do not open links or attachments unless sender and content are known.

Please find our letter attached regarding the above ByLaw.

Mary-Ann and Garry Bullard
3 Willow Vale
Rocky View County, AB
T1X 2G6

ROCKY VIEW COUNTY

July 13, 2021

Municipal Clerk's Office

Re: **BYLAW C-8174-2021**

We **object** to the above proposed BYLAW application for development in the EAST HIGHWAY AREA STRUCTURE PLAN for the following reasons:

- We are concerned that this proposed land use re-designation if approved, has the potential of becoming an unsightly 'junk yard' and there would be NO monitoring of the industrial sites!
- Traffic along VALE VIEW ROAD would be steadily increasing to accommodate large vehicles using Vale View Road to travel south to Glenmore Trail as well as north to access Highway #1
- Proposed development indicates there would be continuous traffic on a short and long-term basis.
- Our property is directly south of the proposed development on Vale View Road – and we would be directly affected by the traffic using the Vale View Road to access this proposed facility. Large trucks and trailers presently go up and down Vale View Road and we don't want any further traffic.
- "Heavy" vehicles will be travelling up and down Vale View Road – which is already a concern for dust and flying gravel.
- There is a growing concern amongst property owners being affected by this additional development and residents are not happy with the existing lack of regulations to monitor 'junk yards' and vehicle dumping/abandonment.

We **DO NOT** support this ByLaw.

Regards,

Mary-Ann and Garry Bullard
3 Willow Vale
Rocky View County, AB
T1X 2G6

From: [REDACTED]
To: [Benazir Valencia: Legislative Services Shared](#)
Subject: [EXTERNAL] - BYLAW C-8174-2021
Date: July 13, 2021 11:32:28 AM

Do not open links or attachments unless sender and content are known.

To Whom It May Concern,

We are writing this letter in opposition of the proposed bylaw C-8174-2021 for the following reasons:

ASP location - Why is this ASP only isolated to the south side of Hwy 1? Why not include the north, or logically, extend it all the way to the west to include section 7 so that main roads and interchanges can be utilized? Is it because nobody else expressed an interest in this ASP other than a couple landowners? This ASP in reality is in the middle of nowhere, and is not contiguous with any developed areas, such as Chestermere, Langdon, Strathmore etc.

Demand - Is there any demand for this large of an ASP? A clear example of no demand is the fact that Wheatland has had this exact type of development approved and completed just to the east, with nearly all of it sitting vacant for the last 10+ years. What a great looking area - weed filled vacant land for a number of years.

There is already a significant inventory of land within Janet, Balzac, Conrich and the newly proposed Shepherd industrial area to name a few that would support this type of development. All are within closer proximity to the City, which makes it more contiguous of a development area, which is the proper thing to do. Placing a predominately industrial ASP in the middle of nowhere adversely impacts residents, farming/ranching operations and the land values of those around here, other than the couple out of area landowners that are pushing this ASP.

Inconsistent land uses - This ASP has industrial land uses adjacent to rural and agriculture uses. This is not right and directly impacting those lands, devalues them, and makes it in undesirable area to live in. An example of this is the SE quarter of section 9. Is it really feasible to have a light industrial area surround acreages and Ag land? There needs to at least be transitional land uses, not industrial next to residential.

Servicing - Being well adverse and knowledgeable with development, I know the servicing proposed is not financially feasible nor realistic for the development proposed. The infrastructure required to service the land for these few landowners will result in a net loss on the development due to the offsite costs. The only way a profit could potentially be realized is if all the land is developed and contributes to the offsite costs, but it is very apparent that only a small portion of this ASP is being proposed to be developed.

Regarding sanitary servicing, there has not been any discussions with the landowners, outside of the ASP, that the proposed servicing goes through. Such as the sanitary force main down Hwy 797. What happens when these landowners refuse to put a sanitary force main through

their land? Will this development just be another proposed area that doesn't get developed, or will the county start to let development proceed on interim servicing? The unfortunate reality is that once this ASP is approved, the few landowners pushing for this development will try and push for servicing on a temporary basis (trucking in water/our wastewater or servicing with wells/septic) versus proper servicing, as noted in their servicing study. There's little confidence that permanent solutions would be built. This will create nothing but problems in the future for the county, as well as residents.

Furthermore, proposing for water servicing from a borrow pit is absurd. It is also noted in the servicing study that a water license would be required to accommodate this development. Proof of this as well as confirmation of the sanitary servicing through adjacent lands should be provided prior to an ASP being approved. What's the point in approving an ASP without proof it can be serviced?

Transportation impacts on the area residents will be immense. What's to stop all this traffic from coming off Glenmore and heading north down all the gravel roads?

We could go on and point out the inconsistencies and inaccuracies with this proposal in relation to the County plan, but unfortunately that information falls on deaf ears with council and administration, even when pointed out clear as day in writing. Council needs to stop pushing for development to be in absolutely every corner of the county. Growth is good, but development needs to occur in a contiguous manner from the City outwards for infrastructure to keep up and for everything not to be so fragmented. Do we really need more Cochrane Lakes or Fulton Industrial parks?

Knowing and seeing what council has done over the past years, there is little doubt that this will be passed through council. I guess the only hope is that the CMRB puts a stop to this ridiculous proposal.

Meghen McKenzie
234244 Valeview Road

Michelle Mitton

From: Pam Nociar [REDACTED]
Sent: July 10, 2021 8:53 PM
To: Legislative Services Shared
Subject: [EXTERNAL] - Bylaw C-8174-2021
Attachments: East Highway 1 ASP rockyview.docx

Do not open links or attachments unless sender and content are known.

Please find attached our letter of opposition to the above mentioned Bylaw.

Pam Nociar,
Included and on behalf of:
Brian and Barb Nociar
Kyle Nociar
Trevor Nociar
Connor and Matt Robinson.

Sent from [Mail](#) for Windows 10

We the landowners are opposed to Bylaw C-8174-2021 for Rockyview County to adopt the East Highway 1 Area structure plan.

The proposed plan has a highway and waterline going through our homes and property and continues east. This disrupts our livelihood we have had for 42 years and 5 years. Our location is central to Calgary, Chestermere and Strathmore where we have amenities and health care within close proximity. No amount of compensation to relocate, would provide anywhere near the lives we lead today.

If the road goes through our properties, 4 families are affected. Whereas if it is relocated up the road, 600 Meters north, you would most likely only affect one family that has mentioned relocating in approx. 5 years anyway.

In the event that the East Highway 1 area structure plan moves ahead and gains approval we, as landowners within the proposed plan, require the following:

1) that no road shall be built within 600 meters of our properties on any side

2) that the quality and quantity of water accessed by our private water wells shall not be affected negatively by changes to area drainage/runoff/groundwater or by any portion of development and that private wells are monitored and tested bi-annually with reports submitted to both landowners and developers.

3) that the integrity of our septic systems shall not be negatively affected by changes to area drainage/runoff/groundwater

if the septic systems or water wells are negatively affected, then the developer will be held accountable to correct the issues to the satisfaction of us as the landowners. If filtration systems need to be installed or a new water well drilled these will be done at no cost to us. If it is determined we need to be tied into the water and wastewater system being developed, that will also be done at no cost to us in regard to connection as well as monthly use.

4) that no part of our property shall be damaged or considered unusable by changes to area drainage/runoff/groundwater. Any damages to property or loss of use will be corrected and compensated for by the developer.

5) that no development shall be allowed that increases noise, light air or water pollution above current levels

6) No new development shall be allowed that negatively impacts the current Weed Lake conservation area

7) After 40 years, in 2061, if the land is needed for development, we would be open to negotiations at that point. We would like the acreages to remain as is until then.

Connor and Matt Robinson
241016 Range Road 272
SW 11-24-27-W4 Lot 2, block 8
Rocky View County
Plan area Legal Parcel 56

Brian and Barb Nociar
Pam Nociar
241014 Range Road 272
SW 11-24-27-W4 Lot 1, block 8
Rocky View County
Plan area legal parcel 55

Kyle Nociar
Trevor Nociar
241020 Range Road 272
SW 11-24-27-W4 Lot 1, block 7
Rocky View County
Plan area legal parcel 53

From: [REDACTED]
To: [Legislative Services Shared](#)
Subject: [EXTERNAL] - BYLAW C-8174-2021
Date: July 14, 2021 12:39:26 PM
Attachments: [Bylaw C-8174-2021 Statement of Opposition - Google Docs.pdf](#)

Do not open links or attachments unless sender and content are known.

Statement of Opposition - File number 1013-380

John Patrick Gallant
235218 Range Road 275A
Rocky View County AB, T1X 2H3

This correspondence is to **oppose** Bylaw C-8174-2021; East Highway 1 Area Structure Plan, for the following reasons.

1.

Services

a.

At this stage there are no formal and finalized plans or agreements in place to source water and address sanitary requirements. There are also no pending negotiations mentioned that would ensure water and sanitary services to the ASP lands would be available.

2.

Traffic

a.

Highway 791 is the primary route to access this development (phase one being Township 240 and Highway 791). Highway 791 is a busy secondary highway with very little shoulder, and handles a significant amount of passenger, commercial, school, and agricultural traffic.

b.

There is no discussion of intersection improvements or additional traffic loads at Highway 791 and Glenmore Trail, or Highway 791 and Highway 1. Both of these intersections are busy and are primary routes east and west for both personal and commercial traffic.

- c. Chestermere High School is also on Highway 791, and during the school year generates significant traffic on 791, and feeder routes into the City of Chestermere and Langdon.
- d. The developer indicated that Township Road 240 would be a primary route into and out of Calgary, Township 240 is a gravel road with partial pavement. When pressed, the developer's representatives were unsure of jurisdiction, management, and control of this road.
- e. I have searched the Alberta Provincial Government public site and have not found evidence of any improvements planned for any of these roads, highways, and intersections mentioned.
- f. The ASP discusses a traffic circle 800 meters in diameter at the junction of Township 240 and Highway 791. The map provided indicates this traffic circle encroaching on three separate landholders other than the developer. Have the adjacent landowners been approached for inclusion in this project?

3.

Industrial and Commercial Definition and Use

- a. During the townhall a resident asked about the definition of Light Industrial and Commercial used to describe various areas of development. The response was not adequate to determine if or what guidelines or definitions have been developed.
- b. As this is industrial development there are significant concerns about light pollution, noise pollution, air quality, traffic, and security.
- c. There are also lands designated Medium Industrial, again there is no definition of medium industrial. The ASP does recognize an adjacent CN rail line in phase one that could be accessed, this further exacerbates the negative impact to rural residential lifestyle.

- d. How will industrial development preserve a rural lifestyle?

4.
Costs

- a. What is the security required from the developer, and what conditions apply?
- b. Will the developer be required to pay for and complete all final infrastructure requirements?
- c. At what point is the developer released from their obligations and responsibilities for the ASP?

5.
Holistic view

- a. Glenmore Trail Draft Land Use Concept and Vision.
 - This includes another 2471 acres of land along the north and south side of Glenmore Trail from Range Road 274 through 282. This ASP is predominantly Business Industrial and Light Medium Industrial. As with the East Highway 1 Plan, there are no definitions of these industrial levels.
 - This development will put additional pressure on Glenmore Trail and Highway 791 (see Traffic 2b, 2c).
 - Materials available for this project do not disclose expected water, sanitary water requirements, nor does the documentation discuss any infrastructure in depth.
 - The impact of both ASPs being approved would be detrimental to the rural lifestyle and agricultural base in which Rocky View County upholds.

b.

Hamlet of Langdon

- This development will impact Langdon residents significantly as main routes to Calgary are Glenmore Trail and Highway 1 (see Traffic 2b, 2c).
- The ASP discusses the Langdon waste water facility as the primary destination for sanitary water. Has this been discussed with Rocky View County and Langdon residents?

c.

City of Chestermere

- The City of Chestermere has objected to the development of these lands in the past and registered opposition with the Calgary Metropolitan Region Board against this ASP.
- The City of Chestermere will experience significant and crippling traffic congestion as 1A is also being developed with large communities such as Belvedere and Chelsea. These communities encompasses a build out plan for upwards of 60,000 residents.
- There is a two lane bridge over Chestermere Lake providing access between Calgary, Highway 1, and the lands under discussion.

In summary, this is not an appropriate use of these lands. I feel that I can confidently speak on behalf of the residents impacted by this proposal, that this does not represent what we have invested our lives in, which is to maintain and embrace a rural lifestyle unencumbered by industrial and commercial development.

I am also very concerned that phase one is the same land this developer has tried unsuccessfully on two occasions to build out as high density residential, and again as 2 acre parcels. My concern is that this is nothing more than another attempt by the developer to offload land (specifically parcels 1 - 8, phase 1, as indicated on page 16 of the April 2021 ASP) disguised as a larger project.

Thank you for reading and considering my points above, I am optimistic that Rocky View

County will agree this is an unsuitable development proposal both in size and context, and decline this application.

Thank you
Patrick Gallant



Bylaw C-8174-2021 - Bylaw of Rocky View County to Adopt the East Highway 1 Area Structure Plan

Statement of Opposition - File number 1013-380

My name is John Patrick Gallant
235218 Range Road 275A
Rocky View County AB, T1X 2H3

This correspondence is to **oppose** the East Highway 1 Area Structure Plan.

1. Services

- a. At this stage there are no formal and finalized plans or agreements in place to source water and address sanitary requirements. There are also no pending negotiations mentioned that would ensure water and sanitary services to the ASP lands would be available.

2. Traffic

- a. Highway 791 is the primary route to access this development (phase one being Township 240 and Highway 791). Highway 791 is a busy secondary highway with very little shoulder, and handles a significant amount of passenger, commercial, school, and agricultural traffic.
- b. There is no discussion of intersection improvements or additional traffic loads at Highway 791 and Glenmore Trail, or Highway 791 and Highway 1. Both of these intersections are busy and are primary routes east and west for both personal and commercial traffic.
- c. Chestermere High School is also on Highway 791, and during the school year generates significant traffic on 791, and feeder routes into the City of Chestermere and Langdon.
- d. The developer indicated that Township Road 240 would be a primary route into and out of Calgary, Township 240 is a gravel road with partial pavement. When pressed, the developer's representatives were unsure of jurisdiction, management, and control of this road.
- e. I have searched the Alberta Provincial Government public site and have not found evidence of any improvements planned for any of these roads, highways, and intersections mentioned.
- f. The ASP discusses a traffic circle 800 meters in diameter at the junction of Township 240 and Highway 791. The map provided indicates this traffic circle encroaching on three separate landholders other than the developer. Have the adjacent landowners been approached for inclusion in this project?

Bylaw C-8174-2021 - Bylaw of Rocky View County to Adopt the East Highway 1 Area Structure Plan

3. Industrial and Commercial Definition and Use

- a. During the townhall a resident asked about the definition of Light Industrial and Commercial used to describe various areas of development. The response was not adequate to determine if or what guidelines or definitions have been developed.
- b. As this is industrial development there are significant concerns about light pollution, noise pollution, air quality, traffic, and security.
- c. There are also lands designated Medium Industrial, again there is no definition of medium industrial. The ASP does recognize an adjacent CN rail line in phase one that could be accessed, this further exacerbates the negative impact to rural residential lifestyle.
- d. How will industrial development preserve a rural lifestyle?

4. Costs

- a. What is the security required from the developer, and what conditions apply?
- b. Will the developer be required to pay for and complete all final infrastructure requirements?
- c. At what point is the developer released from their obligations and responsibilities for the ASP?

5. Holistic view

- a. Glenmore Trail Draft Land Use Concept and Vision.
 - This includes another 2471 acres of land along the north and south side of Glenmore Trail from Range Road 274 through 282. This ASP is predominantly Business Industrial and Light Medium Industrial. As with the East Highway 1 Plan, there are no definitions of these industrial levels.
 - This development will put additional pressure on Glenmore Trail and Highway 791 (see Traffic 2b, 2c).
 - Materials available for this project do not disclose expected water, sanitary water requirements, nor does the documentation discuss any infrastructure in depth.
 - The impact of both ASPs being approved would be detrimental to the rural lifestyle and agricultural base in which Rocky View County upholds.
- b. Hamlet of Langdon
 - This development will impact Langdon residents significantly as main routes to Calgary are Glenmore Trail and Highway 1 (see Traffic 2b, 2c).

Bylaw C-8174-2021 - Bylaw of Rocky View County to Adopt the East Highway 1 Area Structure Plan

- The ASP discusses the Langdon waste water facility as the primary destination for sanitary water. Has this been discussed with Rocky View County and Langdon residents?
- c. City of Chestermere
 - The City of Chestermere has objected to the development of these lands in the past and registered opposition with the Calgary Metropolitan Region Board against this ASP.
 - The City of Chestermere will experience significant and crippling traffic congestion as 1A is also being developed with large communities such as Belvedere and Chelsea. These communities encompasses a build out plan for upwards of 60,000 residents.
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Thank you for reading and considering my points above, I am optimistic that Rocky View County will agree this is an unsuitable development proposal both in size and context, and decline this application.

Thank you
Patrick Gallant



From: [REDACTED]
To: [Legislative Services Shared](#)
Subject: [EXTERNAL] - BYLAW C-8174-2021
Date: July 12, 2021 4:13:45 PM

Do not open links or attachments unless sender and content are known.

FROM: Mrs. Renata Fiehmanova

SW03-24-27-W4

[REDACTED]

Subject: BYLAW C-8174-2021

I oppose the proposed bylaw on the grounds:

- 1) way too large for the area
- 2) unsuitable misuse of agriculture land for fabrication and industry
- 3) negative impact on environment
- 4) negative impact on small community
- 5) will result in increased traffic on unpaved roads, RockyView taxpayer will pay for the upkeep and road maintenance
- 6) proposal magically increased the proposed annexed land area from April to July 2021 THREE TIMES (3x). That was planned from the beginning. I enclosed the copy of the original proposal (figure 1 and 2) vs. today (fig.3)

Sincerely,
Renata Fiehmanova

April 22, 2021

Dear Community Neighbours:

Re: East Highway 1 ASP online Open House, Thursday, May 6, 2021, 7:00 – 8:30 pm

Steve Grande of Terradigm, representing Meadow Lake Estates Chestermere Ltd., GSL Sunbelt Development Ltd., and Aman Brar, would like to invite you, a landowner located in the study area or within 1 mile of the site, to an on-line *Public Open House* to discuss the Draft *East Highway 1 Area Structure Plan*. The meeting will take place on **May 6, 2021 from 7:00 pm to 8:30 pm**. The LINK is below to join us online:

The online ZOOM OPEN HOUSE

Join Zoom Meeting by typing in the LINK below or phone in to the meeting by using the phone number: <https://us02web.zoom.us/j/82504178082?pwd=VENMQWFZZGg1QjdCbksvTDZ2K0NKUT09> or please phone in with the following number: +1 587 328 1099 Canada

Alternatively, to make it simpler to access the **direct LINK to the meeting**, go to www.rockyview.ca (under the *Building & Planning* tab; then the *Plans Under Review* tab) and copy the ZOOM LINK for the **Open House (May 6, 2021)** onto your browser. Then click the LINK and you can join the Open House Meeting directly.

Due to COVID-19, we are planning a safe online meeting that will include a brief presentation that presents the draft *East Highway 1 Area Structure Plan*, followed by a question-and-answer period. Other support consultants and Terradigm representatives will also be in attendance to answer your questions. Please ensure that you log in ten minutes early to ensure you have *downloaded the necessary ZOOM software* to your computer and have the audio and video (as preferred) operational prior to the 7:00 pm start.

If you would prefer to have someone come to your doorstep, please contact us directly.

Project Location: The East Highway 1 Area Structure Plan area includes approximately 1,482 hectares (3,662 acres) of land immediately south of Highway 1, between Highway 791 and the border with Wheatland County at Boundary Road, north of Township Road 240. (see *Map* on the flip side of this letter).

Plan Description: The overall development intent for the East Highway 1 ASP is to create an agri-business corridor for the Calgary Region that provides a unique mix of agri-business related land uses, supportive commercial and industrial uses, agriculture food production, agricultural land transition, rural residential uses, and conservation of major wetland systems.

Further Background Information: You can access further information and the Draft *East Highway 1 Area Structure Plan* on the Rocky View County Website at <https://www.rockyview.ca/east-highway-1-area-structure-plan>. This is a developer-led project that will be assessed by County Staff and Council following the normal staff reviews and Council approvals protocols that are required in any Area Structure Plan process.

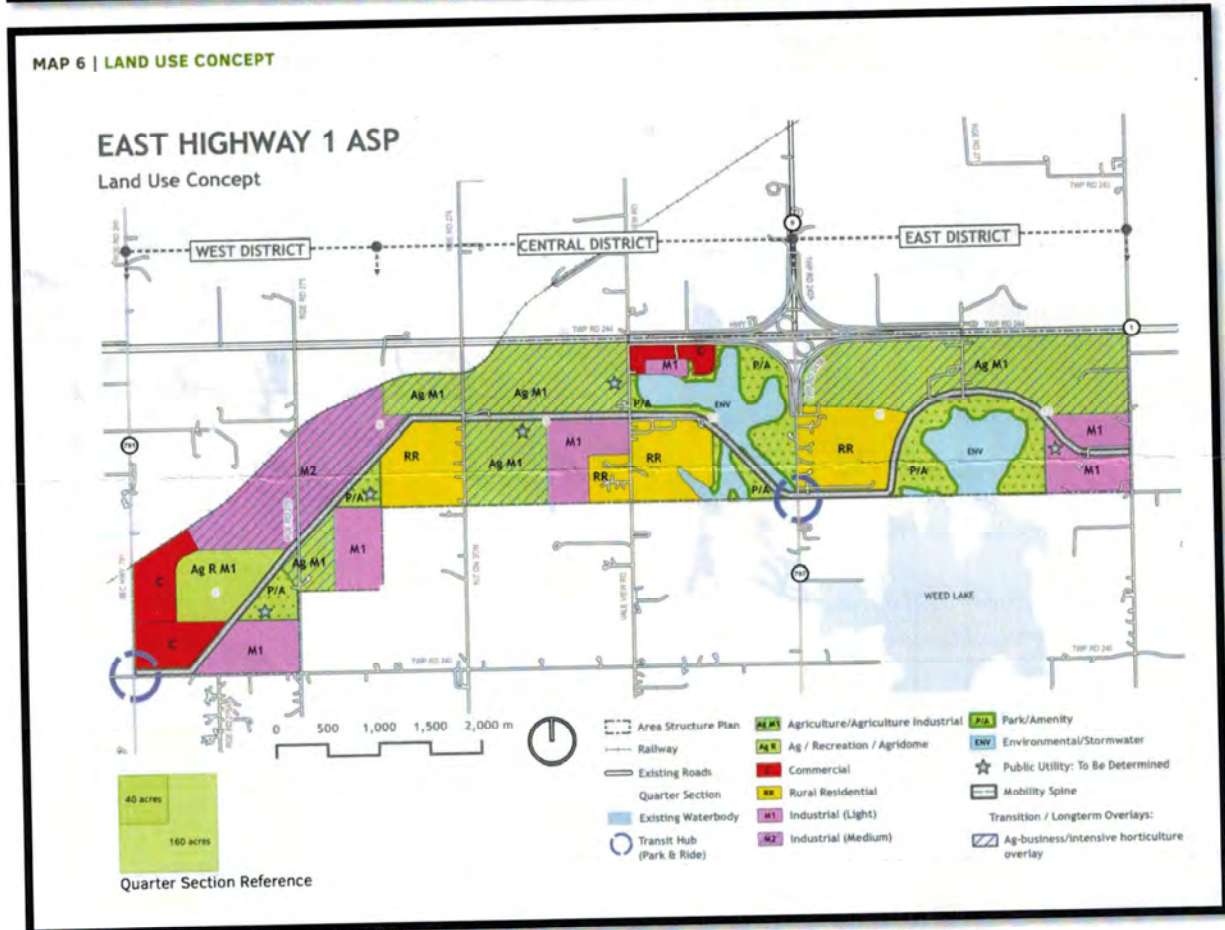
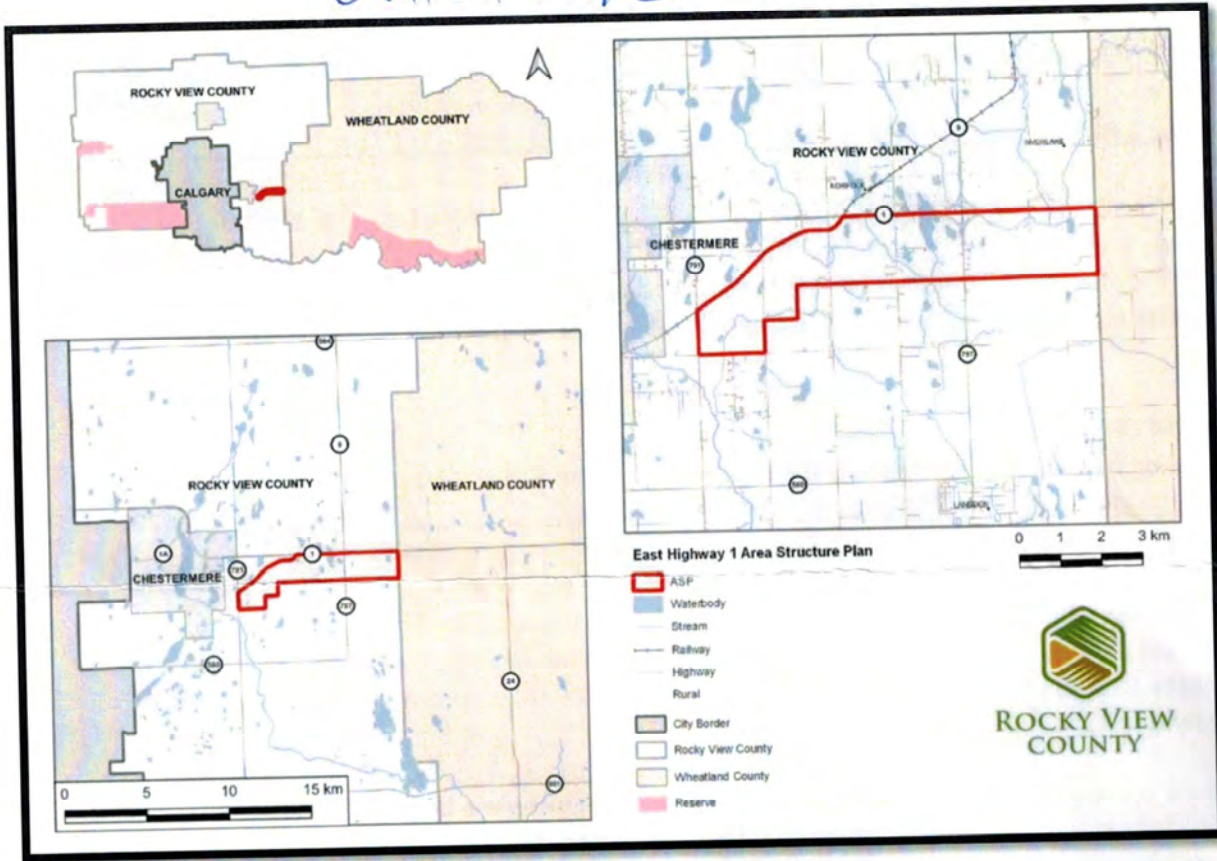
For further information please contact:

Steve Grande, Terradigm President, at info@terradigm.ca or 587-600-1090.

DOES
NOT
AGREE

ORIGINAL PROPOSAL

APR 27 2021



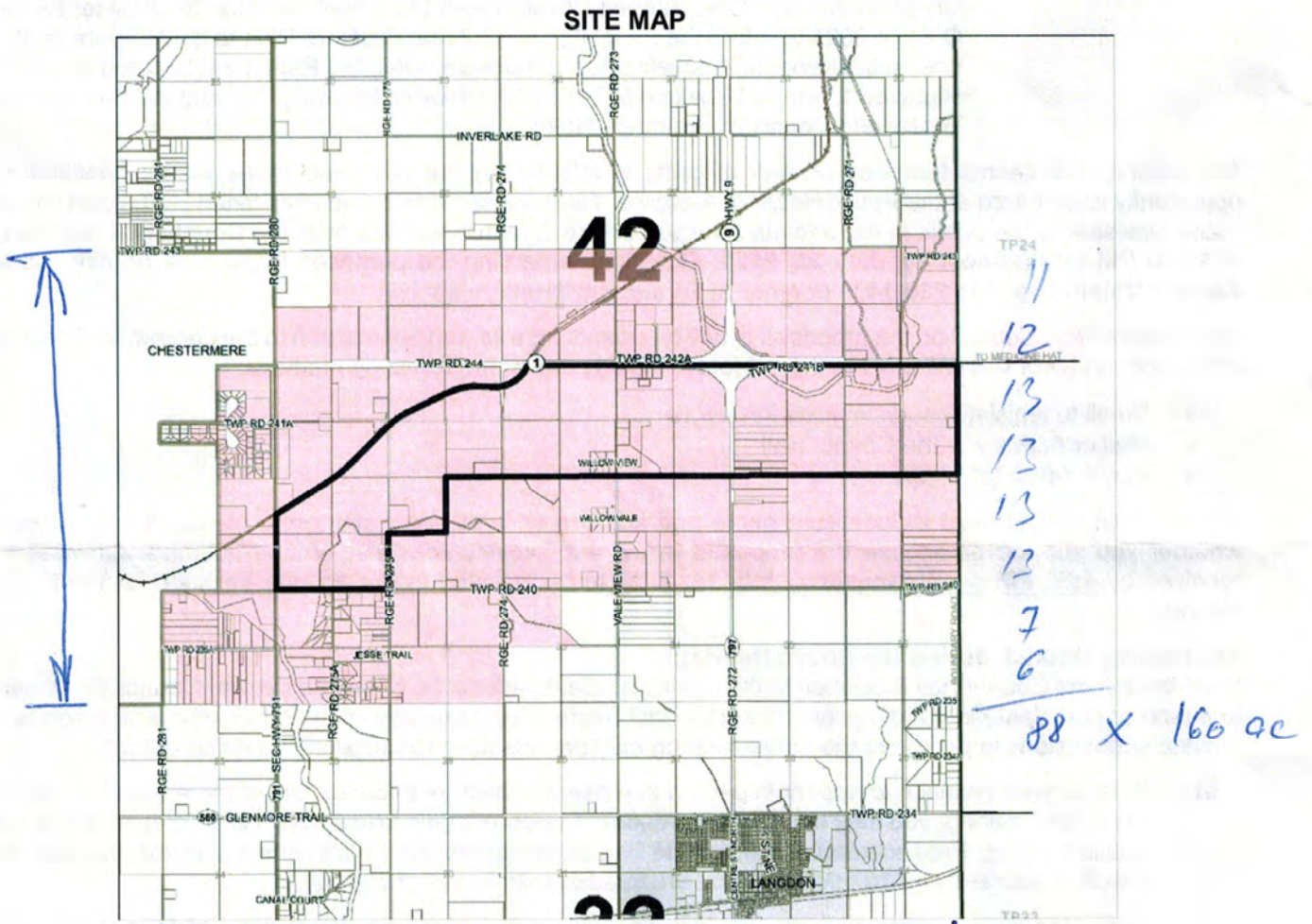
- b) If it was your intention to appear in person to provide submissions in favor or in opposition of the application during the public hearing, you may also submit an email live during the public hearing to be distributed during the public hearing. Your email submission must include the bylaw number in the subject line and your first and last name and municipal address or legal land description in the body of the email.

Email submissions must be sent to PublicHearings@rockyview.ca as early as 9:00am on the day of the public hearing or during the public hearing. Council will be provided time to review email submissions during the public hearing. Emails received after the appropriate portion of the public hearing (in favour or in opposition) will not be provided to Council for consideration.

Please Note:

Personal information contained in your written submission is collected under section 33(c) of the *Freedom of Information and Protection of Privacy Act* for the purpose of public participation in Rocky View County's decision-making process. Written submissions may be made available to the public prior to or at the Public Hearing in accordance with section 40(1)(c) of the *FOIP Act*.

Your name, legal land description, street address, and any opinions provided in your written submission may be made available to the public and form part of the public record. Your personal contact information, including your phone number and email address, will be redacted prior to making your written submission available to the public. If you have questions regarding the collection or release of this information, please contact Legislative Services at (403) 230-1401.



Dated: Tuesday, June 29, 2021
 Michelle Mitton
 Legislative Officer

NEW SITE SHOWN JULY 2021

> 2x from proposal shown 4/21

From: [REDACTED]
To: [Legislative Services Shared](#); [Public Hearings Shared](#)
Cc: [Benazir Valencia](#)
Subject: [EXTERNAL] - Bylaw C-8174-2021
Date: July 13, 2021 9:08:24 PM

Do not open links or attachments unless sender and content are known.

I am writing to express my opposition to this bylaw.

I am Ron Pratt and my wife and I reside at 240178 Range Road 272. This has been our home since 1970.

I fail to see any sensible reason why another highway is required now or in the foreseeable future in this area. Who are going to be the principal beneficiaries of this? Elimination of agricultural land, major disruption to rural residents and potential destruction of pockets of wetlands for what and for whom? All of this so someone can make a buck or two?

What is needed first are improvements to Glenmore Trail and then improvements to highway 797.

Again, my wife and I are strongly opposed to this bylaw.

Thank you.

Ron Pratt
[REDACTED]

240178 Range Road 272, Rockyview County

From: [REDACTED]
To: [Legislative Services Shared](#)
Subject: [EXTERNAL] - Bylaw C-8174-2021
Date: July 13, 2021 8:55:03 AM
Attachments: [WRITTEN SUBMISSION-NOTICE OF PUBLIC HEARING 072721.docx](#)

Do not open links or attachments unless sender and content are known.

TO: Legislative Services Office
Rocky View County

We oppose this Bylaw and the development attached to it.

We totally agree with Gordon W. Copper and Wendy J..Fleming in all aspects.

Ross and Mary Larson
11 Willow View
Rocky View County, Alberta

July 13/21

TO: Legislative Services Office
Rocky View County

RE: Bylaw C-8174-2021 – A Bylaw of Rocky View County (“RVC”) to Adopt the East Highway 1 Area Structure Plan (the “Bylaw”) - Notice of Public Hearing, July 27, 2021

An application by MVH Urban Planning & Design on behalf of Meadow Lake Estates Chestermere Ltd., GSL Sunbelt Development Ltd. and Aman Brar (the “Developers”) to consider Bylaw C-8174-2021 to adopt the East Highway 1 Area Structure Plan to guide future land use, subdivision, and development proposals within the Plan area. Located south of Highway 1, north of Township Road 240, between Highway 791 and the border with Wheatland County at Boundary Road.

We **oppose** this Bylaw and the development attached to it.

While the Bylaw may generate extra revenue for Rocky View County (“RVC”) and the Developers, it is a blatant attempt to destroy the rural residential areas which are included in the Area Structure Plan and shows a complete disregard for the residents of the area.

It is clear that the intent of the Developers and RVC is to rid the area of any and all personal residences which is completely unacceptable. Reference is made to the following sections of the **Area Structure Plan**:

Section 6 reads, in part, as follows:

Land Use Concept:

“Retain rural residential uses as part of the overall vision and growth strategy. **221 hectares of Rural Residential uses are retained.**” If such a small portion of the Plan is being “retained” for residential use, then it is completely unnecessary for an M1 industrial area to be inserted into it along Vale View Road.

Section 9 of the Area Structure Plan reads, in part, as follow:

OBJECTIVES

“Support the retention of existing rural residential areas **while providing opportunities to transition towards uses that connect with the East Highway 1 Agri-business hub.**”

“9.1.2 The rural residential uses are encouraged to continue **until such time as a transition to industrial or Agri-business use** is deemed desirable and a local plan has been prepared, in accordance with the policies of this plan.”

- (1) If the rural residential use area is a mere 221 hectares of the development, please explain how it is necessary to have an “M1” designated area adjacent or close to existing “RR” area (as shown on the site map)? As stated numerous times by written submissions to RVC (see #4 below), this redesignation will greatly impact the quality of life of the residents along Vale View Road as well as negatively impact the land values of said properties. Once a commercial or industrial venture is in place within the residential areas, the property values will plummet. What is RVC’s position on this and why is it that they appear to not even be concerned about it? The residential areas are away

from Highway 1 and other main traffic routes, surrounded by agricultural land and should be exempted from the Bylaw, the proposed development, and any further redesignation attempts.

- (2) The implementation of this Bylaw and the proposed development associated with it, including the redesignation of the parcel on Vale View Road shown as "M1" as shown on the site map will greatly increase the amount of heavy traffic along this road – again to the detriment of the residents. People walk along this road, ride their horses along it, etc. Industrial traffic will put a stop to that as well as make it dangerous for children getting on or off a school bus. Some of the people living in the area have been here for many years, others are new residents who want the quiet lifestyle of living in the country. Obviously, this is not a concern for the Developers, but should be one for RVC.
- (3) Has any consideration been given to what industrial/commercial properties will do to the environment in the area? What type of fluids, etc. will leak into the soil over time? Has an Environmental Impact Study been completed?
- (4) There are two proposed bylaws that have been circulating by RVC and the Developer since 2019. Bylaw C-8174-2021 and Bylaw C-8112-2020 – opposition to both has been made to RVC and yet attempts to push one or both bylaws through continues. How can one parcel of land be the basis of one bylaw (C-8112-2020) and then that same parcel of land also be included in Bylaw C-8174-2021?

When will RVC start listening to its residents whose lifestyle is at stake? It is time for the members of the RVC council and planning department to start thinking about the impact this development will have on residents of the area and limit thinking about the coffers of RVC and the Developers.

- (5) Creating a "Secondary Gateway" at the intersection of Vale View Road and Township Road 240 will do nothing to mitigate the damage done to the area if industrial/commercial designations are allowed along Vale View Road.
- (6) If RVC and the Developers are intent on pursuing this Bylaw and the development attached to it, the land use **must be revised** to ensure that the areas which are currently designated Rural Residential remain that way and that **NO** industrial/commercial redesignation is allowed adjacent to any Rural Residential areas.

We reiterate our concern that it is evident that RVC and the Developers are intent on ridding the area of rural residential areas and request that this Bylaw and the development associated with it be suspended until such time that the Developers provide a development plan that is acceptable to the residents of the area. Anything less will be a clear indication of RVC's lack of concern for its residents.

Gordon W. Cooper
19 Willow View
Rocky View County, AB
T1X 2G7

Wendy J. Fleming
19 Willow View
Rocky View County, AB
T1X 2G7

July 12, 2021

From: [REDACTED]
To: [Legislative Services Shared](#)
Subject: [EXTERNAL] - BYLAW C-8174-2021 OPPOSITION
Date: July 13, 2021 11:53:37 AM

Do not open links or attachments unless sender and content are known.

RE: BYLAW C-8174-2021

This letter is being written in strong opposition of the Bylaw of Rocky View County to Adopt the East Highway 1 Area Structure Plan.

“Support the retention of existing rural residential areas while providing opportunities to transition towards uses that connect with the East Highway 1 Agri-business hub.”

“9.1.2 The rural residential uses on are encouraged to continue until such time as a transition to industrial or Agri-business use is deemed desirable and a local plan has been prepared, in accordance with the policies of this plan.”

From this, it is obvious that the intent of the Proposed Developers and Rocky View County is to rid the area of any personal residences.

As previously stated to Rocky View, this redesignation will greatly impact the quality of life of the residents along Vale View Road as well as negatively impact the land values of said properties. Once a commercial or industrial venture is in place within the residential areas, our property values will plummet.

The implementation of this development and the redesignation of the parcel shown as “M1” on the site map will increase the amount of traffic along Vale View Road – again to the detriment of the residents. People walk along this road, ride their horses along it, etc. Industrial traffic will put a stop to that as well as make it dangerous for children getting on or off a school bus. Some of the people living in the area have been here for many years, others are new residents, such as myself, and moved out here for the quiet lifestyle of living in the country. Obviously, this is not a concern for the Proposed Developers but should be one for the councillors of the are.

Again, I strongly oppose this redesignation for the reasons previously stated herein.

Teshia Borisenkoff
7 Willow View
Rocky View County, AB
T1X 2G7

Jenn Burton

From: Vic Rosbek [REDACTED]
Sent: July 12, 2021 3:43 PM
To: Legislative Services Shared
Subject: [EXTERNAL] - BYLAW C-8174-2021
Attachments: Picture-1.jpg; Picture-2.jpg; Picture-3.jpg

Do not open links or attachments unless sender and content are known.

TO: legislativeservices@rockyview.ca

FROM:
Mr. Vaclav Rosbek
240104 Vale View Road
Rocky View County, AB
T1X 2G2
[REDACTED]

Date: July 12, 2021

Subject: BYLAW C-8174-2021

Summary: **I OPPOSE the bylaw as presented**

Reason #1: unreasonably too large for the area. It would totally change the character of the community and present a demand on the services that are not there and should not be there.

Reason #2: The applicant is obviously playing a game of bait and switch with the residents and hoping they would not pay attention to the information. **Such person or company cannot not be trusted.**

Enclosures: Pictures 1, 2 and 3

Detail discussion:

Subject: BYLAW C-8174-2021 (file#1013-380) in Notice of Public Hearing July as received in late June 2021 shows the amount of agriculture land cover by this proposal more than tripled compared to the submission shown in the presentation package dated April22, 2021 and mailed to local residents with invitation to online Open house May6, 2021. The idea to convert perfectly functional agriculture-use lands into mixed use agri-business, commercial and industrial.

While the original proposal made some sense, closely following the South side of Highway #1 (3,662acres) see Pictures 1 and 2

in the new modified proposal I counted the number of $\frac{1}{4}$ section parcels 88 and the total is $88 \times 160 =$
14,080 acresTRIPPLE the originally proposed size, see [Picture 3](#)

I trust you will do what is good for the community. This project is not.

Thank you,
V. Rosbek

April 22, 2021

Dear Community Neighbours:

Re: East Highway 1 ASP online Open House, Thursday, May 6, 2021, 7:00 – 8:30 pm

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The online ZOOM OPEN HOUSE

Join Zoom Meeting by typing in the LINK below or phone in to the meeting by using the phone number: <https://us02web.zoom.us/j/82504178082?pwd=VENMQWFZZGg1QjdCbksvTDZ2K0NKUT09> or please phone in with the following number: +1 587 328 1099 Canada

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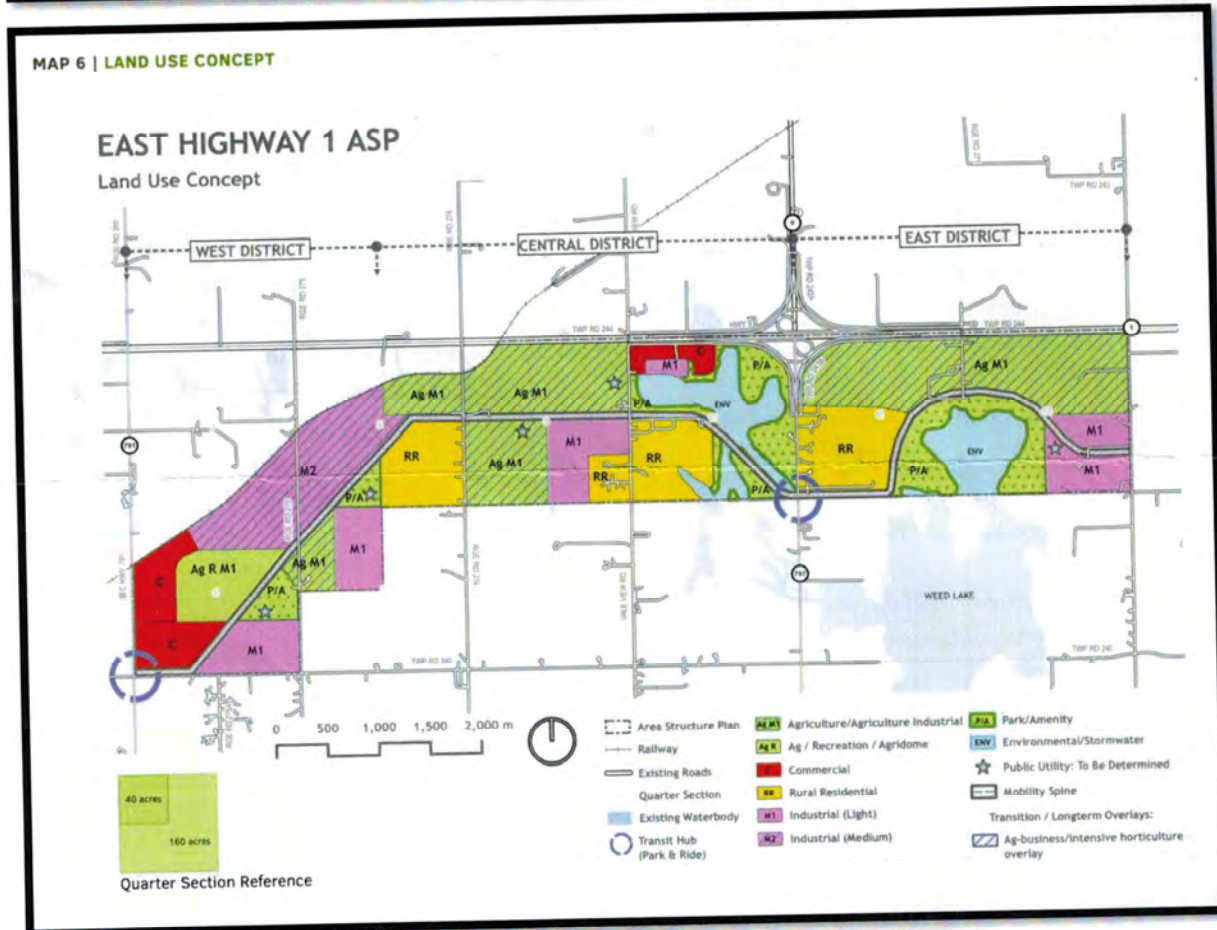
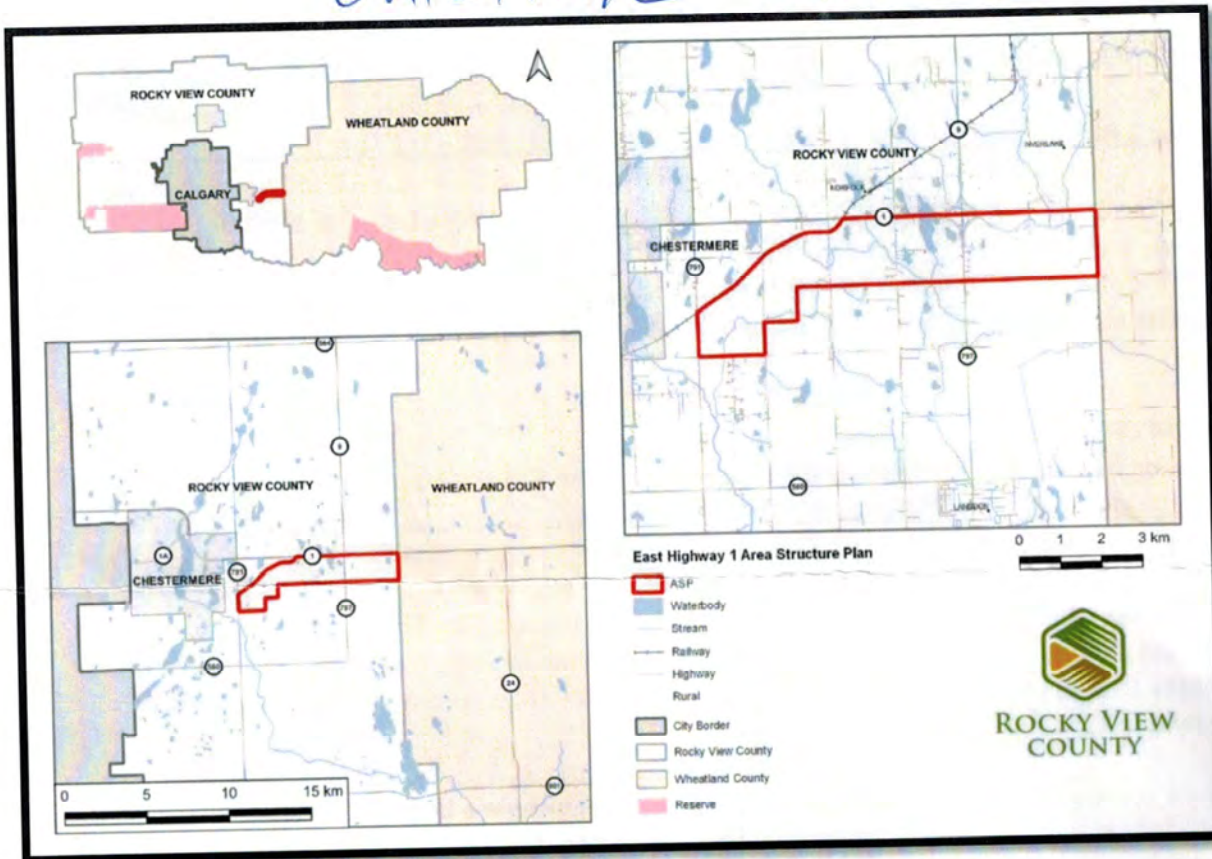
For further information please contact:

Steve Grande, Terradigm President, at info@terradigm.ca or 587-600-1090.

DOES
NOT
AGREE

ORIGINAL PROPOSAL

APR 27 2021



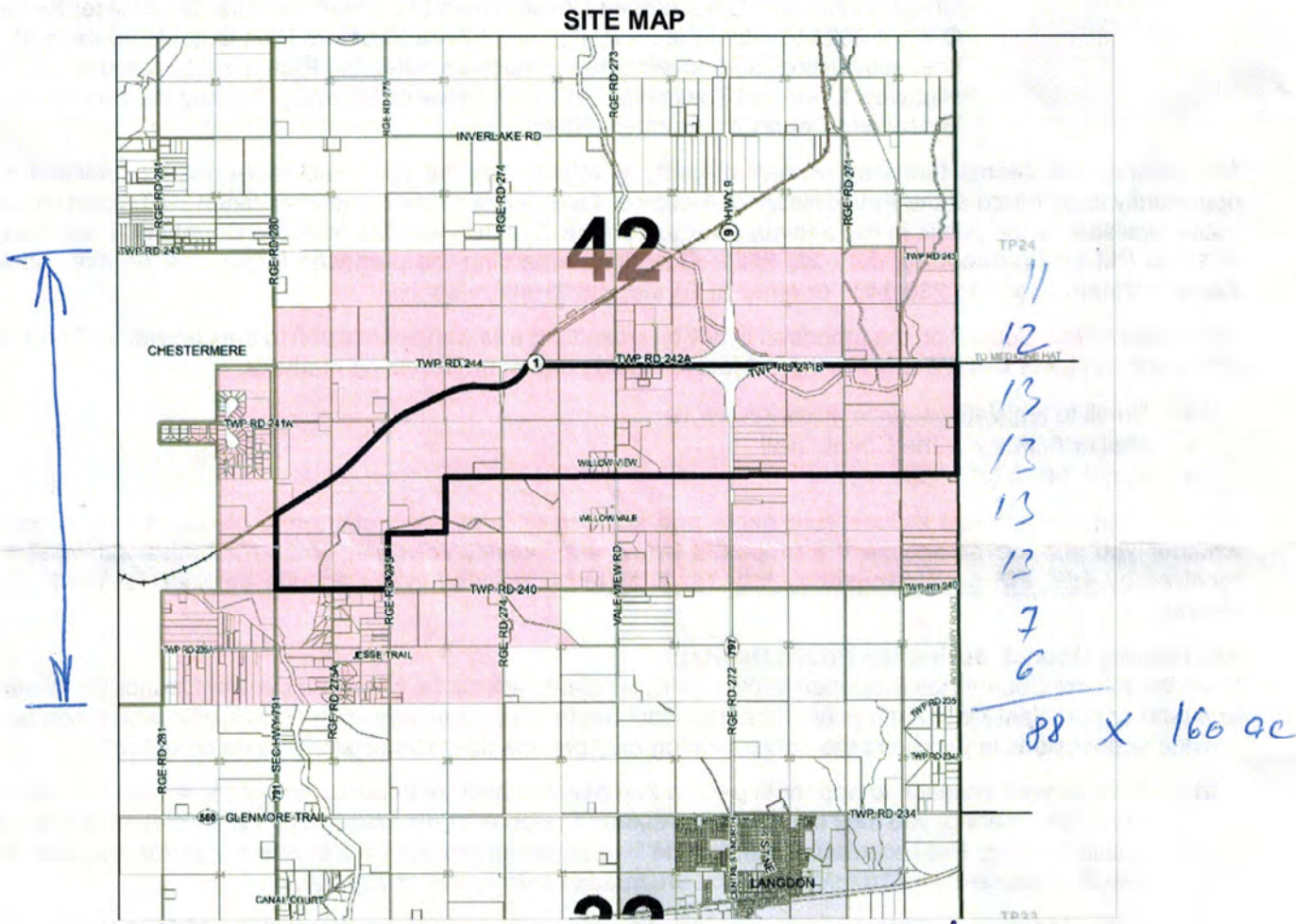
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Dated: Tuesday, June 29, 2021
 Michelle Mitton
 Legislative Officer

NEW SITE SHOWN JULY 2021

> 2x from proposal shown 4/21

Jenn Burton

From: Wendy Fleming [REDACTED]
Sent: July 12, 2021 10:40 AM
To: Legislative Services Shared
Cc: Gordon Cooper
Subject: [EXTERNAL] - BYLAW C-8174-2021
Attachments: WRITTEN SUBMISSION-NOTICE OF PUBLIC HEARING 072721.pdf

Do not open links or attachments unless sender and content are known.

Attached please find our written submission regarding the referenced Bylaw for inclusion in the agenda package for the Public Hearing.

Please confirm receipt of this email and that the attached submission will be included in the materials for the Public Hearing.

Gordon W. Cooper
Wendy J. Fleming
19 Willow View
Rocky View County, AB
T1X 2G7

TO: Legislative Services Office
Rocky View County

RE: Bylaw C-8174-2021 – A Bylaw of Rocky View County (“RVC”) to Adopt the East Highway 1 Area Structure Plan (the “Bylaw”) - Notice of Public Hearing, July 27, 2021

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We **oppose** this Bylaw and the development attached to it.

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“Support the retention of existing rural residential areas **while providing opportunities to transition towards uses that connect with the East Highway 1 Agri-business hub.**”

“9.1.2 The rural residential uses ~~are~~ are encouraged to continue **until such time as a transition to industrial or Agri-business use** is deemed desirable and a local plan has been prepared, in accordance with the policies of this plan.”

- (1) If the rural residential use area is a mere 221 hectares of the development, please explain how it is necessary to have an “M1” designated area adjacent or close to existing “RR” area (as shown on the site map)? As stated numerous times by written submissions to RVC (see #4 below), this redesignation will greatly impact the quality of life of the residents along Vale View Road as well as negatively impact the land values of said properties. Once a commercial or industrial venture is in place within the residential areas, the property values will plummet. What is RVC’s position on this and why is it that they appear to not even be concerned about it? The residential areas are away

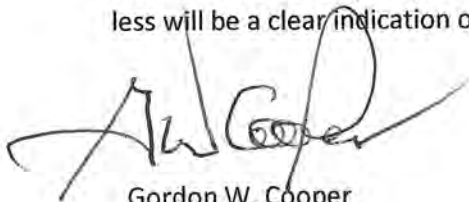
from Highway 1 and other main traffic routes, surrounded by agricultural land and should be exempted from the Bylaw, the proposed development, and any further redesignation attempts.

- (2) The implementation of this Bylaw and the proposed development associated with it, including the redesignation of the parcel on Vale View Road shown as "M1" as shown on the site map will greatly increase the amount of heavy traffic along this road – again to the detriment of the residents. People walk along this road, ride their horses along it, etc. Industrial traffic will put a stop to that as well as make it dangerous for children getting on or off a school bus. Some of the people living in the area have been here for many years, others are new residents who want the quiet lifestyle of living in the country. Obviously, this is not a concern for the Developers, but should be one for RVC.
- (3) Has any consideration been given to what industrial/commercial properties will do to the environment in the area? What type of fluids, etc. will leak into the soil over time? Has an Environmental Impact Study been completed?
- (4) There are two proposed bylaws that have been circulating by RVC and the Developer since 2019. Bylaw C-8174-2021 and Bylaw C-8112-2020 – opposition to both has been made to RVC and yet attempts to push one or both bylaws through continues. How can one parcel of land be the basis of one bylaw (C-8112-2020) and then that same parcel of land also be included in Bylaw C-8174-2021?

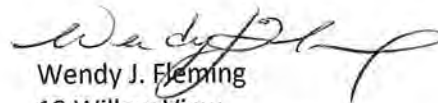
When will RVC start listening to its residents whose lifestyle is at stake? It is time for the members of the RVC council and planning department to start thinking about the impact this development will have on residents of the area and limit thinking about the coffers of RVC and the Developers.

- (5) Creating a "Secondary Gateway" at the intersection of Vale View Road and Township Road 240 will do nothing to mitigate the damage done to the area if industrial/commercial designations are allowed along Vale View Road.
- (6) If RVC and the Developers are intent on pursuing this Bylaw and the development attached to it, the land use **must be revised** to ensure that the areas which are currently designated Rural Residential remain that way and that **NO** industrial/commercial redesignation is allowed adjacent to any Rural Residential areas.

We reiterate our concern that it is evident that RVC and the Developers are intent on ridding the area of rural residential areas and request that this Bylaw and the development associated with it be suspended until such time that the Developers provide a development plan that is acceptable to the residents of the area. Anything less will be a clear indication of RVC's lack of concern for its residents.



Gordon W. Cooper
19 Willow View
Rocky View County, AB
T1X 2G7



Wendy J. Fleming
19 Willow View
Rocky View County, AB
T1X 2G7

July 12, 2021

From: [REDACTED]
To: [Legislative Services Shared](#)
Subject: [EXTERNAL] - BYLAW C-8174-2021
Date: July 13, 2021 11:09:57 AM
Attachments: [Rocky View East Highway 1 ASP - Terradigm.docx](#)

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Property located at NE12-24-27 W4 - owned by Harold and Elvira Boldt

We , Harold and Elvira Boldt oppose the east Highway 1 area structure plan - File # 1013-380.

Please see attached letter regarding our opposition to the proposal.

Harold and Elvira (Elly) Boldt
241191 - Boundary Road
Rocky View County, Ab
T1X 2J7

Sent from [Mail](#) for Windows 10

May 10, 2021

Rocky View County

262075 Rocky View Point

Rocky View County

T4A 0X2

Re: Draft East Highway 1 Area Structure Plan

Dear Sir or Madam:

We have questions/concerns that were not answered to our satisfaction at the Zoom Meeting on the 6th of May 2021.

1. Proposed access road runs around the north end of Weed Lake. This will possibly give Ducks Unlimited the idea that they have the approval to raise the levels of Weed Lake even higher.....
“as they now have a berm or dam to fill up too”. We are already in a position where we have repeatedly contacted them to release water to lower the lake levels as the low points on the extreme west side of our property fill with moisture and increase the salinization of the soils in those low spots to the point that they do not produce crop and grow nothing but noxious weeds. In heavy snow years we have requested that they lower the levels beforehand so that the lake can contain the melt water that flows into it without making it so wet that we cannot seed the west end of our property. When dirt shows on the edges of the lake, people call, or so Ducks Unlimited tells me, concerned that the ducks do not have enough water to swim in. How will you manage Ducks Unlimited water containment to ensure that our lands and our ability to seed, are not infringed upon?
2. Mention was made that this roadway was going to facilitate recreational use by bikers, hunters and others wanting to enjoy the great outdoors. As it is, we have snowmobilers coming off Weed Lake down the old rail way track, now, cutting fences and generally using our property for their own enjoyment. Others drive onto our property and “have a picnic” by the canal. Others come down our drive way to release pigeons – we have dogs – yummy supper. Still others dump their construction material on our driveway. This puts huge liability on our shoulders. There are hazards on the old track and the canal that are not necessarily visible to all. We have signage up that says this is private property, but in this day and age, property rights seem greatly diminished, and everyone feels that it’s their right to go where they choose, but heaven help us all if something goes wrong. Then the law suits fly. It’s also their right to leave garbage for others to clean up. So, it would seem that opening up the area to more recreational usage comes with a cost. Who is going to carry it?
3. We have had firsthand experience with the Wheatland County Development/Origin Business Park, that what is said, is not what is done. We told them the way the water flows, they gave lip

service, we even have it in writing, it states that “all water from the development would stay on their property”, then, after the work was done, and the finished product did not perform the way it should, it was everybody’s fault but their own, and we are left with a mess. We have lost at least \$80,000.00 in crop losses alone, over the last 10 years, as we get flooded again and again. This does not cover the cost of damaged land due to salinization of the soils because of the constant inundation of water. They (Wheatland County) went to great lengths to prove that they were right, and because of the size of the pocket book, the individual land holder has no recourse. Historically, they say, there was a slough there, so they can utilize it. There was no thought given to the fact that the entire half section drains west and with ditches enabling water flow, and no top soil to absorb the water, the water flow is that much faster, and in much greater quantity that if the ditches were nonexistent, and the top soil there to absorb. If things go sideways, what are you prepared to do to fix things? Your map 13 does not reflect this water flow. It ignores the corner and the ditches, and indicates that the balance of the land (by the arrow) drains to the south west.

4. Wheatland County also did road upgrades. Needless to say, they put the low point of the ditch on the west side of the road, in our south east corner, with culverts to assist and accommodate, so that all water runoff from the south side of Origin Business Park flows onto our land, on the south side of our drive way. The water has nowhere to go... there is a ridge there to the west, and where it used to flow to the south and over the neighbors’ property then back west, the neighbor was allowed to put in a berm to stop the natural water flow that way. The water from the North side of Origin Business Park flows down the ditches, over the roadway and floods our land on the north side of our driveway. Yes, they have a water holding pond, but it’s not big enough to accommodate the quantity of water that flows down that hill. Origin has pumps that can pump water to the upper pond, but it doesn’t happen unless we phone to let them know that the ditches are about to over flow. They are not that easy to get a hold of. Accommodations could have been made to mitigate this storm water problem, but it was easier and cost less to let us handle their mistakes. How will your approach be different? Again, your Map 13 does not reflect this water flow. There appears to be no plan to accommodate the water problems already existing in our corner of the development.
5. Mention was made that the truck traffic would use this road, and save the people on Township road 240. What about the rest of us? Are we the sacrificial lamb? Because we are not as many? The proposed road dissects many properties, and takes away the privacy of those homes. People have built homes and acreages according to existing roadways. Why deviate from that plan and build a new “super road”?
6. There was mention made that it’s good to mix industrial with residential. Has anyone looked at 84th Street lately? There were beautiful farms and acreages there..... just 10- 15 years ago. People took pride in their homes and yards. Now it’s all garbage, storage, and junk. The houses are still standing, no maintenance is being done, and the yards looks pretty pathetic. Nobody cares for them - the original owners have all left. Look at 17th Ave SE. All the acreages are gone... its storage yards, and more garbage. Yes, new housing subdivisions are being built, it will take a while and things will improve a little, but the country life is gone. The acreages at Cross Iron Mills have all suffered the same fate, as has the farm land. Face it industrial (even if it’s ag industrial) and acreages/farms do not coexist. Those of us who thought they were buying their “forever home” in farm country, are forced to relocate, after we have spent years improving our

properties, and getting things to look like we want them to. The peace and quiet of the countryside are no longer a reality. It's the death of our dream..... Where do the developers come up with this logic? Do the dreams and ideals of a few, trump those who have occupied these spaces in this community for years?

7. We have another series of questions. Why this area, this development plan, at this time? The economy is suffering. People are without work. Companies have filed for bankruptcy. Yet when you look around us, everyone is developing, starting new subdivisions, dreaming of things that might come. Does no one remember the 80's when everything crashed? Subdivisions were started, then left unfinished. They were an eyesore for years. Development plans crashed, buildings were closed off at street level, and many people left for greener pastures. It seems the same thing is happening now. The growth you are anticipating, is not sustainable at this rate, during this economic time. Your plan is a little slow in getting out of the gate, and could conceivably crash and burn. There are areas closer in around Calgary that are still being developed, with a lot of room for growth. We are 10-15 miles out of the city... This type of area, and the distance from labor markets creates its own liability. Looking at Origin Business Park to the east of us, it's a perfect example.... It started in 2008 and they have 6 tenants. The developers have gone through 3 name changes and bankruptcies, and it's still not a sure thing that it will survive. How many times can you dupe investors into investing? Some of those tenants did work in exchange for a lot... lots are just not selling. As they continue prepping the site, we still endure the fall out of poor design and development issues, bare land (top soil removed), weeds, garbage etc) What are your plans, in case this whole thing crashes? Who will pick up the pieces and look at the eye sore that's left behind, and pay us for the inconvenience? You say this is a long term vision- 20-30 years. How many times will it be modified? How many things promised today, will still be in the documents at time of completion? Everything evolves and changes – the lack of lot sales does that to a development. What commitments will be honored?
8. Yes, we have heard the mantra... Times change, and we need to change with it. At what cost? Why are we standing in the way of progress? Why all the doom and gloom? These are our lives, and livelihood you are playing with. We have lived through the tough times and survived. We are realists. Your vision, as a county and developer, is to make money, and make it fast. Unfortunately it appears to be made off of the backs of others, and that is, not necessarily, progress. Who is going to compensate us for the disruption of our lives, and the destruction of our dreams? It all comes down to money, doesn't it? There has to be a cost to the county and the developer, faces that your representatives are accountable to, or the process never ends.

It would seem that some in our community favor this transition. It's unfortunate that not all of us have the same sentiment. We have raised our children in this community, as have many other families represented in this area. It seems a shame that again, that those who have labored long, building their forever homes, are tasked with bearing the brunt of relocation or expropriation, making the way for "progress".

Sincerely

Harold and Elvira (Elly) Boldt

241191 – Boundary Road
Rocky View County AB T1X 2J7

CC. Terradigm
418 – Long Beach Landing
Chestermere, Ab T1X 1E6

From: [REDACTED]
To: [Legislative Services Shared](#)
Subject: [EXTERNAL] - Area Structure Plan
Date: July 14, 2021 3:02:31 PM
Attachments: [Attachment.png](#)

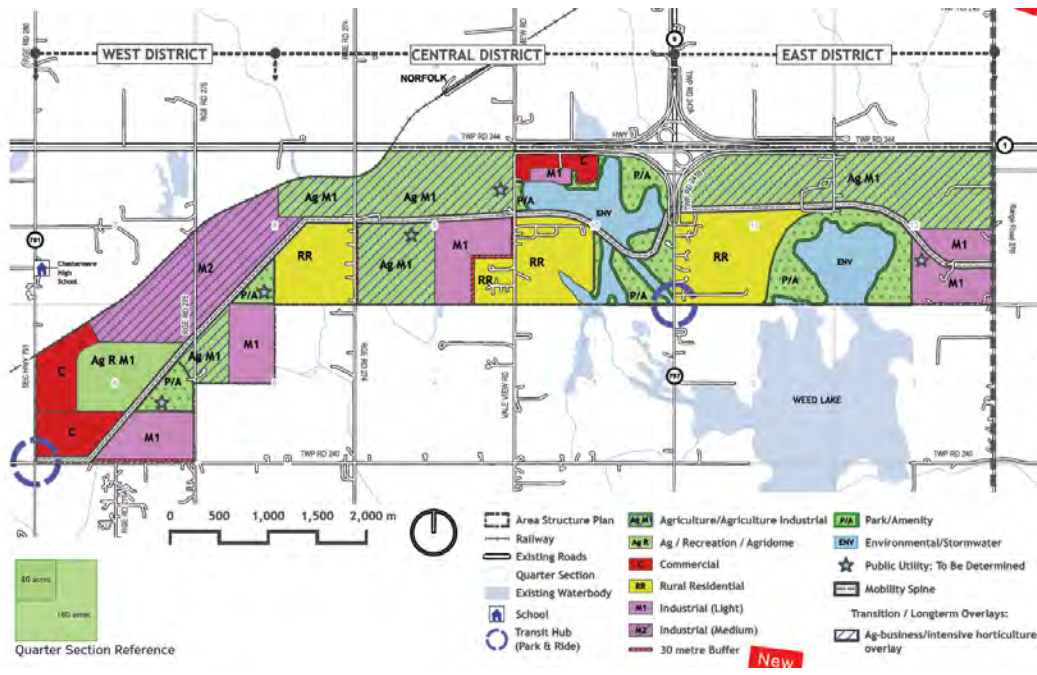
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Greetings

My name is Navdeep Singh Brar and I own property at (*128 Aspenmere Way
Chestermere*) and I would like to express my support to the **Proposed East
Highway 1 ASP Bylaw C-8174-2021.**”

Thanks

Navdeep Brar
[REDACTED]



From: [REDACTED]
To: [Legislative Services Shared](#)
Subject: [EXTERNAL] - BYLAW C-8174-2021
Date: July 14, 2021 1:11:57 PM

Do not open links or attachments unless sender and content are known.

Hi

My name is Param Sidhu and I own the property mentioned below under our incorporation: 1838154 Alberta Ltd. and I would like to express my support to the **Proposed East Highway 1 ASP Bylaw C-8174-2021.**"

Municipally described as:

235112 Range Road 275A; and

legally described as:

Meridian 4, Range 27, Township 23 Section 31 (The North half of legal subdivision 7 in the south east quarter containing 8.09 hectares)

Please do not hesitate to contact me if you require any further information.

Regards

--

Param Sidhu
[REDACTED]