

PRAIRIE GATEWAY AREA STRUCTURE PLAN



Calgary



Engagement Summary Report

Open House #2 & Online Survey

June 2024

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1 ENGAGEMENT FINDINGS

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

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

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

Land Use Strategy

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

Transportation and Transit

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

Servicing

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

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

Overall Thoughts and Improvements

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



2 PROJECT SUMMARY & PROCESS STATUS

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

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

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

Project Timeline



3 ENGAGEMENT METHODS

Open House

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

Online Survey

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

Webpage

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

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

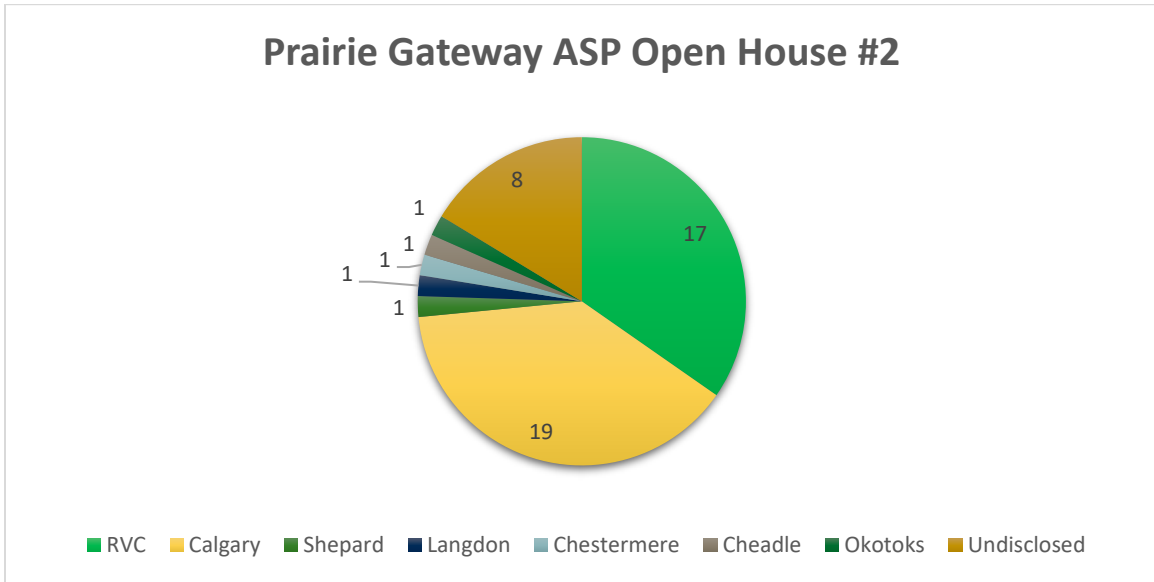
Further Opportunities

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

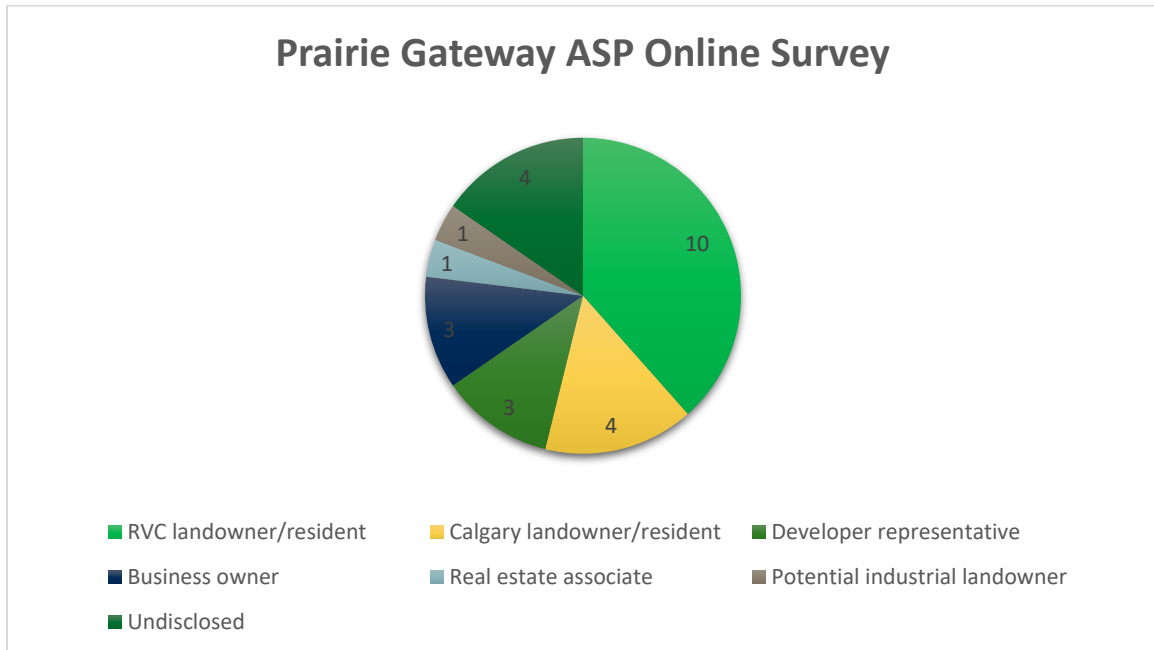


4 WHO TOOK PART

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



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



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

5 WHAT WE ASKED

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

Previous Feedback

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

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

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

Survey Questions

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

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

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

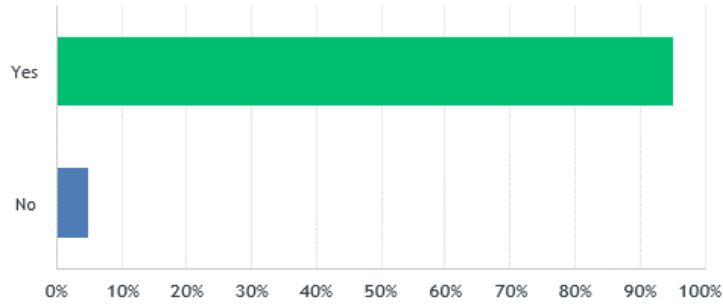
Servicing – The survey asked respondents if they had any concerns or areas of improvements related to water, wastewater, and/or stormwater servicing.

6 WHAT WE HEARD

Question 1

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

Answered: 20 Skipped: 0

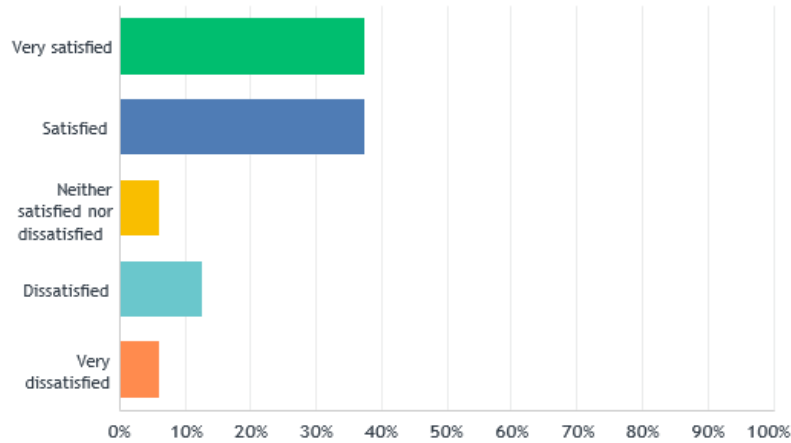


ANSWER CHOICES	RESPONSES	
Yes	95.00%	19
No	5.00%	1
TOTAL		20

Question 2

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

Answered: 16 Skipped: 4



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

Question 3

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

Verbatim Quotes:

"No concerns."

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

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

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

"-Traffic in the area.

-Purposed storm water drainage plan.

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

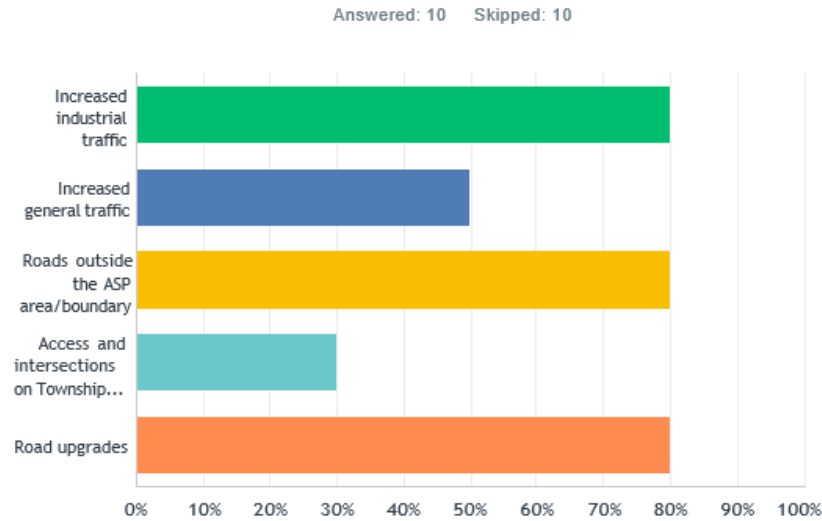
"Glenmore trail is an extremely busy road at RR 283. Having more truck traffic without any upgrade to the intersection is dangerous."

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

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

Question 4

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



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

Verbatim Quotes:

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

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

“No major concerns.”

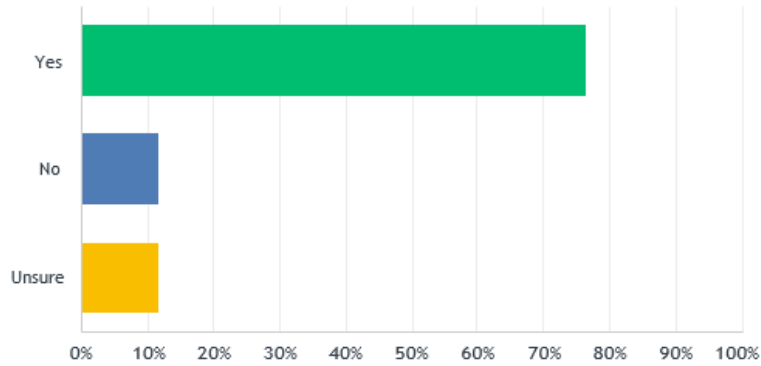
“N/A”

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

Question 5

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

Answered: 17 Skipped: 3

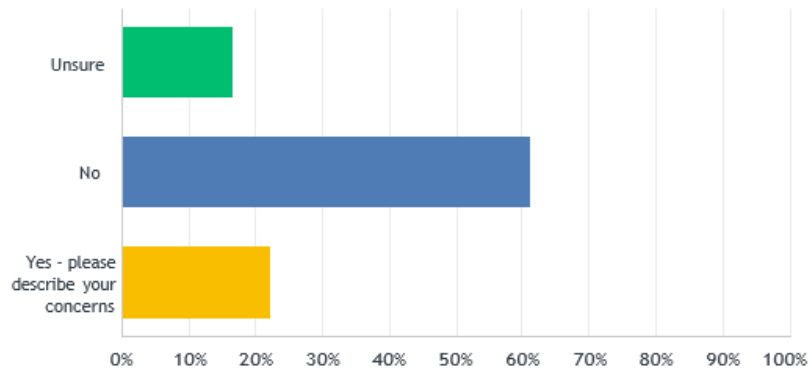


ANSWER CHOICES	RESPONSES	
Yes	76.47%	13
No	11.76%	2
Unsure	11.76%	2
TOTAL		17

Question 6

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

Answered: 18 Skipped: 2



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

Verbatim Quotes:

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

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

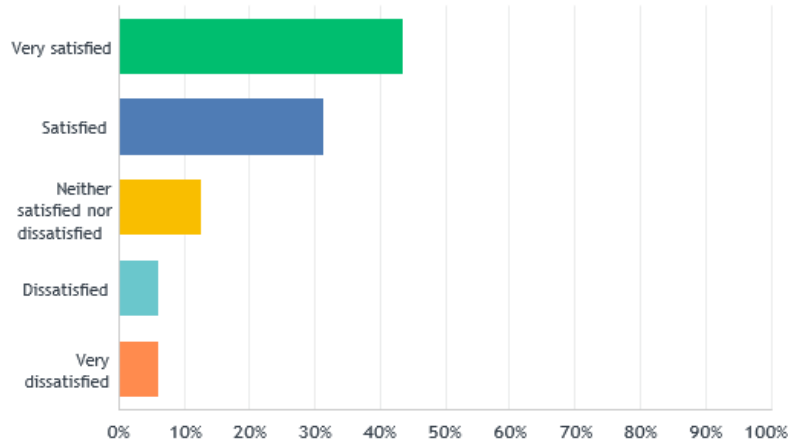
“Possibility for existing neighboring properties outside the asp.”

“See below.”

Question 7

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

Answered: 16 Skipped: 4



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

Question 8

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

Verbatim Quotes:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

"Nothing currently."

"Timelines. Should move this project ahead ASAP."

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

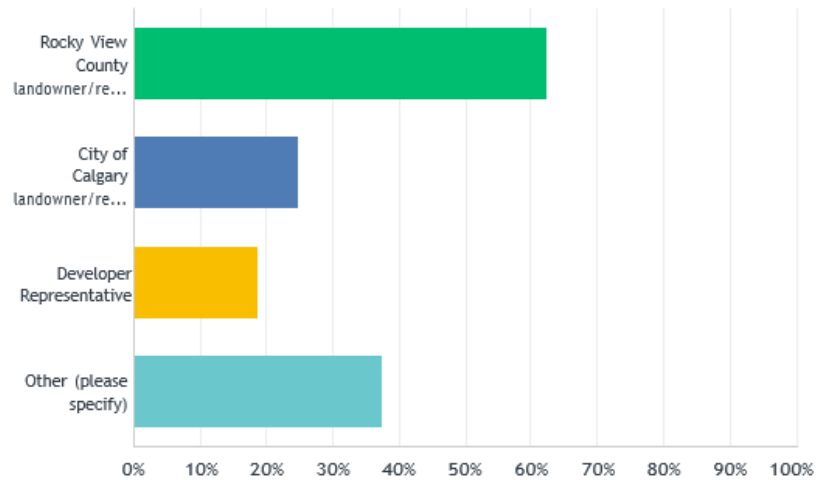
"Details on when the upgrades and all related work will start."

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

Question 9

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

Answered: 16 Skipped: 4

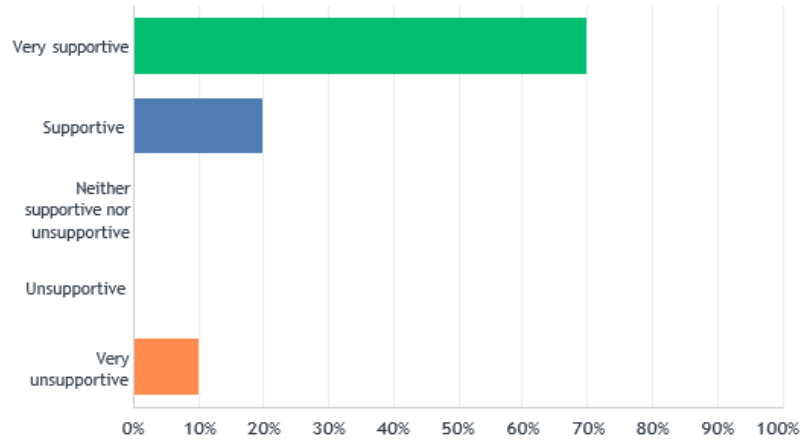


ANSWER CHOICES	RESPONSES
Rocky View County landowner/resident	62.50% 10
City of Calgary landowner/resident	25.00% 4
Developer Representative	18.75% 3
Other (please specify)	37.50% 6
Total Respondents: 16	

Question 10

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

Answered: 10 Skipped: 10

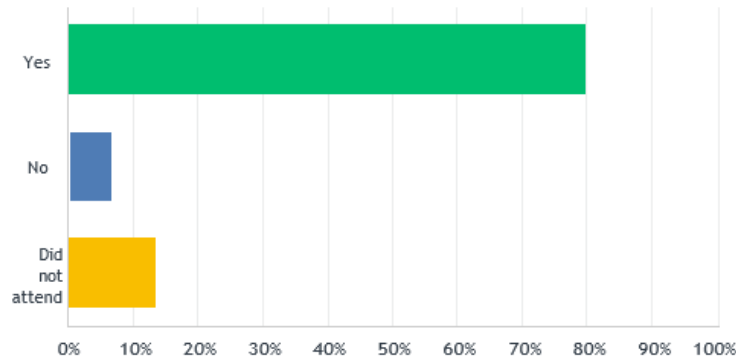


ANSWER CHOICES	RESPONSES	
Very supportive	70.00%	7
Supportive	20.00%	2
Neither supportive nor unsupportive	0.00%	0
Unsupportive	0.00%	0
Very unsupportive	10.00%	1
TOTAL		10

Question 11

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

Answered: 15 Skipped: 5



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

Question 12

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

Question 13

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

Additional Email Submissions

Verbatim Quotes:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

7 CONCLUSIONS

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

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

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

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

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

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