

Foothills Crossing Area Structure Plan

IREF Evaluation Criteria Alignment Summary Report

Interim Growth Plan Policies	Foothills Crossing ASP Alignment
3.2 Region-wide Policies	
<p>3.2.1 Principles, Objectives, and Policies</p>	<p><i>Principle 1: Promote the Integration and Efficient Use of Regional Infrastructure</i></p> <p>The location of the Plan Area along a Level 1 Provincial Highway between two grade separated interchanges is a very efficient use of existing infrastructure. A TIA was undertaken to ensure that any impacts on this infrastructure will be mitigated. The TIA concluded that even at full build out, development of the Plan Area would not necessitate additional improvements to either interchange on Highway 2. However, to mitigate any potential issues, the ASP contains policy in Section 5.2.5 requiring traffic studies be undertaken for new development and allowing for new development to be subject to transportation levies to support improvements to the transportation system within and in proximity to the Plan Area. The ASP also contains Policy 5.3.5.1 indicating that direct access to Highway 2 shall not be considered unless approved by Alberta Transportation, and Policy 5.3.5.2 that manages future access onto Highway 23.</p> <p>There is no regional stormwater infrastructure in proximity to the Plan Area. A stormwater report was completed in support of the ASP which describes how stormwater may be managed in order to protect water quality, mitigate environmental impacts and prevent any impact on the Town of High River’s stormwater system.</p> <p>There was formerly a power transmission line that went through the Plan Area; however, this line was relocated between 2015 and 2018 to north of the Plan Area. The transmission line right of way remains registered on the titles of all impacted parcels and will be a consideration in future development approvals as long as it exists.</p> <p>While Phase 1 of development does not contemplate providing piped servicing in the short term, the Plan does contain policy in Section 6.1.1 obligating the County to continue to explore piped servicing options and to have piped servicing in place prior to Phase 2 of development.</p>

Policy in the ASP also indicates that rights of way for piped servicing will be included in the road cross sections of the internal road system and that Phase 1 development will be subject to deferred servicing agreements. As mentioned above, Phase 2 of development won't proceed prior to piped servicing being available and an ASP amendment being undertaken that will require approval by the Board.

It should be noted that the County fully anticipates providing piped servicing to this area within approximately 5 years but the development of a detailed servicing strategy may be dependent on the outcome of other projects currently underway. Foothills County is currently working on a sub-regional water project with the Town of Okotoks, which may potentially include the Town of Nanton south of the Plan Area. The County also has approval for a water treatment plant and wastewater treatment plant at Aldersyde which is to service portions of the Highway 2A Industrial Corridor and additional lands outside of the industrial corridor. While the ultimate configuration and service areas for these projects are still being determined, it is anticipated that water and wastewater servicing for the ASP area will be part of the Aldersyde sub-regional system but further study is required. A detailed servicing strategy will be completed prior to the ASP amendment required to enable Phase 2 of development.

Principle 2: Protect Water Quality and Promote Water Conservation

Section 6.2.1 the ASP requires stormwater management plans or lot grading plans in support of future development. There is also policy indicating that developers shall be encouraged to integrate best management practices that improve water quality in the design of stormwater systems. Policy 6.2.1.7 indicates that developers will be required to submit a detailed Erosion and Sediment Control (ESC) report detailing the downstream erosion impacts caused by any proposed stormwater discharge and detail how these impacts are being mitigated.

Water conservation will be addressed primarily in the design guidelines for the area (to be commenced in consultation with Alberta Transportation and the Town of High River within one year of approval of the ASP - Policy 8.4.5.1) and once the piped water system is installed all properties will have metered connections as is the policy throughout the County. It is anticipated that similar to the Highway 2A Industrial Corridor Design Guidelines (which will be implemented in the area in the interim) the design guidelines for the ASP area will indicate that design, construction and operation of commercial developments shall implement techniques to reduce the consumption of water, energy and materials consistent with best practices in sustainable design.

	<p>The ASP recognizes that there are a number of existing wetlands within the Plan Area. While none are expected to be Crown claimable, the ASP contains policy (Policy 7.3.1.1 and Policy 7.3.1.2) requiring wetland assessments be undertaken as part of rezoning and development permit applications and indicating that all requirements of the Alberta Wetland Policy and the Water Act shall be met.</p> <p>There are no mapped floodways in the plan area.</p> <p><i>Principle 3: Encourage Efficient Growth and Strong and Sustainable Communities</i></p> <p>While this plan is for an employment area and does not contemplate residential development, it does discuss pedestrian and bicycle connections to the Town of High River and provides for future transit should it become available.</p> <p>Section 4.3 of the ASP envisions primarily accommodating development that serves the travelling public, and commercial truck traffic, supports the agriculture industry or provides recreation opportunities.</p> <p>One of the foundational ideas behind this plan was to increase the County’s non-residential tax-base by creating a commercial area that could accommodate uses that require large areas of land or that may need to accommodate large vehicles which may be less desirable within the Town. The Town is then able to utilize their land base more efficiently accommodating more businesses in a smaller area. It is believed that development in the Foothills Crossing ASP area would be complementary to the Town, providing a place for less desirable uses and bringing in traffic from the highway that may support existing businesses in the Town making both municipalities more fiscally sustainable.</p>
<p>3.2.2 Demonstrate collaboration to coordinate with other member municipalities</p>	<p>The ASP area is within 1.6 km of the Town of High River and is contained in the Foothills County and Town of High River Intermunicipal Development Plan (IDP) area. It is identified in the IDP as a future Highway Commercial development area.</p> <p>The Town of High River was identified as a stakeholder in the structured engagement process that was undertaken during the plan development, however it is worth noting that there have been ongoing discussions between the two municipalities regarding these lands since the adoption of the IDP in 2012, and before. Please see the engagement summary document included in the application package for details on how the Town of High River was engaged with respect to this project.</p>

3.2.3

Water, wetlands and stormwater and regional corridors

A stormwater study was undertaken in support of the ASP. In accordance with the report as mentioned above Section 6.2.1 the ASP requires stormwater management plans or lot grading plans in support of future development. There is also policy indicating that developers shall be encouraged to integrate best management practices that improve water quality in the design of stormwater systems. Policy 6.2.1.7 indicates that developers will be required to submit a detailed Erosion and Sediment Control (ESC) report detailing the downstream erosion impacts caused by any proposed stormwater discharge and detail how these impacts are being mitigated.

Water conservation is to be addressed primarily in the design guidelines for the area and once the piped water system is installed all properties will have metered connections as is the policy throughout the County.

The stormwater study undertaken in support of the ASP identifies wetlands within the Plan Area but indicates that none of them are likely to be crown claimable. In section 7.3.1 of the ASP there is policy indicating that wetland assessments will be required in support of rezoning and development approval processes. Wetlands will be delineated and classified using the Alberta Wetland Classification System and assigned an ecological wetland value using the Alberta Wetland Rapid Evaluation Tool. Policy 7.3.1.2 of the ASP indicates that all requirements of the Alberta Wetland Policy and the Water Act applicable to lands in the Plan Area shall be met through the rezoning and development permit approval processes.

As illustrated in Figure 2 Plan Area, the ASP area is bounded by a level 1 provincial highway on the west and a level 2 provincial highway on the south. A TIA was undertaken in support of the plan to determine if future development would impact either of these roads and to outline improvements that would be required to support development. The TIA indicated that even at full buildout, development of the Plan Area would not necessitate improvements to either of the interchanges on Highway 2. A new intersection on Highway 23 (the level 2 highway) is proposed and will be funded by area developers.

To ensure that all transportation impacts are understood, Policy 5.2.5.2 indicates that all new commercial development may be subject to transportation levies to support improvements to the transportation system within and in proximity to the Plan Area. Policy 5.2.5.3 requires a

	<p>traffic study be undertaken for all new proposed commercial development to determine impacts on the transportation system.</p> <p>Figure 2 Plan Area in the ASP also identifies all utility corridors in the plan area and within 1.6 km of the Plan Area as identified in Schedules 5 and 6 of the Interim Growth Plan. It should be noted that the power transmission line that is shown to cross the plan area was decommissioned and relocated north of the Plan Area between 2015 and 2018. Figure 2 also illustrates that there are two pipelines that cross the site. There are easements in place to protect all the existing rights of way as indicated in Figure 7 Easements and Rights of Way.</p>
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3.3 Flood Prone Areas	
3.3.1 Development in the floodways	There are no identified floodways in the plan area.
3.3.2 Flood protection in flood fringe areas	There are no identified flood fringe areas in the plan area.

3.4 Development Types	
3.4.1 Intensification and Infill Development	
3.4.1.1 Intensification and Infill in existing settlement areas in cities, towns, and villages	Not applicable.

<p>3.4.1.2 Intensification and Infill of existing settlement areas in hamlets and other unincorporated urban communities within rural municipalities</p>	<p>Not applicable.</p>
<p>3.4.2 Expansion of Settlement Areas</p>	
<p>3.4.2.1 Expansion of settlement areas in a contiguous pattern</p>	<p>Not applicable.</p>
<p>3.4.2.2 Expansion of settlement areas with 500 or greater new dwelling units</p>	<p>Not applicable.</p>
<p>3.4.2.3 Rationale for expansion of settlement areas that do not meet all components of Policy 3.4.2.1 and 3.4.2.2</p>	<p>Not applicable.</p>
<p>3.4.3 New Freestanding Settlement Areas</p>	
<p>3.4.3.1 New freestanding settlement areas</p>	<p>Not applicable.</p>

<p>3.4.3.2 New freestanding settlement areas with 500 or greater new dwelling units</p>	<p>Not applicable.</p>
<p>3.4.3.3 Rationale for new freestanding settlement areas with 500 or greater new dwelling units that do not meet all components of Policy 3.4.3.2</p>	<p>Not applicable.</p>
<p>3.4.4 Country Residential Development</p>	
<p>3.4.4 Country Residential Development</p>	<p>Not applicable.</p>
<p>3.4.5 Employment Areas</p>	
<p>3.4.5.1 New employment areas make efficient and cost effective use of existing and planned infrastructure and services.</p>	<p>This ASP proposes a new highway commercial employment area. This area had been previously identified as a future highway commercial area in the Town of High River and Foothills County Intermunicipal Development Plan in 2012.</p> <p>The only existing regional infrastructure in proximity to the Plan Area is transportation infrastructure and an AltaLink transmission line. There is a level 1 provincial Highway along the west boundary of the Plan Area with a grade separated interchange at either end. A Traffic Impact Assessment was undertaken in support of the plan which lays out required improvements in the short term and at the 2035 and 2045 horizons. The plan has policy to ensure that any required improvements will be financed by development proponents. The TIA indicates that even at full build out of both phases, development of the plan area will not necessitate improvements to either interchange. Development of the Plan Area should not impact the transmission line.</p>

<p>3.4.5.2 Connections to transit stations and corridors</p>	<p>The Transportation Concept illustrated in Figure 11 of the ASP illustrates locations for potential future transit stops. Section 5.5.2 of the plan indicates that future transit is unlikely in the foreseeable future, but it does illustrate conceptual locations for transit stops that provide transit access within approximately 400 m from any part of the Plan Area. This section also indicates that either a loop could be created through the ASP area entering and leaving from the same main access point, or there could be a one-way route through the Plan Area that enters via the south access and leaves via the north access or vice versa.</p>
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<p>3.5 Regional Corridors</p>	
<p>3.5.1.1 Mobility Corridors</p>	<p>Figure 2 Plan Area identifies mobility corridors within 1.6 km of the Plan Area. It shows that the ASP area is bounded by a level 1 provincial highway on the west and a level 2 provincial highway on the south.</p> <p>Locating an employment area as proposed in the ASP makes excellent use of regional mobility corridors by locating development directly adjacent to this existing infrastructure. A TIA was undertaken to identify any potential impacts to the adjacent transportation corridors and section 5.2 of the plan speaks to future improvements that may be required to the intersection on Highway 23 and how they will be paid for. The TIA also indicates that even at full build-out of both phases, development of the plan area will not necessitate improvements to either interchange. To ensure that unforeseen impacts do not take place, Policy 5.2.5.3 requires that a traffic study be undertaken in support of all new proposed commercial development to determine potential impacts on the transportation system. Policy 5.2.5.2 indicates that all new commercial development may be subject to transportation levies to support improvements to the transportation system within and in proximity to the Plan Area.</p>
<p>3.5.2.1 Transmission Corridors</p>	<p>Figure 2 Plan Area in the ASP identifies all transmission corridors in the plan area and within 1.6 km of the Plan Area as identified in Schedules 5 and 6 of the Interim Growth Plan.</p> <p>It should be noted that the power transmission line that is shown to cross the plan area was decommissioned and relocated to the north side of the Plan Area between 2015 and 2018. There are two pipelines that cross the site, and there are easements in place to protect these rights of way as indicated in the ASP in Figure 7 Easements and Rights of Way.</p>