

# Frequently Asked Questions

## Prairie Gateway Area Structure Plan

November 2023

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

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

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

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

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

	The City of Calgary's existing and planned trail network immediately to the west.
How will trucks get to the site?	It is anticipated that Township Road 232 and Range Road 283 will be the primary corridors for east-west and north-south traffic. Additional east-west and north-south connections will be planned within the Plan area. This will be further refined through additional smaller and detailed plans.
Will there be increased train traffic?	The proposed development is located on the main Canadian Pacific Kansas City (CPKC) rail line. The project will likely increase rail traffic and have local operations that shunt cars. The amount is dependent on use of the land by CPKC to develop a rail to truck facility. Other increases in traffic would be related to a growing economy and the need to transport goods via rail.
What is the plan to control traffic volume? What roads will be upgraded and when?	Transportation studies are ongoing to determine required access. It is anticipated over time that Township Road 232/114 Ave will be a major east/west connection to Stoney Trail. It is also likely that Range Road 283 will provide access to Glenmore Trail. Both roads need upgrading. The type of upgrades and timing will be determined by the transportation review.
When will full traffic lights be installed on Glenmore and Range Road 283 to deal with the increased traffic?	Transportation studies are ongoing and will determine if Range Road 283 will provide access to Glenmore Trail. The need for traffic lights will be assessed as part of the study.
Who regulates rail?	<p>Transport Canada regulates rail in Canada. Transport Canada develops and implements policies and regulations, and administers the <i>Railway Safety Act</i>. The department conducts approximately 40,000 railway safety inspections every year. The <i>Railway Safety Act</i> can be found here: <a href="http://www.justice.gc.ca/eng/133/133-101/133-101-01.html">Railway Safety Act (justice.gc.ca)</a>.</p> <p>Jurisdiction over what happens in a rail yard rests with Transport Canada and not the County.</p>

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

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



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

What are the next steps and how can I get involved?

There will be future engagement opportunities as the project progresses. On the project webpage, you are encouraged to sign up to receive regular project updates and follow the projects process, or contact us at [planning\\_policy@rockyview.ca](mailto:planning_policy@rockyview.ca) or 403-230-1401 for questions, updates or further information.