

PUBLIC HEARINGS AND MEETINGS
PLANNING AND DEVELOPMENT REPORT TO COUNCIL
FOOTHILLS CROSSING ASP
March 23, 2022
To be heard at 1:30 pm

APPLICATION INFORMATION		FILE NO. 22R 008
	DATE COUNCIL APPROVED TERMS OF REFERENCE: April 29, 2020	
	LOCATION OF SUBJECT LANDS: East side of Highway #2, between Highway #23 and 498 th Avenue interchanges.	
	LANDOWNERS: Multiple landowners	
LEGAL DESCRIPTION: Multiple parcels in Sec. 9-19-28 W4 and Sec. 4-19-28 W4; east of Highway #2. (See Legal Descriptions & Property Information in Appendix B)		
AREA OF SUBJECT LANDS: +/- 752.98 acres		
CURRENT LAND USES: Agricultural, Country Residential, Highway Commercial, Direct Control #18 and Direct Control #20		
PROPOSED LAND USE: This proposal does not amend land use in the Plan Area		
POLICY AREA: Located within the Town of High River and Foothills County Intermunicipal Development Plan Area		
PROPOSAL: To consider the adoption of the Foothills Crossing Area Structure Plan (attached as Appendix E to this report) to guide the future development of a highway commercial employment area on the east side of Highway #2 between the Highway #23 and 498 th Avenue interchanges.		
DIVISION NO.: 1	DEPUTY REEVE Rob Siewert	FILE MANAGER: Julie McLean

EXECUTIVE SUMMARY:

Summary of Proposal

The proposed new Foothills Crossing ASP provides a framework for the long-term development of a Highway Commercial Area on the east side of Highway #2 in two phases.

Pertinent Site Considerations

The lands within the Plan Area are relatively flat, with some localized low wet areas. While none are expected to be Crown Claimed, those that may be potentially Crown claimable have been identified. The lands drain both to the east and the west with the dividing line

being slightly east of the middle - that is the westerly portion of the Plan Area drains to the west and the easterly portion drains to the east. The lowest point in the Plan Area is a borrow pit on a parcel that is owned by Alberta Infrastructure, located along the existing service road. The borrow pit was created during the construction of 498th Avenue in 2012.

The Plan Area is located along Highway #2, a level 1 provincial highway. There is a grade separated interchange at either end of the Plan Area (at Highway #23 and 498th Avenue). The existing transportation system provides an excellent opportunity for an employment area with direct access to regional transportation infrastructure.

The predominant land use in the Plan Area is currently agriculture though there are some existing businesses, several residences and a church. Existing development is serviced with wells and septic systems, but piped services are anticipated for the Plan Area and interim development will be subject to deferred servicing agreements.

Potential off-site impacts have been identified and the plan contains policy designed to mitigate negative impacts.

Policy Evaluation

The application has been reviewed in terms of the South Saskatchewan Regional Plan, the Calgary Metropolitan Region Board's (CMRB) Interim Growth Plan, the Town of High River and Foothills County Intermunicipal Development Plan, Foothills County's Municipal Development Plan 2010, the Land Use Bylaw and the Growth Management Strategy and the High River Highway Commercial Area Concept Plan and has been deemed to conform to the policy framework provided in these documents.

Under the CMRB Interim Regional Evaluation Framework (IREF), should this ASP be granted first reading by Foothills County Council, it will require approval by the CMRB prior to 3rd reading of the Bylaw adopting the ASP.

Public and Stakeholder Engagement

A four phase engagement was outlined in the engagement strategy that was approved by Council. Engagement was undertaken with identified stakeholders during the project initiation, when two preliminary concepts had been developed and then again when a draft plan had been completed. The public were included in the review of the preliminary concepts and again when the draft plan was complete. This public hearing constitutes the final phase of engagement proposed.

Referral Considerations

This application was subject to a 30-day agency circulation prior to this hearing. Some of the expected responses had not yet been received at the time of submission of this staff report.

PURPOSE OF APPLICATION:

The purpose of the application is to consider the adoption of a new area structure plan that will provide a framework for the development of a highway commercial area on the subject lands in two phases.

Background:

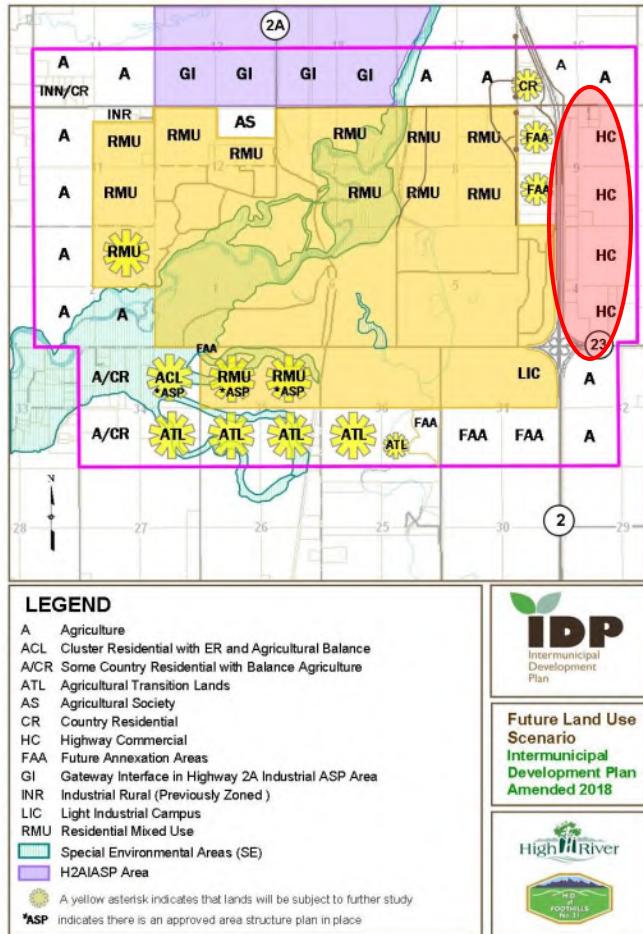
The area that is the subject of this application was identified in 2012 in the Town of High River and Foothills County Intermunicipal Development Plan (IDP) as a future highway commercial area. The IDP also outlined several joint projects to be undertaken in the area.

Since the IDP was approved, there has been some re-zoning and commercial development approved in the area. However, Council felt that prior to further development proceeding, it would be beneficial to complete a comprehensive planning framework and to gain an understanding of the infrastructure improvements that would be needed to support development in the area. Thus, direction was given to administration in the spring of 2020 to undertake an area structure plan.

On April 29, 2020 Council approved a Terms of Reference for the development of an area structure plan for the subject lands with the following motion:

"That Council direct County administration to proceed with the creation of an Area Structure Plan to guide the future development of a Highway Commercial area east of Highway #2 as outlined in those Terms of Reference."

During the development of the ASP, Council's direction has been sought regarding the engagement strategy, the transportation concept and name and then on September 22nd Council reviewed a draft ASP document and gave direction to administration to undertake a public and stakeholder review. Subsequent to that review, staff brought Council a report on the engagement on December 15, 2021. After reviewing the summary of the feedback received, Council directed staff to undertake some amendments to the draft document and to schedule a public hearing prior to Council considering granting first reading to a bylaw adopting the plan.



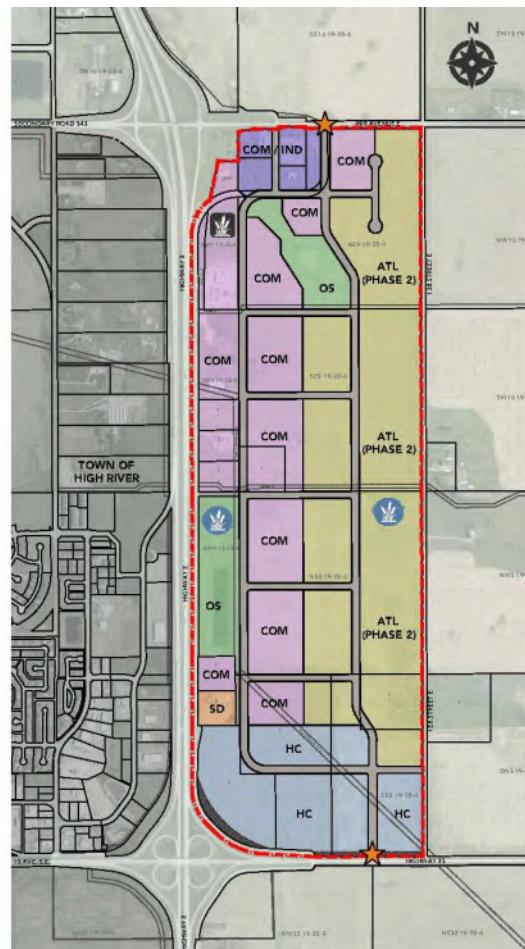
Brief Overview of Proposed ASP:

The ASP outlines a vision and guiding principles and contemplates land use, transportation, and stormwater concepts to support the future development of a highway commercial area in two phases. It also speaks to future piped servicing, design guidelines and studies that will need to be undertaken prior to development of the lands.

Land Use Concept

The proposed land use concept for the ASP divides the Plan Area into several policy areas. These include Agriculture Transition Lands (ATL), Highway Commercial (HC), Commercial (COM), Light Industrial / Commercial (COM/IND), Service District (SD) and Open Space (OS). For each policy area there is a description of the intended use and the districts under the Land Use Bylaw which would be supported for future redesignations are indicated.

In order to prevent premature conversion of agricultural lands, the Agricultural Transition Lands, which make up most of the eastern portion of the Plan Area, are contemplated as the second phase of development. An ASP amendment will be required prior to Phase 2 of development proceeding.

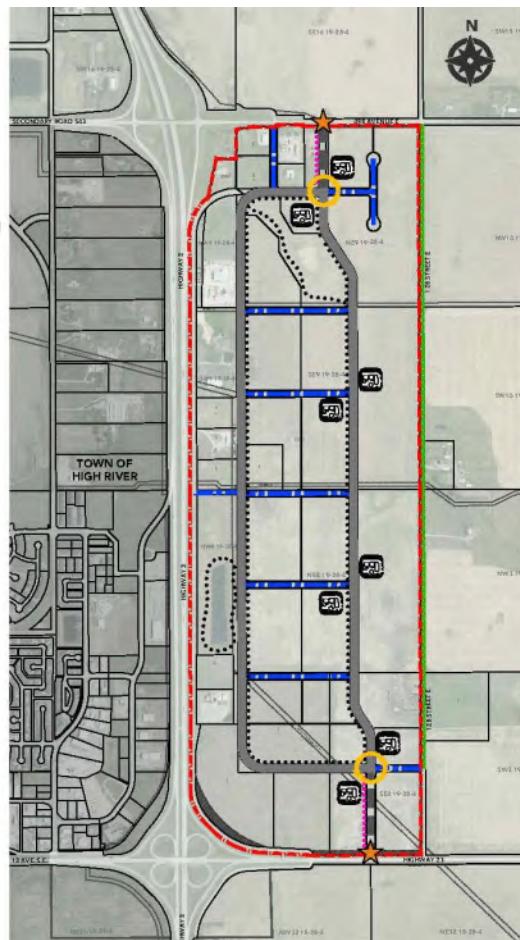


Transportation Concept

The transportation concept illustrates the planned access to the Plan Area from both the north and the South and lays out the primary road network.

The existing service road is to be displaced to the east side of the existing lots that front Highway #2. This reduces the cost for construction and maintenance and achieves efficiencies by enabling double loading of roads, utilities and future piped servicing. Internal subdivision roads may be added to the illustrated primary road network.

Transportation improvements required to support development will be developer funded and phased over time. Should the County construct any transportation infrastructure in anticipation of development, off-site levies or similar mechanism will be implemented to recover costs.



Servicing

Early on in the project scoping process for the ASP it was determined that there are enough unknowns regarding piped water and wastewater servicing that the development of a detailed servicing concept should be postponed.

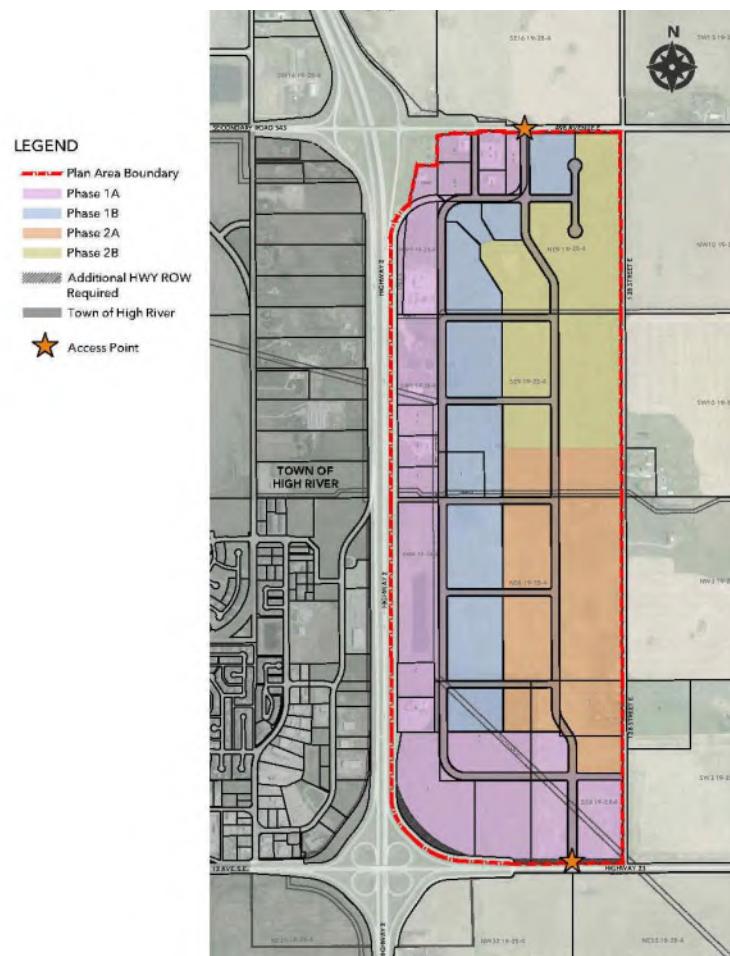
While the Foothills County and Town of High River Intermunicipal Development Plan speaks to possibility of a servicing agreement, the Town has indicated that they are no longer interested in extending piped services to the Plan Area.

The County believes that there are several other viable possibilities for piped servicing to the area, but further study is required to determine which will be the most efficient and cost effective. As such, the ASP indicates that Phase 1 development in the Plan Area may be supported through on-site servicing and deferred servicing agreements will be employed requiring hooking up to piped servicing once available. Utility rights of way for piped services have been incorporated into the design for internal roads and Foothills County will continue to explore piped servicing options as development proceeds. Piped servicing must be available prior to Phase 2 of development proceeding.

Phasing

The ASP provides a phasing strategy that illustrates the proposed sequencing of development in the Plan Area. The Plan Area will be divided into two main phases for development with Phase 1 generally in the west half of the Plan Area and Phase 2 in the east half. These two main phases of development may be further divided into sub-phases approximately as shown in the map at right.

As previously mentioned in this report, piped servicing as well as an ASP amendment will be required prior to Phase 2 of development proceeding.



SITE CONSIDERATIONS:

Topography:

The lands within the Plan Area are relatively flat, with some localized low wet areas some of which may be classified as wetlands. No wetlands within the Study Area are expected to be crown claimed, however there were three seasonal wetlands that were identified in the stormwater report that was undertaken in support of the ASP as being potentially crown claimable.

The stormwater report also indicates that the Plan Area is divided by a ridge slightly east of the middle of the Plan Area which separates it into two drainage boundaries. However, the study area is somewhat contained due to its location adjacent to elevated transportation corridors (Highways #2 and #23 and 498th Avenue).

The existence of culverts under Highway #2 allows some flows to be conveyed under the highway towards the Town of High River. The lowest point in the Plan Area is currently a borrow pit created during the construction of 498th Avenue in 2012.

Access and Transportation Infrastructure:

The Plan Area has very good access to the provincial highway system being located adjacent to Highway #2 between the 498th Avenue and Highway #23 grade separated interchanges. The current north access to the Plan Area is anticipated to be able to remain at its current location, however the south access will need to be relocated to the east to meet Alberta Transportation's setback requirements to the future upgraded interchange.

A TIA that was undertaken in support of the ASP to ensure that any impacts to the provincial transportation system are understood and may be mitigated.

Current Land Use:

Currently the majority of the Plan Area is in agricultural production with a few businesses and a church located along the service road adjacent to Highway #2. Current designations under the Land Use Bylaw include Agricultural District, Country Residential District, Highway Commercial District, Direct Control District #18 and Direct Control District #20.

Servicing Considerations:

While there is currently no piped servicing in this area, it is expected that the area will be serviced with water and wastewater. Foothills County will continue to evaluate water and wastewater servicing options as Phase 1 development proceeds.

Identified Potential Off-Site Impacts:

Traffic:

While commercial development in the Plan Area will generate traffic, the TIA that was undertaken in support of the ASP indicates that it will not negatively impact the safety or functionality of either interchange or require upgrades to either interchange beyond those already planned for the Highway #23 interchange. The TIA indicates that improvements (either signalization or a roundabout) will be required at the intersections which provide access to the Plan Area, from Highway #23 and 498th Avenue, these may be phased, will be completed when deemed necessary and will be funded by the area developers.

Stormwater:

A stormwater report was undertaken in support of the ASP. The report lays out the necessary infrastructure to manage stormwater in the Plan Area. Further, it indicates that Development of the Plan Area can be undertaken without creating negative off-site impacts.

Light Pollution and Light Trespass:

Development in the plan area will be subject to Foothills County's Dark Sky Bylaw to ensure light pollution and light trespass are mitigated.

Visual character (as a gateway area):

Foothills County recognizes the importance of maintaining a high standard of development for the Plan Area. This is in keeping with the investment that will be required to develop the area and is appropriate for an area that forms part of a “gateway” to both the County and the Town. As such, Policy 8.4.5.1 in the ASP indicates that Foothills County will, in consultation with the Town of High River and Alberta Transportation, develop a set of design guidelines for the Foothills Crossing Plan Area subsequent to the approval of the ASP. In the interim, the Highway 2A Industrial ASP Design Guidelines will be applied to development applications in the Plan Area.

POLICY EVALUATION:

South Saskatchewan Regional Plan:

The SSRP provides a high-level policy framework for all lands in the South Saskatchewan River Basin within Alberta, including all sub basins. The Foothills Crossing ASP is generally aligned with the policy direction of the South Saskatchewan Regional Plan (SSRP). The most relevant policy sections of the SSRP are related to Economy and Community Development.

Calgary Metropolitan Region Interim Growth Plan (IGP) and Interim Regional Evaluation Framework (IREF):

The Calgary Metropolitan Region Board (CMRB) was established in 2018 by the Government of Alberta with the bringing into force of the Calgary Metropolitan Region Board Regulation (Alberta Regulation 190/2017). The CMRB is comprised of elected officials from the City of Calgary, City of Airdrie, City of Chestermere, Town of Cochrane, Town of High River, Town of Okotoks, Town of Strathmore, Foothills County, Wheatland County and Rocky View County.

The CMRB’s role is to ensure planning for regionally significant growth is coordinated between the member municipalities. In 2021 the CMRB approved a regional growth plan, however it has not yet been approved by the Minister of Municipal Affairs and so it is not yet in effect. Until such time as the regional growth plan is approved, all statutory plans within the Calgary Metropolitan Region are required to be consistent with the principles, objectives and policies of the Interim Growth Plan (IGP).

The IGP was approved in October 2018 in order to provide a framework for growth while the fulsome regional growth plan was being undertaken. It is applied utilizing the criteria laid out in the Interim Regional Evaluation Framework (IREF). The IREF dictates when a statutory plan must be submitted to the CMRB for approval and also provides objective evaluation criteria and procedures for the CMRB to follow in the review and approval of statutory plans, to ensure plans are consistent with the long-term regional interests identified in the IGP.

Under Section 4.1 of the IREF, because the Foothills Crossing ASP contemplates a new employment area, it must be submitted to the CMRB for approval. The ASP has been evaluated with respect to its alignment with policy in the Interim Growth Plan and has

been found to be consistent with the relevant policy in that plan. In particular, it aligns with the Region Wide Policies in Section 3.2 including the requirement to demonstrate collaboration with other member municipalities within 1.6 km of the new ASP. It also aligns with the policies regarding flood prone areas in Section 3.3, policies regarding employment areas in section 3.4.5 and policies regarding regional corridors in Section 3.5 of the IGP.

Town of High River and Foothills County Intermunicipal Development Plan (IDP)

The IDP describes a shared vision for the development of the lands along the boundary between the Town and the County. It also provides a high-level policy framework and decision-making processes that respect the interests of both municipalities.

The Foothills Crossing ASP was developed in consideration of the policy framework provided in the Town of High River and Foothills County IDP. Policy 8.4.5.2 of the ASP indicates that the County will ensure that future development will be in accordance with the IDP. As noted previously, the Plan Area was identified in 2012 in the IDP as a future highway commercial area and the IDP outlined four joint projects to be undertaken in the area:

1. a joint economic development study,
2. an investigation into the possibility of a servicing agreement relative to the area,
3. an exploration of a potential revenue sharing agreement, and
4. the development of some design guidelines relative to gateway areas.

The Town of High River has indicated that they do not wish to pursue the first two projects (an economic development study and a servicing agreement). With respect to the third project, the ASP indicates in Section 8.4.3 that negotiations regarding a revenue sharing agreement can commence at the Town's request.

With respect to the fourth joint project, the ASP contains policy committing Foothills County to begin work on a set of design guidelines, in consultation with the Town of High River and Alberta Transportation within one year of the approval of the ASP (Policy 8.4.5.1).

Municipal Development Plan (MDP2010):

The County's MDP was adopted in 2010 and amended in 2017. The MDP provides a vision for future growth and development in the County and provides a series of objectives and policies to attain that vision. The vision provided in the MDP supports a strong agricultural heritage, vibrant communities, a balanced economy and the stewardship of natural capital for future generations in a diverse rural landscape.

The MDP indicates that Foothills County welcomes new and existing businesses because they expand local job opportunities and help the County weather economic downturns. Commercial development is also an important generator of municipal revenue to help create a balanced and stable tax base in the County. The primary goal for the economy in Foothills is articulated as follows: to work independently and with other private and public agencies to drive economic growth by accommodating a variety of complementary

business uses, services, and employment opportunities within the boundaries of the County.

The Foothills Crossing ASP has been evaluated in the context of the County's MDP2010 and has been found to be consistent with the goals and objectives in that plan.

Land Use Bylaw:

Under the Municipal Government Act, every municipality in Alberta is required to approve a Land Use Bylaw. This bylaw assigns different land use districts (or zoning) to lands in the municipality, outlines the rules and requirements related to the development of land in each district and describes the processes for re-designation, subdivision and development permit applications

Foothills County's Land Use Bylaw 60/2014 was adopted in December 2014. The Foothills Crossing ASP was written in consideration of the Land Use Bylaw, it outlines a future land use concept for the area which divides the Plan Area into several policy areas. For each of the policy areas, the ASP indicates which specific districts in the Land Use Bylaw are supported.

Growth Management Strategy:

Foothills County's Growth Management Strategy (GMS) was adopted by resolution in 2013. The goal of the GMS is to provide strategies for managing growth and development that build on the vision for the County that was described in MDP 2010.

The GMS divides the County into five growth management districts, the East District, the South Central District, the South West District, the North West District and the Central District. The Foothills Crossing ASP area is located in the Central District, the district that has seen the most growth and development and that is expected to continue to accommodate the majority of the County's growth going forward.

The Foothills Crossing ASP was developed in consideration of the vision for future growth laid out in Foothills County's Growth Management Strategy.

High River Highway Commercial Centre Area Concept Plan

There are two parcels at the south end of the Plan Area that have an Area Concept Plan (ACP) in place. The High River Highway Commercial Centre ACP is a non-statutory plan for a future commercial development that was adopted by resolution of Council May 13, 2004. Within the approximately 98 acre site, the ACP contemplates a 10-acre Travel Centre / Truck Stop, Highway Commercial development, a retail outlet mall, a farmer's market and a 50–75-unit RV Park and Campground.

This ACP is a non-statutory plan and it can remain in place subsequent to the adoption of this ASP as long as it is not in conflict with it. No major conflicts have been noted between the two plans. It is noted that the site plan illustrated in the ACP would need to be adjusted due to the road configuration contemplated in the ASP, however the ACP

indicates that the final site plan would likely be adjusted to accommodate confirmed tenants so this is not seen as a conflict.

PUBLIC AND STAKEHOLDER ENGAGEMENT:

The Engagement Strategy for the ASP project was approved by Council on June 24, 2020. It speaks to four phases of engagement as follows:

- Phase 1: Stakeholder awareness and identification of issues;
- Phase 2: Public awareness and evaluating options;
- Phase 3: Feedback on draft plan; and
- Phase 4: Public hearing and approval process.

Stakeholders were identified at the project outset and included landowners in the Plan Area, Alberta Transportation and the Town of High River. In each phase of engagement, stakeholders were contacted directly by mail or email. They were informed of the status of the project at each phase and were encouraged to visit the project page on the County website to get more information and to participate in on-line surveys. They were also invited to contact the project manager directly with questions or concerns. Narrated PowerPoint presentations were posted on the project page for those who did not wish to review the written materials.

The public were notified about the project and the engagement opportunities through the newsfeed on the County's website and through social media. As with stakeholders, the public were directed to the project page of the County's website and were able to review all the materials and participate in the survey.

Council was provided with an engagement summary report after each of the Phase 2 and Phase 3 engagements. This hearing comprises the Phase 4 engagement contemplated in the Engagement Strategy.

Engagement with the Town of High River:

Because this area was identified in the Town of High River and Foothills County IDP as a future highway commercial area in 2012, engagement with the Town regarding this area has been ongoing since that time. This area has been discussed at Intermunicipal Committee Meetings on numerous occasions over the past 10 years. One of the recurring themes in these discussions has been that the Town desired that the County undertake a comprehensive plan for the area.

As part of the Engagement Strategy for the ASP, the Town of High River were identified as a stakeholder in the plan development process. As such, the Town was engaged directly in each phase of the engagement process.

The Town of High River was included in the 30-day agency referral of the ASP prior to this hearing, but while a response is anticipated, it had not been received at the time of submission of this report.

The main issues that the Town has brought forward during the plan development process were:

- The Town does not wish to provide piped servicing to the Plan Area

- The Town feels there should be a detailed “servicing functional report” as part of the ASP
- It is important that there is a high standard of development for the area
- The Town is concerned about competition with businesses in the Town

Piped Servicing:

Foothills County acknowledges that the Town does not wish to provide piped servicing to the Plan Area. The County is investigating other options to provide piped servicing to the area, but which concept ends up being the most efficient and cost effective will depend on the outcome of other projects currently underway. The County is confident that the area can be serviced and the ASP provides for future servicing by accommodating utility rights of way in roads, and by speaking to the requirement for deferred servicing agreements for interim development. The ASP also indicates that only the first phase of development may proceed prior to piped servicing being in place. Prior to Phase 2 of the Plan Area being developed, piped servicing must be available and an ASP amendment will be required.

High Standard of Development:

Preservation of the appearance of gateway areas around the Town was an interest identified by the Town during the development of the IDP. To address this interest, the IDP contemplates a joint project to create design guidelines for that portion of the IDP area that was identified as a future Highway Commercial development and is now the Plan Area for the ASP. Foothills County recognizes the importance of achieving a high standard of development in the Plan Area. Policy 8.4.5.1 of the ASP commits Foothills County to begin work on a set of design guidelines, in consultation with the Town of High River and Alberta Transportation within one year of the approval of the ASP.

Competition with Business in the Town:

The Town of High River has brought up concerns about future businesses in the Plan Area competing with businesses in the Town. This is an interest that had been identified by the Town during the drafting of the IDP and to address this concern, the IDP had suggested a joint economic development study. The process to undertake this study was commenced twice, but ultimately the Town indicated that they did not wish to participate and waived the requirement on the condition that the County approve an ASP for the Plan Area.

While it is impossible to completely avoid competition, the County anticipates that the development of this highway commercial area would actually bring business to the Town by bringing in some of the highway traffic that would otherwise just pass by and possibly even becoming a destination for day trips. In addition, the Plan Area could accommodate businesses that may be problematic if located within the Town due to large land requirements or the necessity to move large equipment in and out, for example farm implement dealerships or commercial storage facilities.

CIRCULATION REFERRALS	
REFEREE	COMMENTS
INTERNAL	
Ag Service Board	No response
Engineering / Public Works	Public Works provided some comments relative to the stormwater report. The report assumes a fully mechanical stormwater system and does not consider LID practices or site specific solutions that could significantly reduce costs. The stormwater report did make reference to the fact that exploring these types of solutions could provide cost savings.
Emergency Services, Protective Services and Fire Department	No response
GIS / Addressing	Some properties currently accessing off existing service road may need to change their address once the service road has been relocated to the east and their access changes. Whether road names or numbers are to be utilized should be considered at subdivision approval stage.
EXTERNAL	
Alberta Agriculture and Forestry	No response
Alberta Community Development	No response
Alberta Energy Regulator	<i>"The AER does not provide comments on ASP- at this time there is no associated setbacks with this application. When there is proposed development please circulate the application at that time."</i>
Alberta Environment and Parks	No response
Alberta Transportation	No response received prior to submission of this report, although a response is expected prior to the public hearing. If received, it will be provided to Council as part of the public hearing.
Altalink	No response
Atco Gas	ATCO Gas has no objection to the proposed Area Structure Plan.
Atco Pipelines	There is a high pressure facility located on the subject lands (See Pipeline ROW 9810676 on Figure 7 Easements & Rights of Way in ASP document). Atco Pipelines provided a response letter attached as Appendix D
Fortis	No response
School Divisions	No response

CIRCULATION REFERRALS	
Telus	TELUS Communications Inc. has no objection to the above circulation.
Town of High River	No Response received prior to submission of this report, however a response is expected prior to the public hearing. If received, it will be provided to Council as part of the hearing.
PUBLIC	
Western Wheel	Notice of this hearing was advertised in the March 9 th and March 16 th issues of the Western Wheel.
Land Owners (1/2 Mile)	Notice of this hearing was direct mailed to landowners within one half mile of the ASP area. One phone call was received from a landowner in the Plan Area with questions. No written responses had been received at the time of finalizing this report.

UPDATES TO CIRCULATION VERSION OF ASP

The public hearing version of the ASP (Attached as Appendix E to this report) has had minor updates since the circulation. None of these updates substantively change the plan. There were a number of minor grammatical corrections and the following additions:

1. Section 3.2 - Added reference to the CMRB Interim Growth Plan (IGP) and Interim Regional Evaluation Framework (IREF):

It had been anticipated that the Minister of Municipal Affairs would have approved the CMRB Growth Plan and Regional Evaluation Framework (REF) prior to this application being considered for first reading by Council and so only the fulsome growth plan had been addressed in the Plan. Since the IGP and IREF are still in effect at this time, they have been added to the legislative framework.

2. Added new Section 3.6 and renumbered former Section 3.6 to 3.7:

The ASP previously did not include a section regarding Foothills County's Growth Management Strategy in the Legislative Framework section of the document, so a short section was added describing the relevant guidance provided in this document.

3. Section 8.4.1 - Added reference to IGP:

As with Section 3.2 discussed above, the ASP had not previously referenced both the CMRB Growth Plan and IGP. Reference to the collaboration requirements under the IGP were added to this section

SUMMARY

Council is asked to consider granting first reading to Bylaw ##/2022 adopting the Foothills Crossing Area Structure Plan. Council is also asked to consider whether they would like any amendments to the plan to address matters brought forward as part of the public hearing process.

Should Council grant first reading, the ASP will need to be submitted to the CMRB for approval prior to Council considering granting final readings to the bylaw.

OPTIONS FOR COUNCIL CONSIDERATION:

OPTION #1 - APPROVAL:

Should Council feel that the proposed ASP has merit, is consistent with the existing regional and municipal policy frameworks and no significant planning considerations have been brought forward through the public hearing that cannot be resolved through the planning process; Council may consider granting first reading to Bylaw ##/2022 adopting the Foothills Crossing Area Structure Plan

Council may also wish to provide direction with respect to any amendments they deem necessary to address issues brought forward as part of the public hearing process.

Recommended Conditions for Option #1:

1. Approval of the Foothills Crossing Area Structure Plan by the Calgary Metropolitan Region Board (CMRB) prior to consideration of 2nd and 3rd readings;

OPTION #2 POSTPONE APPLICATION

Should Council feel that they require additional information or deem more discussion of the application at the intermunicipal level to be required prior to rendering a decision; Council may wish to postpone their decision on the adoption of the Foothills Crossing Area Structure Plan.

OPTION #3 REFUSE APPLICATION

Should Council feel that the application does not have sufficient merit, is not consistent with the existing regional and municipal policy framework or significant planning considerations have been brought forward through the public hearing process which Council does not feel can be resolved, Council may wish to refuse the application for adoption of the Foothills Crossing ASP and provide further direction to administration.

APPENDICES:

APPENDIX A - MAP SET:

LOCATION PLAN

PLAN AREA WITH ORTHO

APPENDIX B:

LEGAL DESCRIPTIONS & PROPERTY INFORMATION

APPENDIX C:

PROPOSED BYLAW

APPENDIX D:

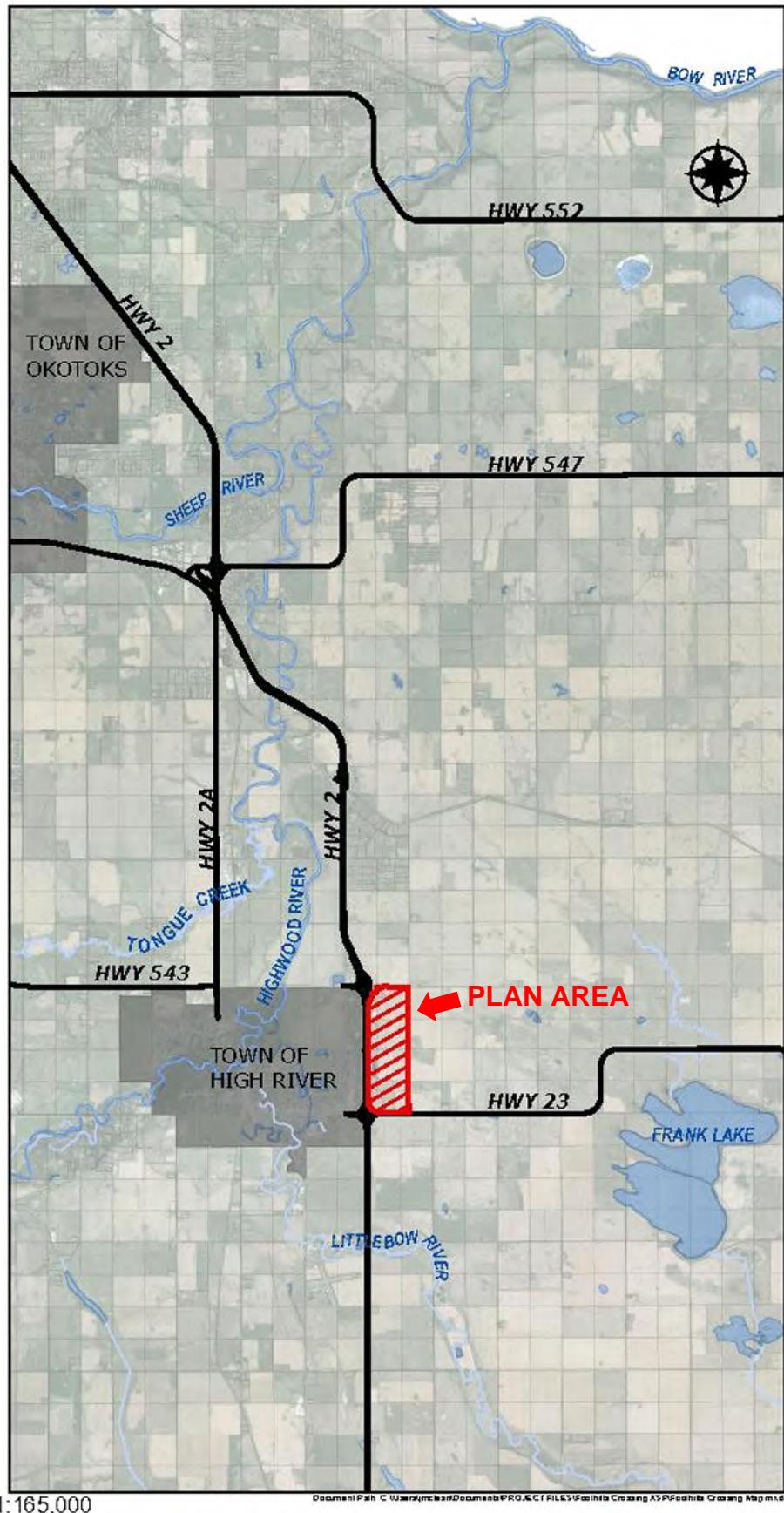
ATCO PIPELINES RESPONSE LETTER

APPENDIX E:

PROPOSED FOOTHILLS CROSSING AREA STRUCTURE PLAN

APPENDIX A - MAP SET

LOCATION PLAN

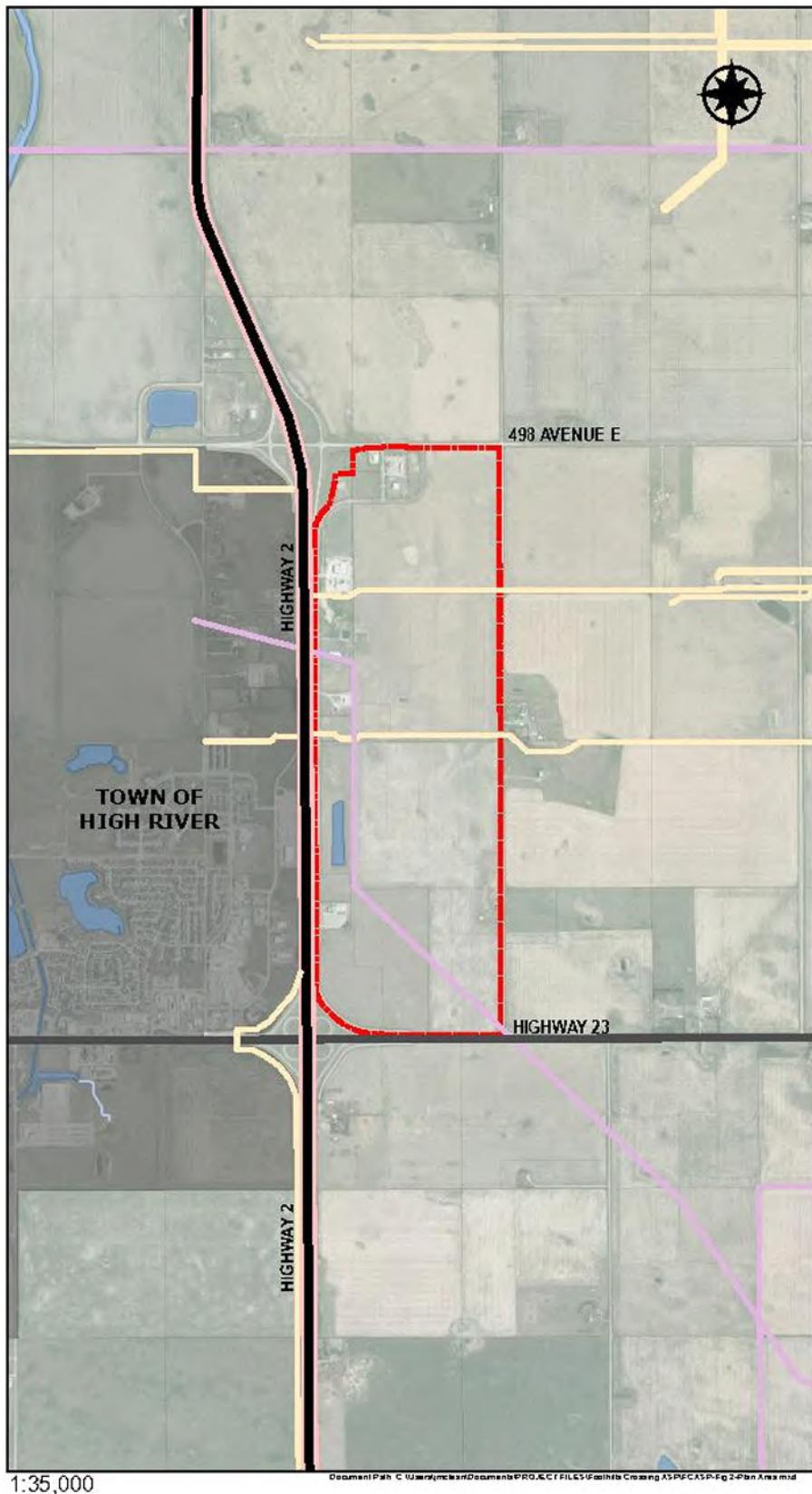


PLAN AREA WITH ORTHO

Figure 2
Plan Area

LEGEND

- Plan Area Boundary
- Canamex Highway (Level 1 Highway)
- Provincial Level 2 Highway
- Power Line
- Pipeline



APPENDIX B - LEGAL DESCRIPTIONS & PROPERTY INFORMATION

Legal land descriptions in Plan Area

ATS Legal	Plan, Block, Lot	Size (Ac)	L/U
NW 4-19-28 W4		31.56	A
W 4-19-28 W4	375IC, Blk C	6.2	HC
NE 4-19-28 W4		159.88	A
S 4-19-28 W4	Plan 0612882 Blk 1 Lot 2	65.56	DC-18
S 4-19-28 W4	Plan 0612882 Blk 1 Lot 1	32.69	DC-18
SW 4-19-28 W4	Plan 6437HR Blk A	6.4	HC
SE 4-19-28 W4	Plan 0714303 Blk 1 Lot 3	16.53	CR
SE 4-19-28 W4		63.11	A
NW 9-19-28 W4		20.95	A
NW 9-19-28 W4	Plan 1410162 Blk A *	2.73	A
NE 9-19-28 W4		129.51	A
NE 9-19-28 W4	Plan 1312714 Blk 1 Lot 8	4.16	A
NE 9-19-28 W4	Plan 1110565 Blk 1 Lot 6	5.06	DC-20
NE 9-19-28 W4	Plan 1110565 Blk 1 Lot 7	3.21	DC-20
NE 9-19-28 W4	Plan 1212263 Blk 2 Lot 9	4.57	DC-20
NE 9-19-28 W4	Plan 1212263 Blk 2 Lot 8	5.36	DC-20
SW 9-19-28 W4		17.5	DC-20
SW 9-19-28 W4	Plan 0713773 Blk 1 Lot 3	6.0	CR
SW 9-19-28 W4	Plan 0610463 Blk 1 Lot 2	6.0	CR
SW 9-19-28 W4	Plan 0113560 Blk 1 Lot 1	6.0	CR
SE 9-19-28 W4		149.99	A
SE 9-19-28 W4	Plan 9911805 Blk 1 Lot 1	10.01	CR
	TOTAL AREA	752.98	

**BEING A BYLAW OF FOOTHILLS COUNTY TO ADOPT AN AREA
STRUCTURE PLAN**

WHEREAS the Council of Foothills County (hereinafter called the "Council") is empowered by Section 633(1) of the Municipal Government Act, being Chapter M-26.1, to adopt an Area Structure Plan which provides a framework for subsequent subdivision and development of an area of land within the Municipality's boundaries;

AND WHEREAS the Council did receive an application for an Area Structure Plan for the properties legally described as Ptn. NW 4-19-28 W4M; Plan 375IC, Block C, Ptn. W 4-19-28 W4M; NE 4-19-28 W4M; Plan 0612882, Block 1, Lot 2, Ptn. S 4-19-28 W4M and Plan 0612882, Block 1, Lot 1, Ptn. S 4-19-28 W4M; Plan 6437HR, Block A, Ptn. SW 4-19-28 W4M; Plan 0714303, Block 1, Lot 3, Ptn. SE 4-19-28 W4M; Ptn. SE 4-19-28 W4M; Ptn. NW 9-19-28 W4M; Plan 1410162, Block A, Ptn. NW 9-19-28 W4M; Ptn. NE 9-19-28 W4M; Plan 1312714, Block 1, Lot 8, Ptn. NE 9-19-28 W4M; Plan 1110565, Block 1, Lot 6, Ptn. NE 9-19-28 W4M and Plan 1110565, Block 1, Lot 7, Ptn. NE 9-19-28 W4M; Plan 1212263, Block 2, Lot 9, Ptn. NE 9-19-28 W4M and Plan 1212263, Block 2, Lot 8, Ptn. NE 9-19-28 W4M; Ptn. SW 9-19-28 W4M; Plan 0713773, Block 1, Lot 3, Ptn. SW 9-19-28 W4M; Plan 0610463, Block 1, Lot 2, Ptn. SW 9-19-28 W4M; Plan 0113560, Block 1, Lot 1, Ptn. SW 9-19-28 W4M; Ptn. SE 9-19-28 W4M; Plan 9911805, Block 1, Lot 1, Ptn. SE 9-19-28 W4M; and

AND WHEREAS Council has held a public hearing as required by Section 692 of the Municipal Government Act, R.S.A. 2000, c.M-26, as amended:

NOW THEREFORE the Council of Foothills County in the Province of Alberta, hereby adopts the Foothills Crossing Area Structure Plan as follows:

1. This Bylaw may be cited as the "Foothills Crossing - Area Structure Plan".
2. The Foothills Crossing - Area Structure Plan being Schedule "A" attached hereto and forming part of this Bylaw.
3. That the Foothills Crossing - Area Structure Plan may be amended by Bylaw from time to time in accordance with the Municipal Government Act, by Foothills County.
4. This Bylaw comes into full force and effect at such time as it has received third reading and has been signed in accordance with the Municipal Government Act.

FIRST READING:

Reeve

Municipal Manager**SECOND READING:**

Reeve

Municipal Manager**THIRD READING:**

Reeve

Municipal Manager

APPENDIX D: ATCO PIPELINES RESPONSE

March 14, 2022

Our File No.: 22-0689

Your File No.: 22R008

**Foothills County
Planning and Development Department**

SENT: via email

Attention: Julie McLean**RE: Proposed Foothills Crossing Area Structure Plan – SEC 4 & 9-19-28-W4**

The Engineering Department of ATCO Transmission, (a division of ATCO Gas and Pipelines Ltd.) has reviewed the above named plan and has no objections subject to the following conditions:

1. Any existing land rights shall be carried forward in kind and registered on any newly created lots, public utility lots, or other properties.
2. Ground disturbances and surface works within 30 meters require prior written approval from ATCO Transmission before commencing any work.
 - Municipal circulation file number must be referenced; proposed works must be compliant with ATCO Transmission requirements as set forth in the company's conditional approval letter.
 - Contact ATCO Transmission Land Department at 1-888-420-3464 or landadmin@atco.com for more information.
3. Road crossings are subject to Engineering review and approval.
 - Road crossing(s) must be paved and cross at a perpendicular angle.
 - Parallel roads are not permitted within ATCO Transmission right(s)-of-way.
 - If the road crossing(s) requires a pipeline alteration, the cost will be borne by the developer/owner and can take up to 18 months to complete.
4. Parking and/or storage is not permitted on ATCO Transmission facility(s) and/or right(s)-of-way.
5. Encroachments are not permitted on ATCO Transmission facility(s) and/or right(s)-of-way.
6. ATCO Transmission recommends a minimum 15 meter setback from the centerline of the pipeline(s) to any buildings.
7. Any changes to grading that alter drainage affecting ATCO Transmission right-of-way or facilities must be adequate to allow for ongoing access and maintenance activities.
 - If alterations are required, the cost will be borne by the developer/owner.
8. Any revisions or amendments to the proposed plans(s) must be re-circulated to ATCO Transmission for further review.

If you have any questions or concerns, please contact the undersigned at hp.circulations@atco.com.

Sincerely,
ATCO Transmission, a division of ATCO Gas and Pipelines Ltd.



Isabel Solis-Jarek
Sr. Administrative Coordinator, Operations Engineering

APPROVED:
AS TO FORM
<u> IS </u>
AS TO CONTENT
<u> IS </u>
AP



Adopted: Aaa ##, 2022

Bylaw: ###/2022

Foothills Crossing

Area Structure Plan

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Table of Contents



1. INTRODUCTION	1
1.1 Purpose	1
1.2 Background	1
1.3 Plan Area	2
1.4 Plan Objectives	5
1.5 Stakeholder and Public Engagement	5



2. SITE CONTEXT	9
2.1 Existing Conditions Overview	9
2.2 Existing Transportation Infrastructure	9
2.3 Environmental Considerations	11
2.4 Existing Drainage Conditions	11
2.5 Historical Resources	14
2.6 Easements and Rights of Way	14



3. LEGISLATIVE FRAMEWORK	17
3.1 Plan Authority	17
3.2 Provincial and Regional Planning Framework	18
3.3 Foothills County & Town of High River IDP	19
3.3.1 Joint Economic Development Study	19
3.3.2 Servicing Agreement	19
3.3.3 Revenue Sharing Agreement	20
3.3.4 Design Guidelines	20
3.4 Foothills County MDP (2010)	20
3.5 Foothills County Land Use Bylaw 60/2014	21
3.6 Growth Management Strategy	21
3.7 High River Highway Commercial Centre Area Concept Plan	22



4. DEVELOPMENT CONCEPT	25
4.1 Vision	25
4.2 Guiding Principles	25
4.3 Land Use Concept	26
4.3.1 Agriculture Transitions Lands (ATL)	28
4.3.2 Highway Commercial (HC)	28
4.3.3 Commercial (COM)	29
4.3.4 Service District (SD)	30
4.3.5 Light Industrial / Commercial (COM/IND)	30
4.3.6 Open Space (OS)	30
4.3.7 Land Use Concept Policies	31



5. TRANSPORTATION STRATEGY	32
5.1 Transportation Concept	32
5.1.1 Transportation Concept Policies	34
5.2 Transportation Off-Site Improvements	34
5.2.1 Upgrades to Highway 23 and Highway 2 Interchange	34
5.2.2 Upgrades to 498 th Avenue and Highway 2 Interchange	35
5.2.3 Intersection at 498 th Avenue	35
5.2.4 Intersection at Highway 23	36
5.2.5 Transportation Off-Site Improvement Policies	37
5.3 Access Strategy	37
5.3.1 North Access from 498 th Avenue	37
5.3.2 South Access from Highway 23	38
5.3.3 Connections to 128 th Street	38
5.3.4 Site Access to Internal Road System	39
5.3.5 Access Strategy Policies	39
5.4 Internal Road Network	39
5.4.1 Internal Road Network Policies	42
5.5 Multimodal Transportation	42
5.5.1 Accommodating Pedestrians and Bicycles	43
5.5.2 Accommodating Future Transit	43
5.5.3 Multimodal Transportation Policies	44
5.6 Phasing of Transportation Improvements	44
5.6.1 Phasing of Transportation Policies	45
6. SERVICING & UTILITIES STRATEGY	46
6.1 Piped Services (Water and Wastewater)	46
6.1.1 Piped Services Policies	47
6.2 Stormwater Management	47
6.2.1 Stormwater Policies	48
6.3 Shallow Utilities	51
6.3.1 Shallow Utilities Policies:	51
6.4 Emergency Services	51
6.4.1 Emergency Services Policies	52
6.5 Solid Waste & Recycling	52
6.5.1 Solid Waste & Recycling Policies	52
6.6 Phasing of Servicing and Utilities	53
7. ENVIRONMENT & HISTORIC RESOURCES	54
7.1 Environmental Studies	54
7.1.1 Environmental Studies Policies	54
7.2 Environmental Reserve and Environmental Reserve Easement	55
7.2.1 Environmental Reserve and ERE Policies	55
7.3 Wetlands	55
7.3.1 Wetlands Policies	56
7.4 Historic Resources	56
7.4.1 Historic Resources Policies	56





8. IMPLEMENTATION	57
8.1 Existing Uses	57
8.1.1 Existing Uses Policies	57
8.2 Development Phasing	59
8.2.1 Development Phasing Policies	59
8.3 Provision of Municipal Reserve	60
8.3.1 Provision of Municipal Reserve Policies	60
8.4 Intermunicipal Collaboration	60
8.4.1 CMR Growth Plan and Interim Growth Plan collaboration requirements	60
8.4.2 CMR Growth Plan Joint Planning Area (JPA)	61
8.4.3 Joint Planning Projects in the Foothills/High River IDP	61
8.4.4 Application Referrals	62
8.4.5 Intermunicipal Collaboration Policies	62
8.5 Plan Review and Amendments	63
8.5.1 Plan Review	63
8.5.2 Plan Amendment	63
8.5.3 Plan Review and Amendment Policies	63
9. INTERPRETATION	64
APPENDIX A	65

SUPPORTING STUDIES (Under separate cover)

Transportation Impact Assessment (TIA)
Stormwater Report

Indigenous Acknowledgement

Foothills County acknowledges that we live, work, play and steward lands within the traditional territories of the people of the Treaty 7 region in Southern Alberta, which includes the Blackfoot Confederacy (Siksika, Piikani, and Kainai), the Tsuut'ina, the Îyâxe Nakoda Nations (Bearspaw, Chiniki, Wesley), the Métis Nation of Alberta, Region 3, and all those people who have made Treaty 7 lands their home.

We recognize the achievements and contributions of Indigenous people and their role in and influence on the history and culture of this region.

We are committed to respecting Indigenous people and their culture, to working towards reconciliation and to promoting awareness of indigenous issues.



1. Introduction

1.1 Purpose

The Foothills Crossing Area Structure Plan (the Plan) was undertaken by Foothills County in 2020-22 for the purpose of creating a planning framework for these high visibility and easily accessible lands along Highway 2. This highway is an important route within the provincial system and also forms part of the CANAMEX Corridor linking Alaska to Mexico. Highway 2 is a busy highway which accommodates significant traffic with a Weighted Average Annual Daily Traffic Count of 18,760 in 2019.

This Area Structure Plan (ASP) will provide policy to guide the development of a highway commercial area and will also, in broad strokes, outline the future infrastructure requirements for the area.

1.2 Background

There are several factors that have led to this area being identified as appropriate for commercial development.

In 2005, Foothills County Council approved the High River Highway Commercial Area Concept Plan (ACP). This non-statutory plan provided guidance for the development of a commercial area focussed on services for the travelling public at the south end of the Foothills Crossing ASP Plan Area. There was also land use put in place in the form of a direct control district (DC #18) which had been tailored specifically for the development contemplated in the ACP.

There had long been a grade separated interchange at the intersection of Highway 2 and Highway 23 at the south end of the ASP area. Then in 2012 the Town of High River and Foothills County partnered with Alberta Transportation to construct another interchange at the north end of the ASP area where Highway 2 intersects with 498th Avenue. In addition to being highly visible from Highway 2, the construction of the second interchange resulted in the entire ASP area being very accessible to traffic travelling in both directions along Highway 2.

While the 498th Avenue interchange was in the planning stages, The Town of High River and Foothills County Intermunicipal Development Plan (IDP) was being reviewed and amended. During this process, the ASP area was identified in the IDP as being appropriate for a future highway commercial area.

1.3 Plan Area

Figure 1 – Regional Context shows the location of the ASP area in the context of the south portion of the Calgary Metropolitan Region. The Plan Area is located east of the Town of High River on the east side and adjacent to Highway 2, (a level 1 provincial highway). It is bound on the north by 498th Avenue and on the south by Highway 23, (a level 2 provincial highway). Both 498th Avenue and Highway 23 have grade separated interchanges at their intersections with Highway 2. The Plan Area is bounded on the east by 128th Street which is a gravel surfaced municipal road.

Figure 2 – Plan Area illustrates the lands which are subject to the Plan as well as the immediate surrounding area. The Plan Area comprises approximately 745.6 acres of titled land on the east side of Highway 2, in Sections 4 and 9, of Township 19, Range 28 West of the 4th Meridian. A list of the legal descriptions of the parcels in the Plan Area can be found in Appendix A.



Figure 1
Regional Context

LEGEND

 Plan Area

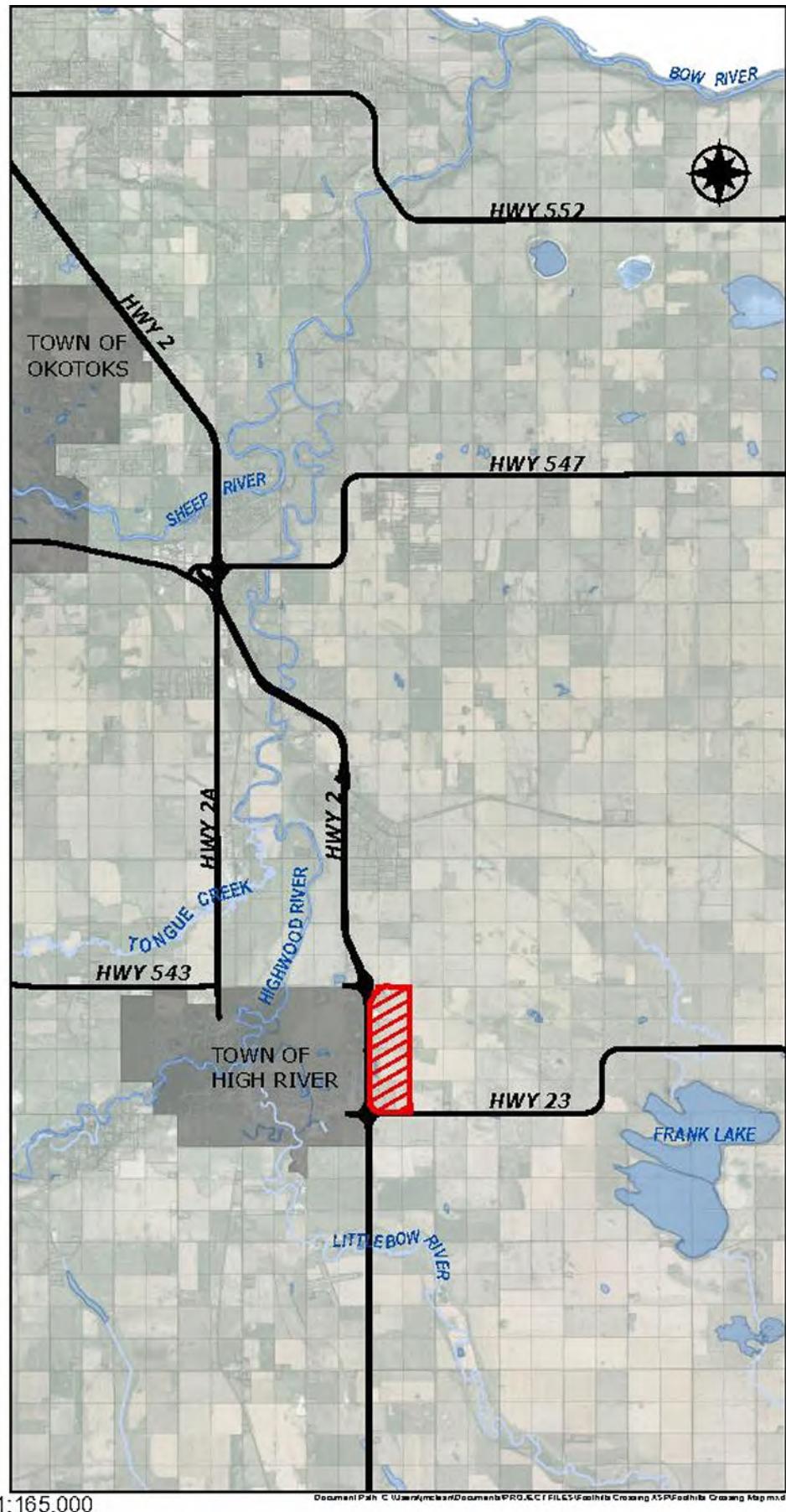
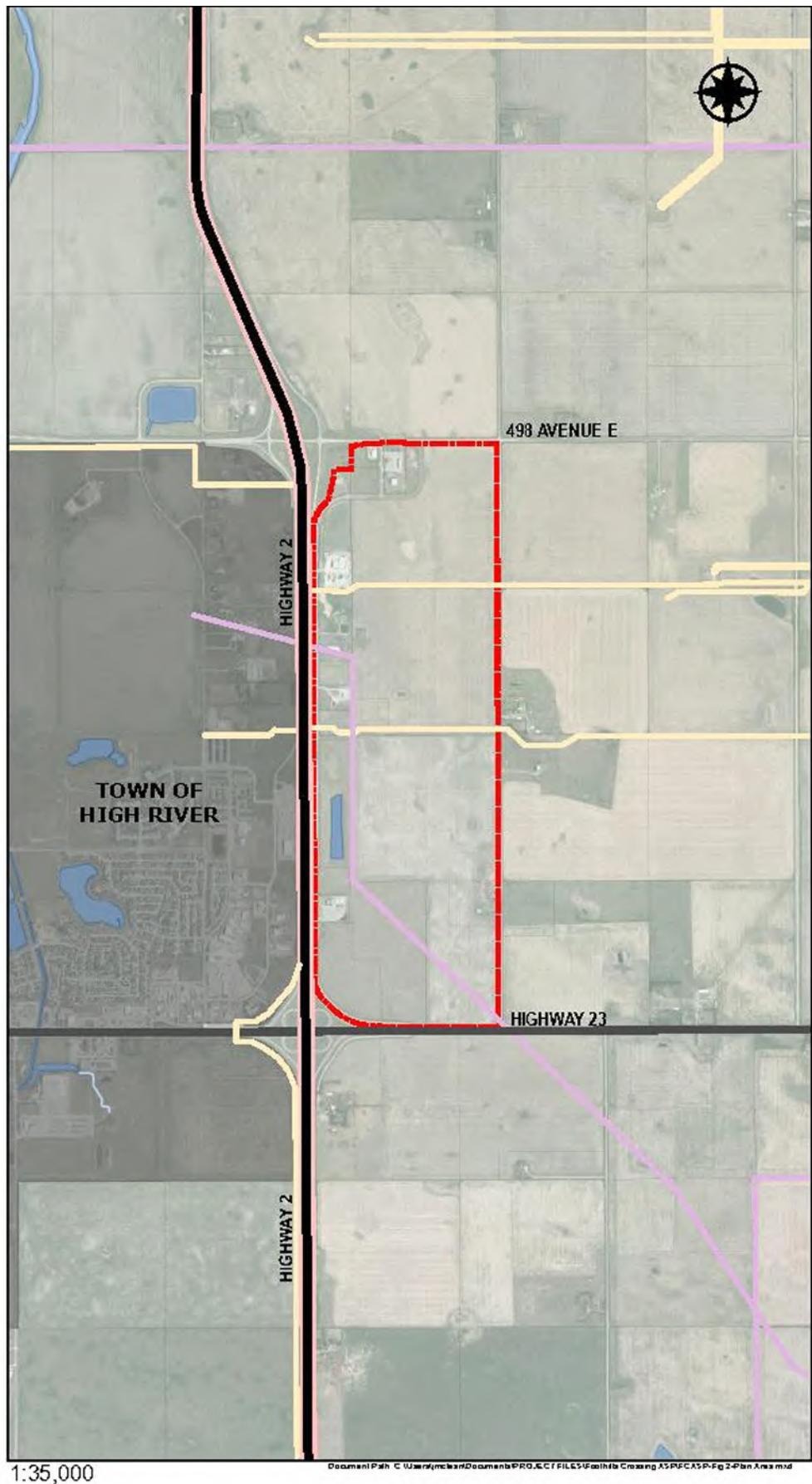


Figure 2
Plan Area

LEGEND

- Plan Area Boundary
- Canamex Highway (Level 1 Highway)
- Provincial Level 2 Highway
- Power Line
- Pipeline



1.4 Plan Objectives

The following plan objectives were identified during the development of the terms of reference for the ASP:

- To provide a framework for future development including a phasing strategy for the area.
- To understand the costs related to transportation and stormwater infrastructure needed to support future development.
- To foster economic development in Foothills County by providing planned land for commercial development.
- To protect the operational safety and functionality of Highway 2, in particular the intersections at Hwy 23 and 498th Avenue.
- To design a cost effective and efficient internal transportation system with appropriate access to the regional system.
- To ensure appropriate interface with agricultural lands and minimize impacts of development on agricultural operations in the area.
- To minimize the impact of development on the environment.
- To plan for the connection to future piped servicing when it becomes available.
- To plan for multi-modal transportation including providing for future transit when it becomes available.
- To ensure a high standard of development in the area.

1.5 Stakeholder and Public Engagement

At the outset of the project an engagement strategy was developed and approved by Council. The engagement strategy laid out the objectives of engagement, the principles for engagement and indicated that there would be two levels of engagement, one for identified stakeholders and the other for the public. Stakeholders for the project were identified as area landowners, Alberta Transportation and the Town of High River. The engagement process was divided into four phases:

- Phase 1: Stakeholder awareness and identification of issues;
- Phase 2: Public awareness and evaluating options;
- Phase 3: Feedback on draft plan; and
- Phase 4: Public hearing and approval process.

During Phase 1 of the engagement, area landowners were contacted by direct mail and invited to make an appointment for either a telephone, virtual or in-person interview to discuss the project and the future of the Plan Area. The purpose of the Phase 1 engagement was to create awareness of the project and to determine what the important issues were from the perspective of the various stakeholders. Virtual meetings were held with Alberta Transportation and Administration for the Town of High River. Two in-person meetings, one virtual meeting and two phone interviews were conducted with landowners and their representatives. There was broad support for undertaking the project from all stakeholders. Few issues were identified.

For Phase 2 of the engagement, landowners in the Plan Area were notified by direct mail once again while Alberta Transportation and the Town of High River were contacted by email and invited to provide comment on the project vision and objectives and two preliminary development concepts. The public was notified via an advertisement on the front page of the County website. A project page was created on the County website which included an on-line survey where landowners and the public could provide feedback on the vision and the two options. The response was small, with only 9 people completing the survey but there were almost 100 views of the narrated presentation on the project page of the website during the engagement period. Survey results seem to indicate general support for the vision and land use concept and a few concerns relative to relocation of the service road. At the conclusion of Phase 2 a report was provided to Council. At this time Council chose a development concept and a name for the Plan and directed staff to proceed with drafting the ASP.

Once a draft ASP document had been written, permission from Council was sought to undertake Phase 3 of the engagement to seek public and stakeholder feedback on the draft plan. Alberta Transportation and the Town of High River were emailed a copy of the draft plan, while area landowners were contacted by mail and directed to the project page of the County website to review the document or watch a narrated video presentation which provided a summary of the draft plan. A link to a survey was also available so that stakeholders or the public could provide feedback. Once again the response was small with only 8 people completing the survey, but responses seemed to indicate general support for the project. There were two respondents that indicated concerns relative to the relocation of the existing service road. At the conclusion of the Phase 3 review period, a report was provided

to Council. Council accepted the report and directed staff to proceed with scheduling a public hearing.

A public hearing was held March 23, 2022 prior to Council giving consideration to first reading of the bylaw that would adopt the Foothills Crossing Area Structure Plan.

Consulting with the Town of High River

Highway commercial development was identified by the Town and the County as appropriate for these lands in 2012 in the Town of High River and Foothills County IDP. There were interests expressed by both municipalities in this area and some joint projects were proposed to address them. More information on the provisions in the IDP for joint planning for this area can be found in Section 3.3 of this ASP.

The Town of High River was identified in the ASP project engagement strategy as a stakeholder. As such, in the earliest stages of the ASP project Town administration participated in a virtual meeting on the project as part of Phase 1 of the engagement. At that time, they posed a number of questions, spoke to their concerns with ensuring a high standard of development and indicated that the Town was not interested in providing piped servicing to the area. The County's decision not to undertake a detailed water and wastewater servicing study as part of the ASP project was also discussed.

During Phase 2 of the engagement process, the Town provided written comments regarding their interests in the project. There were some questions regarding land use and design guidelines which were subsequently addressed in the ASP document. Due to staffing changes at the Town, the letter mistakenly indicated that the Town had not participated in Phase 1 of the engagement strategy, but this was not the case. The response letter also reiterated the Town's position with respect to servicing the Plan Area, indicating that they were not interested in providing piped services to the area.

When Phase 3 of the engagement was undertaken in October and November of 2021. The Town of High River was given six weeks to review the full draft document and provide comment. The Town provided comments regarding the draft ASP, the bulk of which centered around Phase 1 of the ASP development proceeding prior to completing a "Servicing Functional Report".

Foothills County administration provided a written response letter to the Town and the Town's comments were included in the Phase 3 engagement report that was presented to Foothills County Council.

Prior to the formal 30-day circulation for the proposed ASP, amendments were made to the draft plan in response to comments provided by the Town. As the ASP contains multiple policies regarding the future provision of utility serving, the County is confident that this important component will be fully addressed.

In addition to consulting with Town administration, project updates were provided at Intermunicipal Committee Meetings held during the plan development process which included meetings in September and December 2020, March of 2021 and January of 2022.

2. Site Context

2.1 Existing Conditions Overview



Most of the Plan Area is presently undeveloped, the predominant land use in the Plan Area is currently agriculture with the majority of the undeveloped lands being cultivated. There is one historic farmstead in the Plan Area near the south end of 128th street.

Existing development in the Plan Area has occurred gradually and is almost all located immediately adjacent to the service road that runs along Highway 2. There are several light industrial and agricultural support businesses in the north half of the Plan Area, two existing residences near the middle and a church towards the south end of the Plan Area.

As illustrated in *Figure 3 – Topography*, the lands are generally flat with a number of low areas that trap water seasonally. Three of these low wet areas have been identified as potentially crown-claimable wetlands.

2.2 Existing Transportation Infrastructure

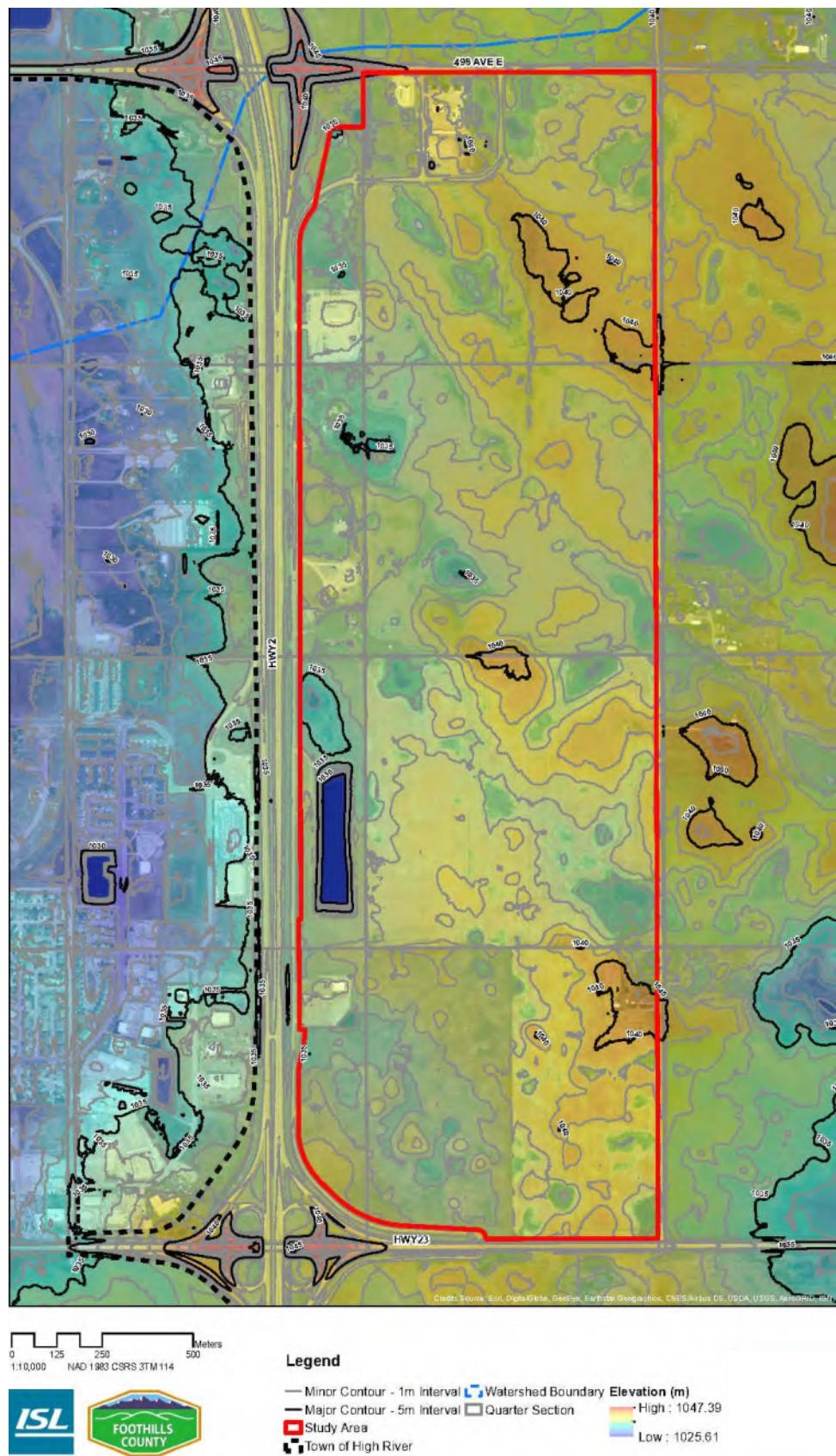


The Plan Area boundary is defined by the surrounding roads and its location adjacent to Highway 2 between two grade separated interchanges was the main impetus for creating a commercial area in this location.

The Plan Area is currently accessed from the north via an unsignalized intersection on 498th Avenue and from the south via another unsignalized intersection on Highway 23. The access on the north end of the Plan Area was installed when the overpass over Highway 2 was constructed in 2012. It is anticipated that this intersection will meet setbacks to the ultimate configuration for the interchange.

The southerly access to the Plan Area from Highway 23 will not meet Alberta Transportation requirements for separation distance to the planned ultimate interchange at the intersection of Highway 23 and Highway 2. Staff from Alberta Transportation have indicated they will not support an access to the Plan Area between the interchange and 128th Street unless the 128th Street intersection at Highway 23 is closed.

Figure 3
Topography



The only roads currently within the Plan Area are the service road adjacent to Highway 2 that links the two access points (121st Street East) and a short cul-de-sac (122nd Street East) that provides access to four industrial lots on the north side of the service road at the north end of the Plan Area. The remaining existing development is accessed from 121st Street East except for the historic farmstead that is accessed from 128th Street.

121st Street was constructed some time between 1976-1980, and it has a 10m oiled surface within a 30m right of way. It does not meet the current standard for a commercial road in the County. 122nd Street was constructed more recently (2012) and has a 250mm gravel base course with an 8m paved surface within a 30m right of way. 128th Street was constructed prior to 1970 and is an elevated grade road with an approximately 6m gravel surface within a 20m right of way.

2.3 Environmental Considerations



No wetlands within the Study Area are expected to be crown claimed, however there were three seasonal wetlands that were identified in the stormwater report that was undertaken in support of the ASP as being potentially crown claimable. (see *Figure 4 - Critical Study Area Elements*). The most northerly of these three wetlands has been disturbed and replacement has commenced in accordance with a wetland reclamation plan produced by Tannas Conservation Services Ltd.

Figure 4 also shows the Plan Area as within the provincially identified sensitive raptor range and sharp tailed grouse survey area. Both of these areas are extensive, extending from the east boundary of the Province to the foothills of the Rocky Mountains and from the US border north as far as Edmonton.

2.4 Existing Drainage Conditions

Currently the Plan Area can be divided into east and west catchment areas (See *Figure 5 – Discharge Boundaries*).

The east area (hatched in red) generally drains to the ditches along 128th Street and some of the water passes under the road onto the agricultural lands to the east. The remainder travels south along the westerly ditch to Highway 23 where it proceeds east.

Figure 4
Critical Study Area
Elements

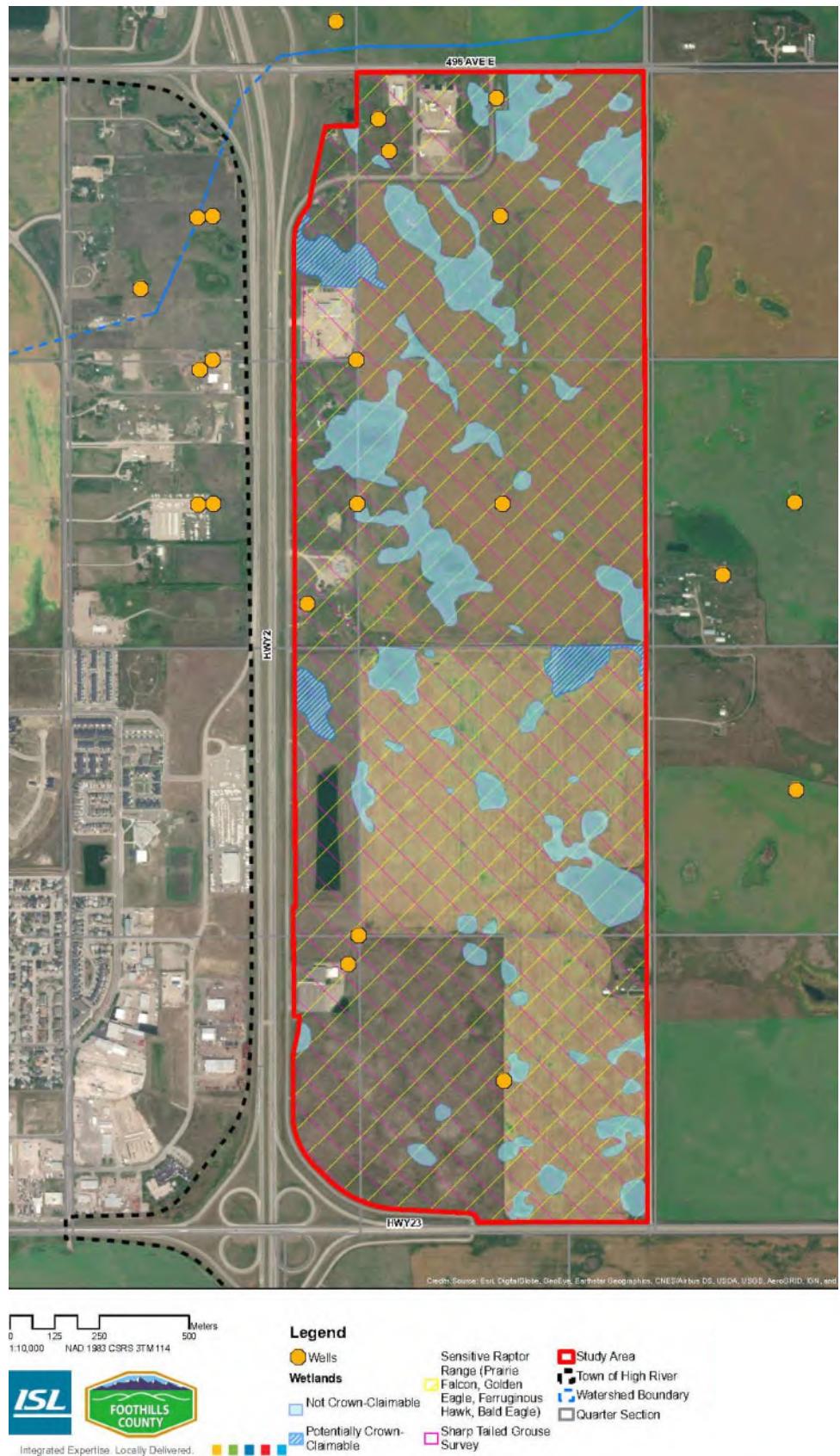
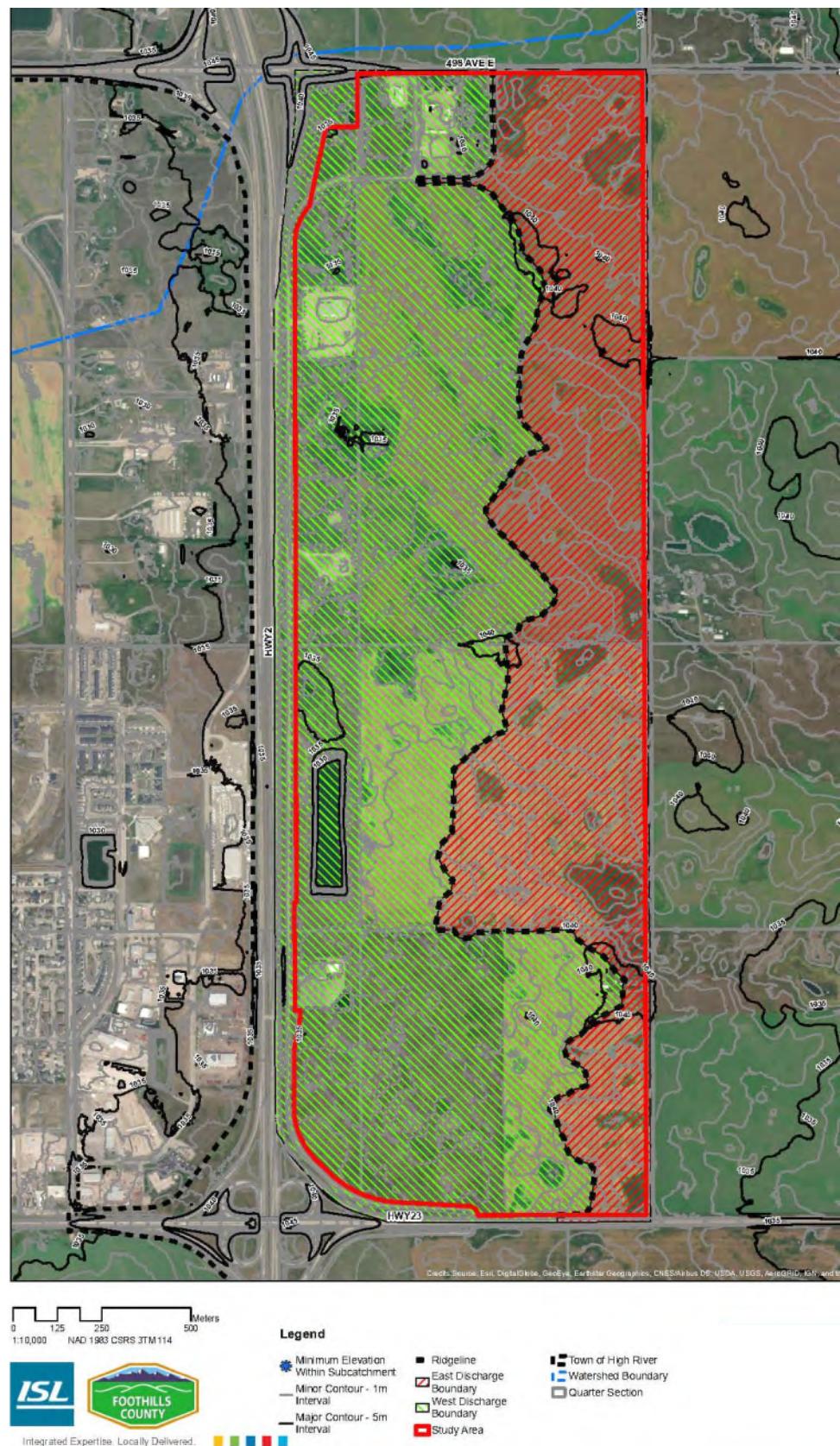


Figure 5
Discharge Boundaries



The west area (hatched in green) currently has a path to the west across Highway 2 and into the Town of High River's stormwater system via a number of culverts under Highway 2.

2.5 Historical Resources

There are lands in the Plan Area that have been identified on the Provincial Listing of Historic Resources as having a high potential to contain a historic resource. The primary resource category of concern is listed as archaeological. The lands identified are illustrated in *Figure 6 – Historical Resources*.

2.6 Easements and Rights of Way

The following easements and rights of way are located within the Plan Area and are shown on *Figure 7 – Easements and Rights of Way*:

- Power Transmission Line Right of Way (Plan 6417JK - Altalink)*
- Power Transmission Line Right of Way (Plan 1612837 – Altalink)
- Gas Pipeline Right of Way (Plan 9810676 – Canadian Western Natural Gas)
- Pipeline Right of Way (Plan 8610493 - Canadian Occidental Petroleum)
- Overland Drainage Easement (Plan 1212264 – Foothills County)
- Access Right of Way (Plan 0111301 – Foothills County)

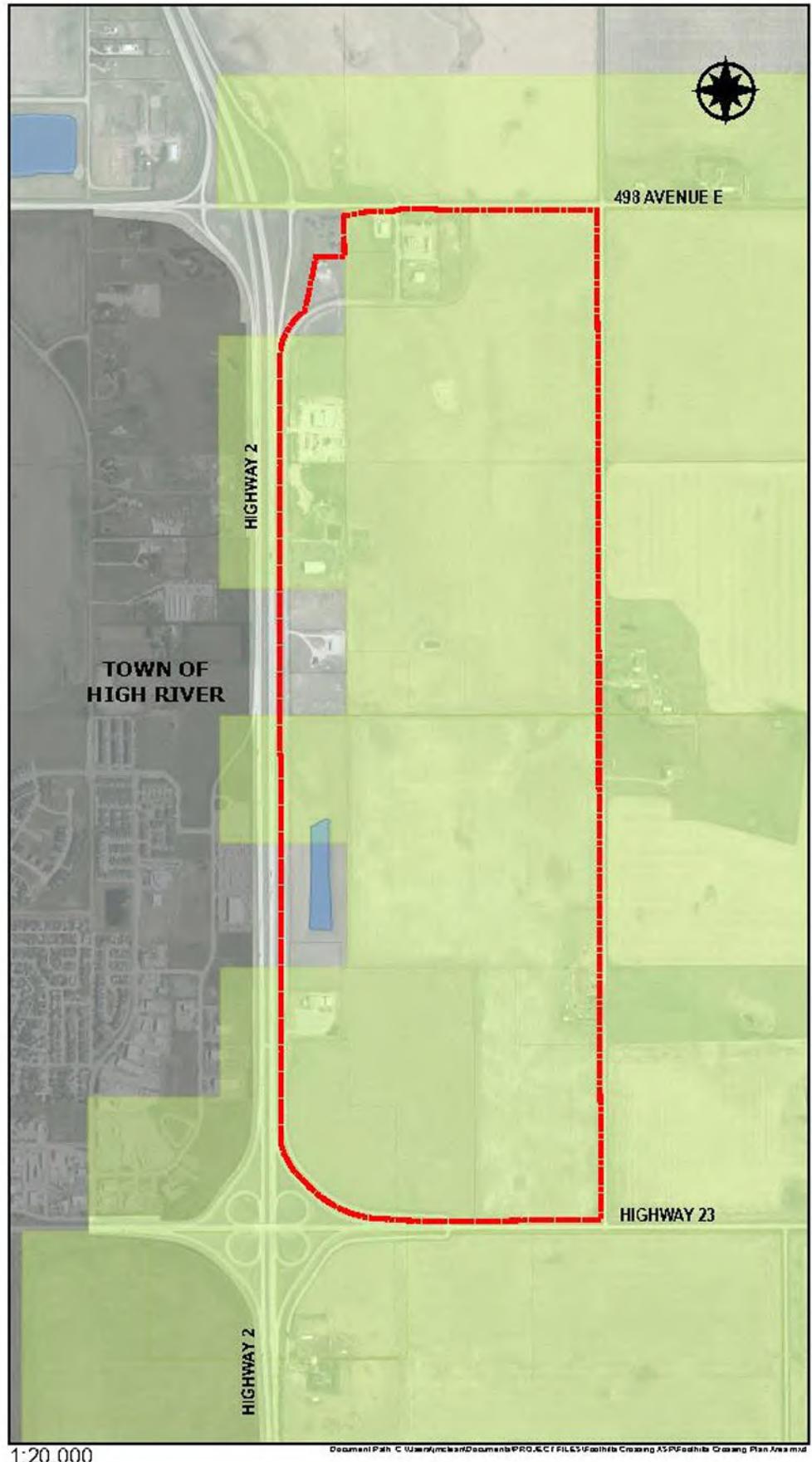
*Note: The transmission line that had been located on this right of way was relocated between 2015 and 2018.



Figure 6
Historical Resources

LEGEND

- Plan Area Boundary
- Areas Where Historical Resources May be Present



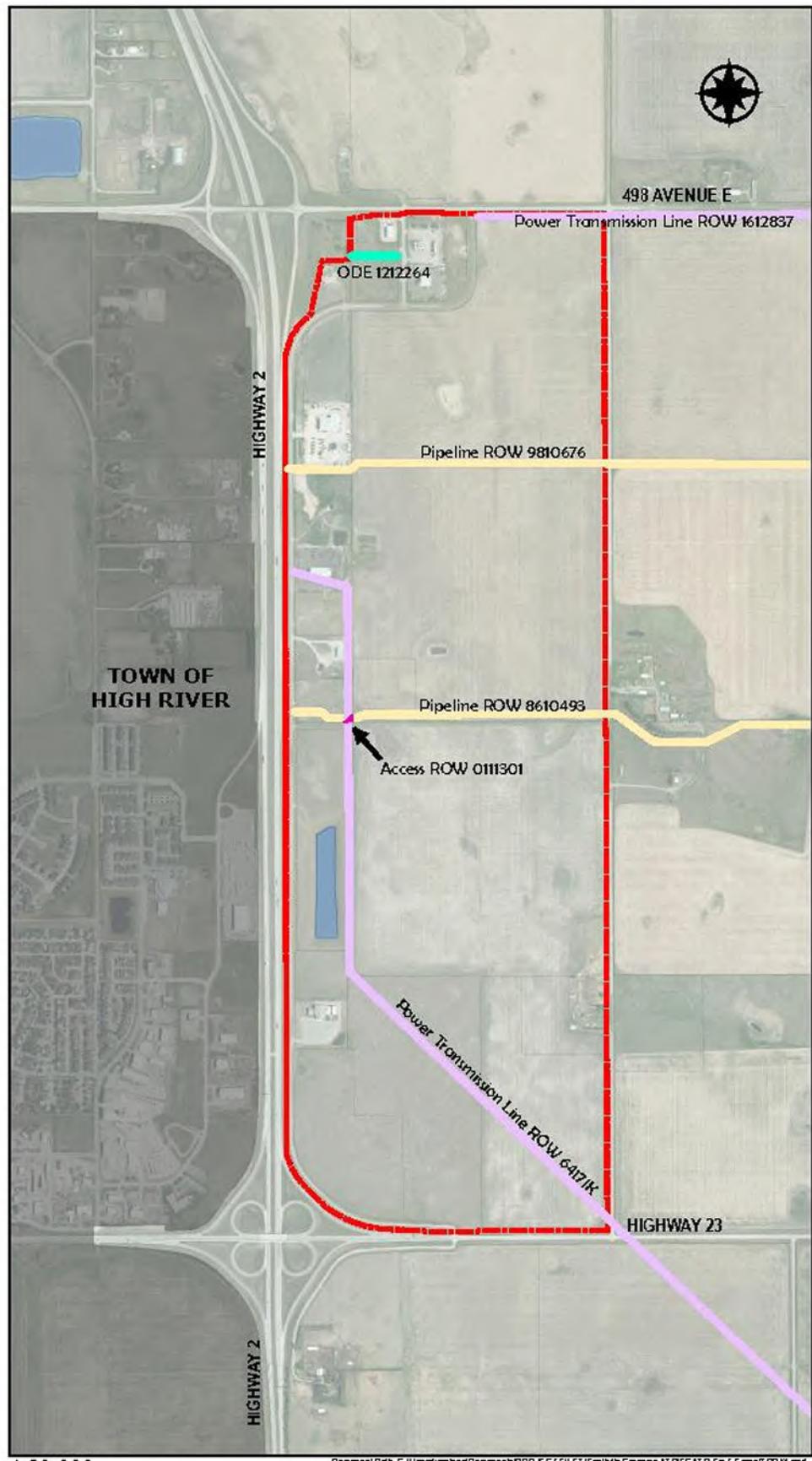
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Figure 7
Easements &
Rights of Way

LEGEND

- Plan Area Boundary
- Power Transmission Line ROW
- Pipeline ROW
- Overland Drainage Easement
- Access ROW



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3. Legislative Framework

3.1 Plan Authority



The authority for municipalities to adopt area structure plans (ASPs) to provide a framework for the development of an area is granted in Section 633 of the Municipal Government Act. This Section also outlines the requirements for area structure plans as follows:

(2) *An area structure plan*

(a) *must describe*

(i) *the sequence of development proposed for the area,*

(ii) *the land uses proposed for the area, either generally or with respect to specific parts of the area,*

(iii) *the density of population proposed for the area either generally or with respect to specific parts of the area, and*

(iv) *the general location of major transportation routes and public utilities, and*

(b) *may contain any other matters, including matters relating to reserves, as the council considers necessary.*

The Municipal Government Act also outlines the requirement of a municipality when preparing an ASP to provide notice and an opportunity to make suggestions and representations to the following:

- members of the public who may be impacted by the plan,
- school boards with jurisdiction in the plan area,
- adjacent municipalities,
- the Minister of Transportation, and
- any Indian Band or Metis settlement that may be adjacent to the lands that are the subject of the ASP.



3.2 Provincial and Regional Planning Framework

At the regional level, the Plan Area is subject to the provisions of the South Saskatchewan Regional Plan (SSRP) and will be subject to the Calgary Metropolitan Region Growth Plan, Servicing Plan and Regional Evaluation Framework once approved by the Minister of Municipal Affairs.

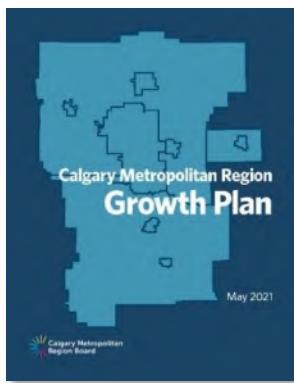
The SSRP provides a high-level policy framework for all lands in the South Saskatchewan River Basin within Alberta, including all sub basins. This ASP was developed in consideration of the guidance provided in the SSRP. It has been evaluated for compliance with that plan and found to be consistent with the direction provided in the plan.

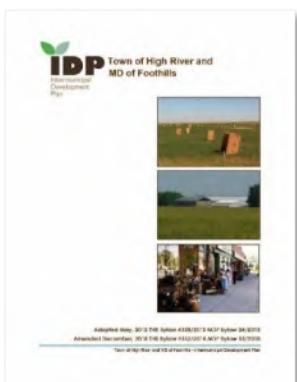
The Calgary Metropolitan Region Growth Plan, Servicing Plan and Regional Evaluation Framework (REF) were approved by the Calgary Metropolitan Region Board on May 21, 2021 during the development of this ASP. However, when the public hearing for the ASP was held in March 2022, the Minister of Municipal Affairs had not yet approved the Plans. As such, the Region's Interim Growth Plan (IGP) and Interim Regional Evaluation Framework (IREF) were still in effect.

The IGP was approved in October 2018 in order to provide a framework for growth while the regional growth plan was being undertaken. It is applied utilizing the criteria laid out in the Interim Regional Evaluation Framework (IREF).

Under both the IREF and the REF, as a new statutory plan, the Foothills Crossing ASP must be submitted to the Board for approval. The Plan Area is also included in an area that was identified in the Growth Plan as a Joint Planning Area (JPA) between Foothills County and the Town of High River. In the Growth Plan JPAs are Preferred Growth Areas, where *“future planning should strive for fully serviced urban neighborhoods and Employment Areas where people will be able to walk to everyday needs, or to transit for longer-distance trips”*. Under the Growth Plan, municipalities that are party to a JPA must jointly prepare a Context Study, which is to inform new ASPs and development in the JPA.

Due to the timing of the Foothills Crossing ASP it was developed in consideration of both the Interim Growth Plan and the Growth Plan.





3.3 Foothills County & Town of High River IDP

The Plan Area for the Foothills Crossing ASP is within the Foothills County and Town of High River Intermunicipal Development Plan (IDP). The IDP was adopted by bylaw by both municipalities in May 2012 and then amended in 2018 to accommodate an annexation by the Town.

During the development of the IDP, the Foothills Crossing ASP Plan Area was identified as an opportunity for future highway commercial development. The IDP indicates that prior to the development of this area the Town and the County will undertake specific joint planning to *“facilitate the development of a mutually beneficial commercial development”*. The joint projects to be undertaken are outlined in Section 6.3.2 of the IDP as follows:

- Undertake a joint economic development study to determine what types of uses would be most appropriate for the area and provide the greatest mutual benefit;
- Investigate the possibility of entering into a servicing agreement relative to the area;
- Enter into negotiations for a revenue sharing agreement relative to a commercial development on the site; and
- Develop design guidelines relative to gateway areas.

3.3.1 Joint Economic Development Study

Late in 2019 at the direction of the Town of High River and Foothills County Intermunicipal Committee administration from both municipalities developed a request for proposals (RFP) and solicited proposals for a joint economic development study.

After reviewing the proposals received, High River’s Council determined that they had no appetite to undertake the joint study. Further, the Town Council approved a motion directing the Town’s Intermunicipal Committee (IMC) members support a motion at the IMC to waive the requirement of undertaking the joint economic development study on the condition that an ASP is put in place by the County.

3.3.2 Servicing Agreement

At the time the IDP was being developed there was interest by the Town in investigating the possibility of a joint servicing agreement relative to the Plan Area. However, as part of the stakeholder engagement

process for the development of the Foothills Crossing ASP, the Town has confirmed that they have no interest in servicing the Plan Area.

3.3.3 Revenue Sharing Agreement

Foothills County anticipates that implementation of the Foothills Crossing ASP, in particular the transportation strategy will require municipal investment. Should the Town wish to discuss revenue sharing, the County would be amenable to entering into negotiations on a cost and revenue sharing agreement similar to the Highway 2A Industrial Corridor Partnership Framework that is currently in place between Foothills County, the Town of High River and the Town of Okotoks.

3.3.4 Design Guidelines

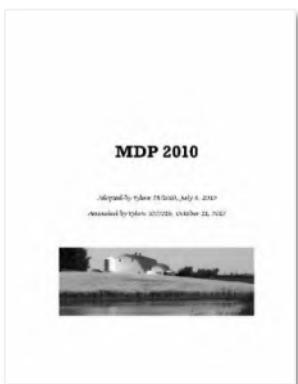
During the development of the IDP the Town expressed an interest in ensuring the visual character of this area, located adjacent to one of the main access points to the town, is managed carefully. The County has also recognized the importance of ensuring a high quality of development in this area. Subsequent to the approval of the ASP Foothills County will develop design guidelines for the ASP area. In the interim period between the adoption of the ASP and the development of some design guidelines specifically for this area, the Highway 2A Industrial ASP enhanced design guidelines will be used when evaluating development applications.

3.4 Foothills County MDP (2010)

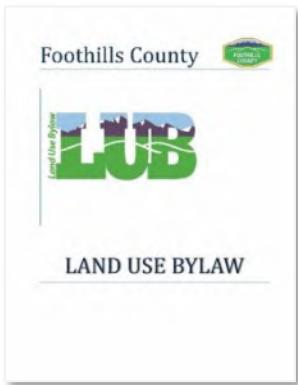
Under the Municipal Government Act every municipal council must adopt a Municipal Development Plan (MDP). Foothills County's current MDP was adopted in 2010 and then updated in 2016-2017.

An MDP is a high level planning document that lays out the overall vision for future growth and development in a municipality. Foothills County's MDP provides the following vision:

The MD of Foothills encompasses a diverse rural landscape in which leadership and planning support a strong agricultural heritage, vibrant communities, a balanced economy and the stewardship of natural capital for future generations.



MDP(2010) contains policy relevant to this ASP in several different sections including the Agriculture Section, Environment Conservation and Open Space Section, Economy Section, Transportation Section, Utility Section and the Intermunicipal Section. The Foothills Crossing ASP has been evaluated in the context of Foothills County's MDP and has been found to be consistent with the policy direction found in that Plan.



3.5 Foothills County Land Use Bylaw 60/2014

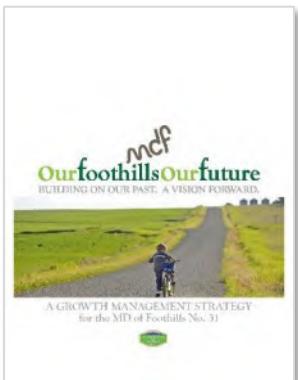
Under the Municipal Government Act, every municipality in Alberta is required to approve a Land Use Bylaw. This bylaw assigns different land use districts (or zoning) to lands in the municipality, outlines the rules and requirements related to the development of land in each district and describes the processes for re-designation, subdivision and development permit applications.

The lands in the ASP area all currently have designated land uses under the Land Use Bylaw. The current land uses in the ASP area are illustrated in [Figure 8 - Current Land Uses](#).

The current land uses that can be found in the Plan Area are:

- Agriculture District
- Country Residential District
- Highway Commercial District (Church and parcel to north)
- Direct Control District #18 (2 parcels at south end within the Area Concept Plan Area)
- Direct Control District #20 (4 parcels at north end and the tractor dealership in the SW quarter of Section 9)

As the Plan Area develops, most of the Plan Area will require rezoning to appropriate land use districts prior to subdivision and development.

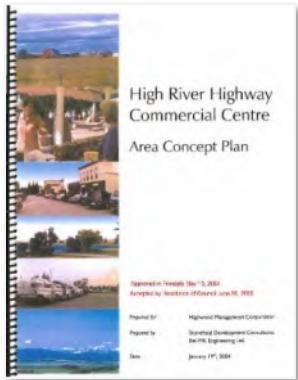


3.6 Growth Management Strategy

Foothills County's Growth Management Strategy was adopted by resolution of Council in 2013. The goal of the GMS is to provide strategies for managing growth and development that build on the vision for the County that was described in MDP 2010.

The GMS divides the County into five growth management districts, the East District, the South Central District, the South West District, the

North West District and the Central District. The Foothills Crossing ASP area is located in the Central District. This district has seen the most growth and development in the past and is expected to continue to accommodate the majority of the County's growth going forward.



3.7 High River Highway Commercial Centre Area Concept Plan

There are two parcels at the south end of the Plan Area that have an Area Concept Plan in place. This is a non-statutory plan for a future commercial development that was adopted by resolution of Council May 13, 2004.

The High River Highway Commercial Centre Area Concept Plan (ACP) contemplates a 10-acre Travel Centre / Truck Stop, Highway Commercial development along the service road adjacent to overpass ramps, a retail outlet mall, a farmer's market and a 50–75-unit RV Park and Campground. The illustrative site plan from the ACP is shown in *Figure 9 – High River Highway Commercial Centre ACP Illustrative Site Plan (2004)*.

The ACP proposes an internal road system accessing from the existing service road and off-site solutions (from the Town of High River) for water and wastewater servicing. Stormwater management is proposed through on-site holding ponds or directing stormwater to ditches along Highway 23.

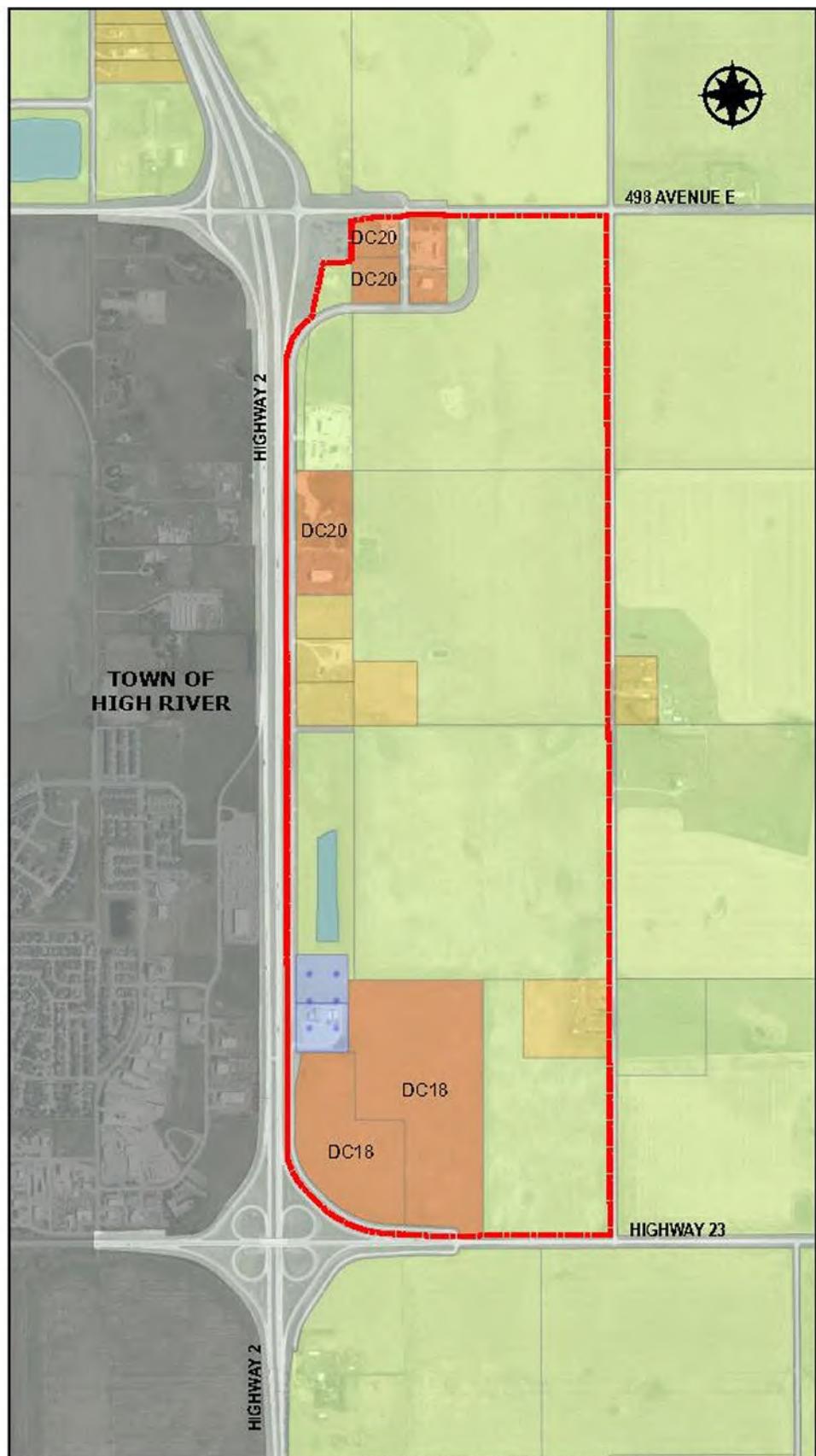
Subsequent to the approval of the ACP, the lands in the Plan Area were rezoned to a direct control district (Direct Control District #18). This land use district was designed specifically to enable the development contemplated in the ACP. All the uses in the district are discretionary, with no permitted uses listed.

This ACP is a non-statutory plan and it can remain in place subsequent to the adoption of this ASP as long as it is not in conflict with it.

Figure 8
Current Land Use

LEGEND

- Plan Area Boundary
- Light Green Agriculture District
- Yellow Country Residential District
- Blue Highway Commercial District
- Orange Direct Control District



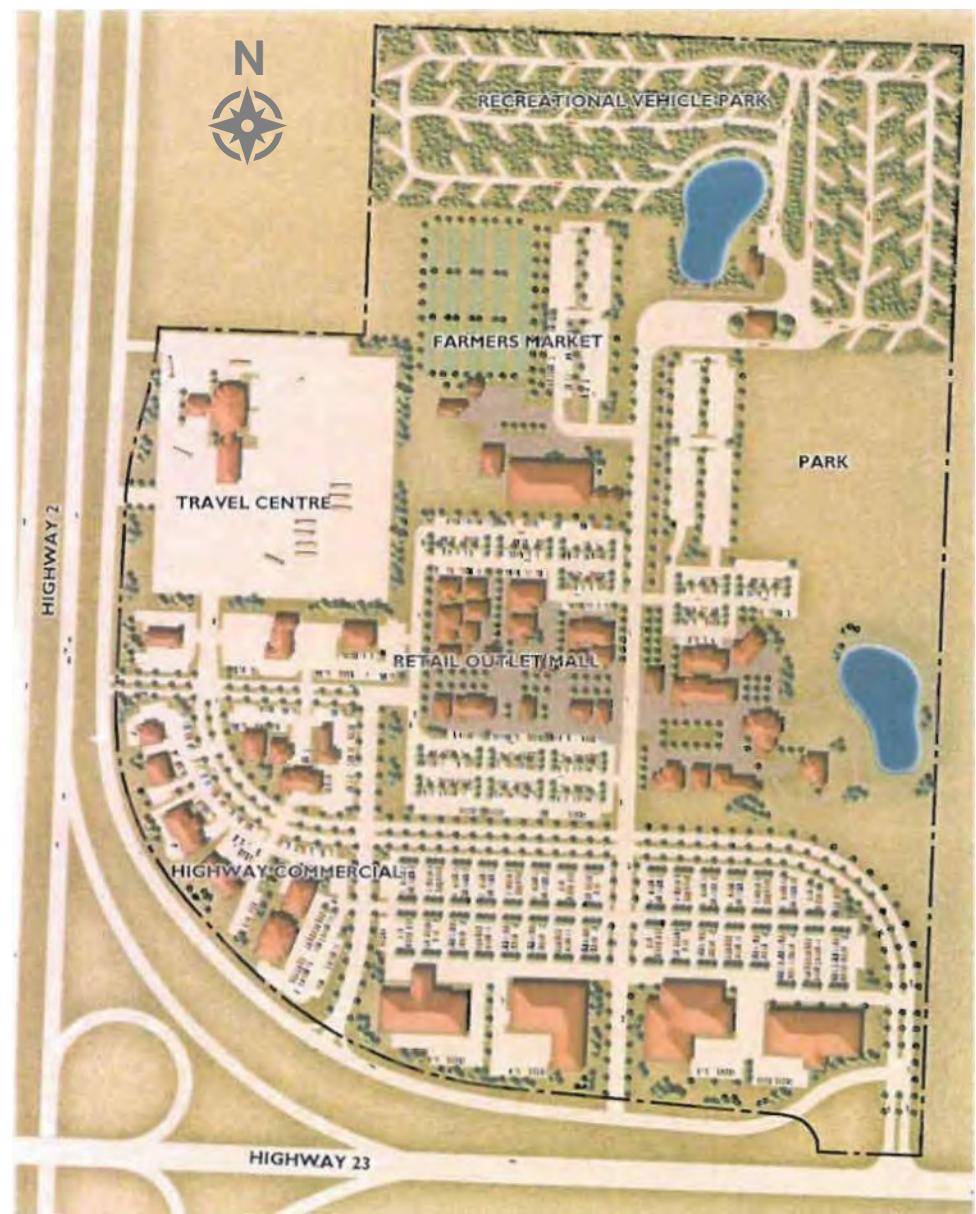
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Figure 9

High River Highway Commercial Centre ACP

Illustrative Site Plan (2004)



4. Development Concept

4.1 Vision



At the outset of the ASP development process a vision for the project was created and then approved by Foothills County Council. The vision for the Foothills Crossing ASP provides a snapshot of the future for the Plan Area. This vision is stated as follows:

A quality commercial development with a high standard of design, the Foothills Crossing ASP area is home to businesses and amenities to support the travelling public, the agriculture industry and recreational activities. The development benefits from its location along Highway 2 with excellent access provided by the Highway 23 and 498 Ave interchanges located at either end of the Plan Area.

4.2 Guiding Principles



Once a vision for the area had been established, a set of guiding principles for the ASP were contemplated. These guiding principles provide broad direction for future policy and are articulated as follows:



- Opportunities should be provided for future development in a manner that equitably allocates the costs for that development.
- It is important to ensure a high quality of development due to the high visibility of the area and the investment that will be required to develop the area.
- Design with sensitivity for nearby agricultural lands with higher intensity development located along the highway and less intense development adjacent to the working farms to the east.
- Include provisions to ensure agricultural lands to remain in production as long as possible and that agricultural uses may continue with as little disruption as possible.
- Future land use and development decisions should take into consideration the impact of the proposed development on adjacent agricultural uses.



- Current permitted uses should be allowed to continue until such time as landowners wish to proceed with development or a change of use.
- Ensure that transportation infrastructure is constructed to an appropriate commercial standard.
- Provide for multimodal transportation by including pathways for walking and cycling as well as safe pedestrian movements throughout the Plan Area. Also include provisions to accommodate future transit should it become available.
- Ensure that appropriate stormwater management infrastructure is designed and constructed to avoid off-site or environmental impacts.
- Design with future provision of piped servicing in mind.
- Ensure significant wetlands are identified and protected. Wetlands deemed worth preserving or enhancing may be incorporated into the open space system to provide passive recreational opportunities.
- Utilize a phased approach to development incorporating new infrastructure as required.
- Future proof the plan by providing for state-of-the-art internet service and considering new technologies such as electric or self driving vehicles, and provide for the future installation of piped servicing when it becomes available.
- Be mindful of potential impacts to the Town of High River's interests as outlined in the IDP and impacts to the Town's stormwater management system and mitigate where appropriate.

4.3 Land Use Concept

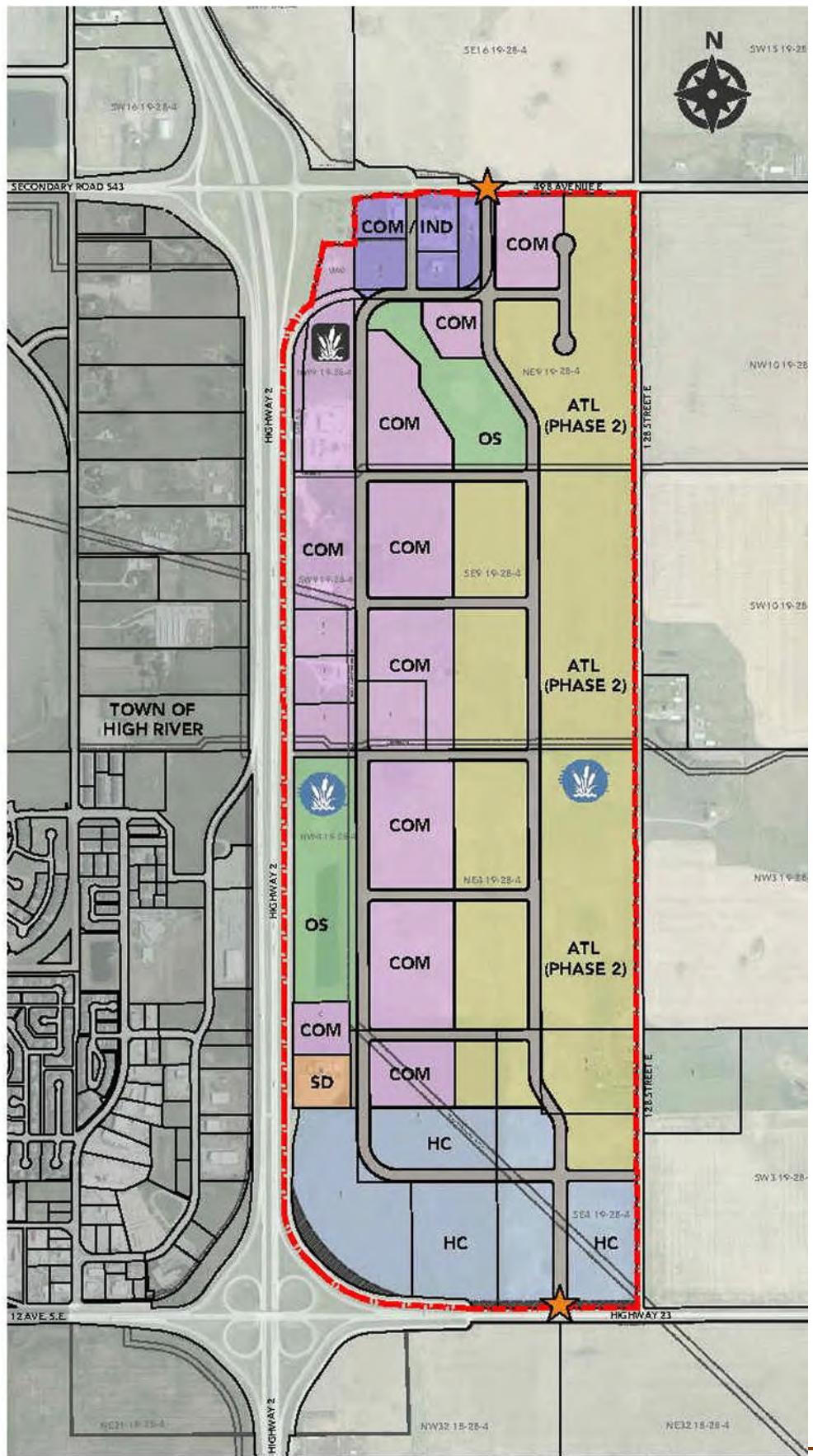
The overall land use concept for the ASP is illustrated in *Figure 10 – Land Use Concept*. Development of the area is contemplated in two general phases (Phase 1 and Phase 2) and would generally proceed from west to east. Details regarding the Phasing Concept are provided in Section 8.2.

It is the intent that Phase 2 of development on the east side of the Plan Area will not proceed until Phase 1 is mostly developed and provisions are made for piped water and wastewater services.

Figure 10
Land Use Concept

LEGEND

- Plan Area Boundary
- Commercial
- Highway Commercial
- Commercial/ Industrial
- Service District
- ATL - Phase 2
- Open Space
- Additional HWY ROW Required
- Town of High River
- Roads
- ★ Access Point
- Potential Crown - Claimable Wetlands
- Remediated Wetland



The Land Use Concept illustrates the area contemplated for Phase 2 of the development as Agriculture Transition Lands. An ASP amendment will be required prior to the development of Phase 2.

4.3.1 Agriculture Transitions Lands (ATL)



Agriculture is currently the predominant land use in the Plan Area, and it is expected that the majority of the Plan Area will remain in agricultural production in the short and medium terms.

One of the guiding principles of this plan is to ensure agricultural lands remain in production as long as practicable and that agricultural uses may continue with as little disruption as possible. To support the continuation of agricultural uses in and adjacent to the Plan Area, lands on the east side of the Plan Area are illustrated as Agriculture Transition Lands (ATL) in the land use concept and are not contemplated for development until Phase 2. Lands illustrated as ATL should remain as agricultural land until such time as Phase 1 is near full build-out and an ASP amendment is undertaken in support of Phase 2 of development.

When Phase 2 is developed, land uses such as Agriculture Business District and Recreation District are likely to be contemplated. The intent is that less intense or agriculture related commercial development or recreational uses could provide a buffer between more intense highway commercial uses on the west side of the Plan Area and the agricultural lands east of 128th Street.

128th Street is to remain a rural road to accommodate agricultural and existing residential uses in the Plan Area and east of the Plan Area and access from 128th Street for Phase 2 development should not be supported. This road is not anticipated to be upgraded from a rural gravel road to deter commercial traffic from using it. In order to discourage conversion of agricultural land to other uses and to avoid land use conflicts between commercial and agricultural uses, it would be advisable not to support commercial development on agricultural lands east of 128th Street, outside of the Plan Area.

4.3.2 Highway Commercial (HC)



In accordance with the vision statement of the ASP, one of the primary functions of the Plan Area is to provide services for the travelling public. The southern end of the Plan Area is envisioned as the area that will primarily serve the travelling public and commercial truck traffic,



because the lands here are not already developed to accommodate other uses, and they are highly visible and quickly accessed from Highway 2. This is also in alignment with the existing Area Concept Plan which applies to a portion of this area.



Lands illustrated as Highway Commercial (HC) in the Land Use Concept should eventually be zoned Highway Commercial District under the Land Use Bylaw, or another district that would allow for intensive recreational uses or a recreational vehicle park as contemplated in the High River Highway Commercial Centre ACP. The HC District provides for a host of uses that would support development of businesses intended to serve the travelling public such as service stations, restaurants, motels, and retail and convenience stores. Recreational uses or a recreational vehicle park could be supported through site specific amendments to the Highway Commercial District or under the Recreation District. It is anticipated that the existing DC-18 District will eventually be rescinded.

4.3.3 Commercial (COM)



Lands illustrated as Commercial (COM) in the Land Use Concept are envisioned as either Highway Commercial District or Recreation District zoned parcels intended to serve the travelling public and commercial truck traffic as in the HC areas, or as Business Park District zoned parcels to accommodate businesses that support the agricultural industry, provide recreation opportunities or support other businesses in the area. Because the ASP area is contemplated as a place for commercial development rather than industrial development, the more industrial uses contemplated under the Business Park District would generally not be supported in the Plan Area.



Two of the parcels in the portion of the Plan Area illustrated as COM already accommodate agricultural support businesses. It is anticipated that these uses will continue as the Plan Area develops. One of these parcels is currently zoned as Direct Control #20 District (the same district as the four parcels illustrated as COM/IND in the Land Use Concept), the other is zoned as Agriculture District. Agriculture District lists agricultural support services as a discretionary use but indicates that retail sales are not included. The continuation of existing approved uses is supported but the eventual rezoning to Business Park District or another appropriate commercial district is suggested.



4.3.4 Service District (SD)



There is one parcel that is illustrated as Service District (SD) in the Land Use Concept. This parcel is the site of an existing church. While this parcel is currently zoned Highway Commercial District under the Land Use Bylaw, it is suggested that it should eventually be re-zoned to Service District which is more appropriate for its current and anticipated ongoing use.

4.3.5 Light Industrial / Commercial (COM/IND)



There are four parcels at the north end of the Plan Area that are illustrated as Light Industrial / Commercial (COM/IND) in the Land Use Concept. These parcels are distinguished from those with the COM designation in order to recognize existing businesses which could be characterized as more industrial than might be generally expected in a highway commercial area.



These parcels are currently zoned as Direct Control #20 District and 3 of them accommodate businesses that could be described as light industry or agricultural support businesses. As per the guiding principles for the plan, existing commercial uses are recognized and will be permitted to continue. Going forward, similar uses to those that currently exist could be supported on these parcels or they could transition to uses similar to those envisioned in the rest of the Plan Area.

4.3.6 Open Space (OS)



Areas illustrated as Open Space (OS) in the land use concept are intended to support passive or active recreation and may accommodate the preservation or enhancement of existing wetlands. Stormwater management facilities may be incorporated into these OS areas to provide an amenity but the stormwater facilities themselves should be designated as public utility lots.



Some OS areas may also be utilized to enhance opportunities for multi-modal transportation providing for constructed pathways, transit stops or bicycle servicing kiosks. Depending upon their individual characteristics and anticipated use, these lands may be zoned as Open Space District, Public Utility District, or may be dedicated as Municipal Reserve or Environmental Reserve.

4.3.7 Land Use Concept Policies

- 4.3.7.1** Development to allow for any non-agricultural use on lands illustrated as ATL should not be supported prior to an ASP amendment providing for Phase 2 of development.
- 4.3.7.2** Lands in the Plan Area illustrated as HC will primarily support uses to service the travelling public and commercial trucking traffic and should be rezoned to either Highway Commercial District or Recreation District.
- 4.3.7.3** Lands illustrated as COM in the Land Use Concept should support uses that serve the travelling public and commercial trucking traffic or be developed to accommodate uses that support the agricultural industry, provide recreation opportunities or serve other businesses in the Plan Area.
- 4.3.7.4** Lands illustrated as COM should eventually be zoned as either Highway Commercial District or Business Park District, Recreation District may also be supported.
- 4.3.7.5** The continuation of existing permitted businesses on parcels illustrated as COM or COM/IND in the Land Use Concept is anticipated and supported.
- 4.3.7.6** The following uses in the Business Park District should not be supported in the Plan Area and should instead be directed towards the Highway 2A Industrial Corridor: Industry General, Industrial Manufacturing / Processing, and Industrial Storage and Warehousing.
- 4.3.7.7** The parcel illustrated as Service District in the Land Use Concept may be rezoned from Highway Commercial District to Service District in support of its current use.
- 4.3.7.8** Over time, transitioning of parcels illustrated as COM/IND to uses that are contemplated in the HC or COM portions of the Plan Area may be supported.
- 4.3.7.9** Areas illustrated as OS in the land use concept may contain natural areas, stormwater facilities, parks, pathways or other amenities for use and enjoyment by the public.

5. Transportation Strategy

5.1 Transportation Concept



Among the stated objectives of the ASP are to protect the operational safety and functionality of Highway 2, in particular the interchanges at Highway 23 and 498th Avenue as well as to design a cost effective and efficient internal transportation system with appropriate access to the regional system.

The proposed Transportation Concept for the ASP is shown in *Figure 11 – Transportation Concept*. The concept illustrates the existing intersection configurations at Highway 23 and 498th Avenue on Highway 2, but accounts for future right of way that will be required to accommodate planned improvements of the Highway 23 interchange. There are intersections contemplated on both Highway 23 and 498th Avenue that will provide access to the ASP area and connect to the primary internal road system that will support future development. It is anticipated that internal subdivision roads may be added to the illustrated network to facilitate access to individual sites, depending on the ultimate lot sizes that are developed.

The primary internal road system shown in the concept displaces the existing service road to the east of the existing lots that front Highway 2. This reduces the overall cost for construction and maintenance of roads because there are fewer lineal meters of roads required overall. It also achieves efficiencies by enabling double loading of roads and utilities that are likely to be located in the road right of way.

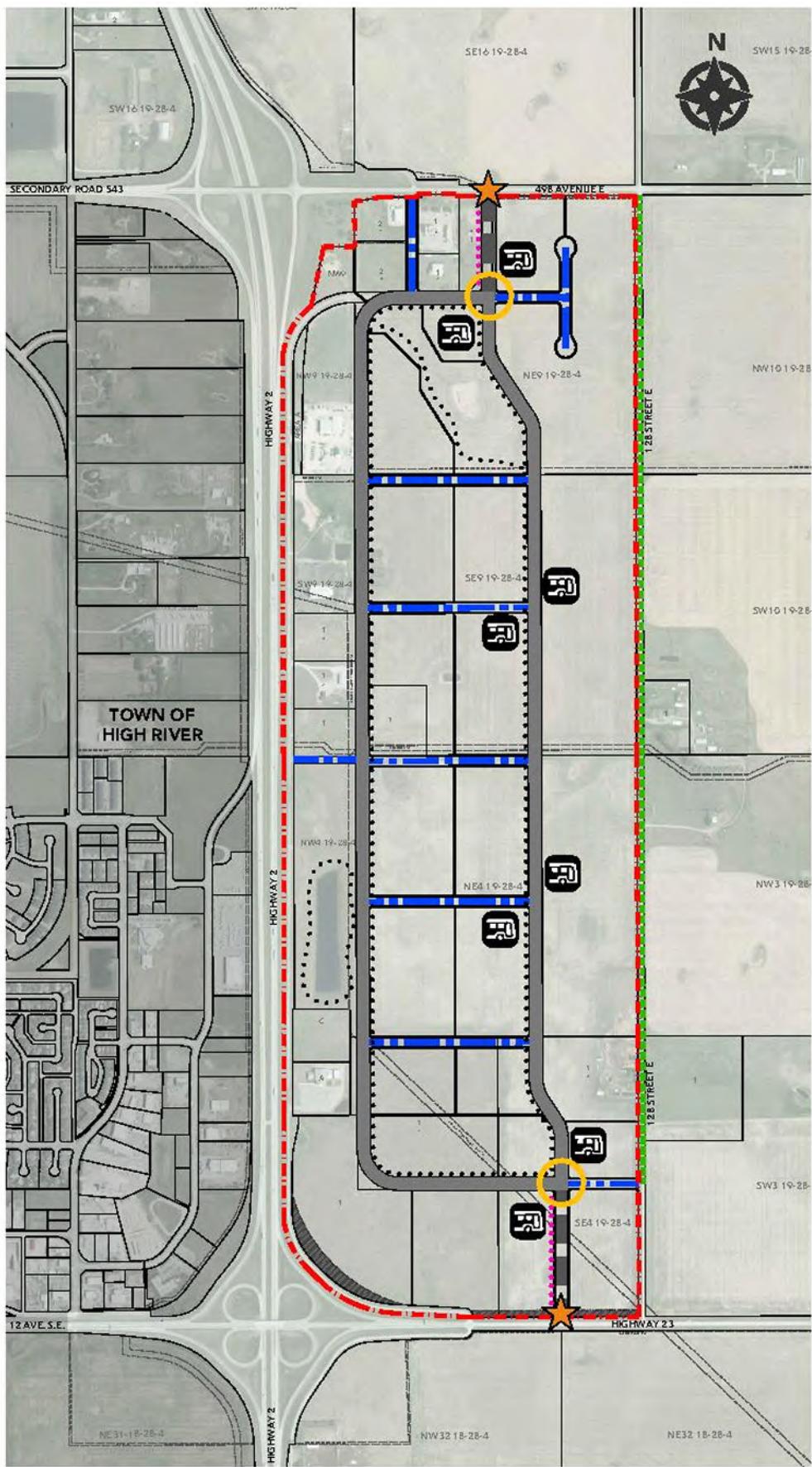
It is anticipated that the transportation improvements required to support the development will be phased over time and the pace of development in the Plan Area will dictate when on and off-site improvements are constructed. The Transportation Impact Assessment (TIA) that was undertaken in support of the ASP lays out the expected required improvements in the short term as well as for the 2035 and 2045 horizons.

In keeping with the guiding principles of the Plan, Foothills County will ensure that appropriate mechanisms are put in place so that developers will fund necessary transportation improvements on an equitable basis.

Figure 11
Transportation
Concept

LEGEND

- Plan Area Boundary
- Entry Road
- Commercial Collector
- Commercial Local Road
- Local Rural Road
- • • Pathway
- • Potential Regional Pathway Connection
- Additional HWY ROW Required
- Town of High River
- ★ Access Point
- Enhanced Intersection
- Potential Future Transit Stop



5.1.1 Transportation Concept Policies

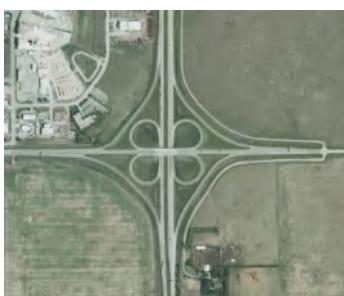
- 5.1.1.1** The primary roads that will comprise the ultimate transportation system for the ASP area will be approximately as illustrated in Figure 11 – Transportation Concept.
- 5.1.1.2** Transportation improvements may be phased over time with the rate of area development dictating the timing for improvements.
- 5.1.1.3** New development along the Highway 2 frontage shall be required to adhere to the Transportation Concept, as illustrated, however access to the existing service road may be accommodated on a temporary basis.

5.2 Transportation Off-Site Improvements



It is anticipated that future development of the ASP area will contribute to the need for off-site improvements to transportation infrastructure in the vicinity of the Plan Area. These may include upgrades to the interchange at Highway 23 on Highway 2, a new intersection on Highway 23 to provide access to the ASP area from the south, and upgrades to the intersection at 498th Avenue that will continue to provide access to the ASP area from the north. Future commercial development proponents will be required to undertake a traffic study to determine the impact of their proposed development on the transportation system and shall pay a proportional share of the costs for these improvements through off-site levies or another mechanism deemed appropriate by the County.

5.2.1 Upgrades to Highway 23 and Highway 2 Interchange



The existing interchange at Highway 23 and Highway 2 is an older type cloverleaf interchange that is on Alberta Transportation's list for improvements. Alberta Transportation has undertaken a functional planning study for the interchange and safety was identified as a major deficiency with substandard loop and ramp radii and substandard entry and exit tapers. The current interchange also has short weaving distances between ramps among several other issues that were identified.

The ultimate interchange that is planned by Alberta Transportation is a diamond interchange with a loop ramp at the southeast corner that



would accommodate the eastbound to northbound movement. The requirement for the upgrading of this interchanged may be triggered by development in the Plan Area or development east of the Plan Area along Highway 23 or by growth on the south side of the Town of High River.

Since the design for this upgrade has already been determined and the project is on Alberta Transportation's long term list it may be 100% funded by the Province. However, Foothills County and the Town of High River may opt to offer to contribute a portion of the cost to move the project up the list. If Foothills County were to contribute to upgrade the interchange, an appropriate mechanism will be determined to ensure that the funds are recovered from future developers in the Plan Area. It should be noted that the TIA indicates that no improvements to this interchange would be required to support 100% development of both phases of the ASP.

5.2.2 Upgrades to 498th Avenue and Highway 2 Interchange



The existing interchange at 498th Avenue and Highway 2 was constructed in 2012 as part of a joint project between Alberta Transportation, Foothills County, and the Town of High River. According to Alberta Transportation, there is one further improvement that could occur to this diamond interchange which is the addition of a loop for the east to north movement in the SE corner of the interchange. However, the need for this improvement would be primarily driven by development in the Town of High River and is likely beyond the horizon of this plan.

There are currently signals at either end of the overpass at the interchange junctions and it is anticipated that this interchange will be able to continue to function within acceptable parameters for the foreseeable future as development occurs on the north side of High River and in the Plan Area. The TIA undertaken in support of this project did not indicate any improvements required for this interchange due to development of the ASP area. Significant growth on the north side of High River would be necessary to trigger Alberta Transportation adding the loop to the interchange.

5.2.3 Intersection at 498th Avenue

The main access to the Plan Area from the north as shown in the Transportation Concept will be located at the current intersection of

498th Avenue and 124th Street East. This T-intersection is currently un-signalized, with a stop sign located on 124th street.



In the short term it is anticipated that this intersection will require upgrading to a Type II intersection as outlined in the TIA undertaken in support of this plan. Additional improvements are not indicated at either the 2035 or 2045 horizons, should they be required though, intersection upgrades may be constructed by developers in the Plan Area or by the County. Should the County decide to undertake improvements in anticipation of development, costs will be recovered through development levies, or another funding mechanism determined appropriate by Foothills County.

5.2.4 Intersection at Highway 23



The current south access to the Plan Area at Highway 23 is an intersection that provides access to the existing service road. It is located approximately halfway between 128th Street and the Highway 2 / Highway 23 interchange. Alberta Transportation has indicated that this intersection will not meet the setback requirements to the ultimate configuration of the interchange.

The Transportation Concept illustrates a new intersection at the south end of the Plan Area to provide access to the internal road system. This intersection is to be constructed east of the existing intersection. It is likely that when Alberta Transportation undertakes the planned interchange improvements on Highway 2, they will require the relocation of the existing intersection as it does not meet required setbacks to the end of the taper. The construction of this new intersection could also be triggered by development within the Plan Area. When the new intersection is constructed, the existing intersection of Highway 23 and 128th Street will need to be closed as Alberta Transportation has indicated they will not support two intersections so close together on Highway 23. As shown in the Transportation Concept, access to 128th Street will be provided via the internal road system in the Plan Area.

As indicated in the TIA, the new intersection on Highway 23 may initially be controlled with a stop sign, but it is anticipated that signalization will be required by the 2035 horizon. A roundabout may also be considered at this location subject to meeting requirements of Alberta Transportation. The TIA notes that the roundabout option operates better than an intersection at both the 2035 and 2045 horizons.

As with the other contemplated transportation improvements, this new intersection may be constructed by area developers, or may be constructed by Foothills County in anticipation of development. Should Foothills County construct the intersection, costs will be recovered through development levies or another appropriate mechanism as determined by the County.

5.2.5 Transportation Off-Site Improvement Policies

- 5.2.5.1** Foothills County will undertake future study to determine the most appropriate mechanism to fund transportation off-site improvements.
- 5.2.5.2** 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.
- 5.2.5.3** A Traffic Study shall be required for all new proposed commercial development to determine the impacts on the transportation system.
- 5.2.5.4** Timing of required upgrades to intersections will be determined by development triggers as outlined in Section 5.2.1 through Section 5.2.4.

5.3 Access Strategy



It is proposed that there will be two primary access points to the Plan Area. One at the north end from 498th Avenue, at 124th Street and the other at the south end of the Plan Area from Highway 23. Alberta Transportation has indicated that it is not likely that they would support any direct access to or from Highway 2 to the Plan Area. Access to the plan area via 128th Street is not contemplated unless an emergency access is required and access to future development directly off 128th Street is not supported.

5.3.1 North Access from 498th Avenue

Staff from Alberta Transportation have indicated that the north access should be able to remain in its current location at 124th Street as no further upgrades are anticipated to the interchange at Highway 2 and 498th Avenue that would impact intersection spacing.

This intersection is currently a Type I intersection and while upgrading to a Type II intersection is recommended in the short term, future signalization and other intersection improvements are not anticipated to be required as development of the ASP area proceeds as outlined in the TIA undertaken in support of this project.

5.3.2 South Access from Highway 23

The current access to the Plan Area from Highway 23 does not meet Alberta Transportation's setback requirements to the interchange.

Alberta Transportation have indicated that they would support one access point from Highway 23. That access could be located at 128th Street or between 128th Street and the current access. They will not support two intersections on Highway 23 at the south end of the Plan Area once the Highway 2 / Highway 23 interchange improvements are completed. The Foothills Crossing ASP Transportation Concept illustrates a new access between 128th Street and the current access and the closure of the 128th Street intersection. The relocation of the existing access is necessary in order to meet the required minimum setback distance to the tapers for the planned ultimate configuration of the Highway 2 and Highway 23 interchange.

In the short term this intersection is anticipated to be required to be a Type IV, unsignalized intersection, however by the 2035 horizon it is recommended that it should be signalized unless a roundabout is constructed.

5.3.3 Connections to 128th Street



As outlined in Section 5.3.2, when the new access to the Plan Area from Highway 23 is constructed the current intersection at 128th Street and Highway 23 will be closed. Existing properties at the south end of 128th Street will be accessed through the internal road system of the ASP area. The Transportation Concept illustrates only one connection to 128th Street from the ASP area, however additional connections may be considered if deemed necessary to provide appropriate emergency access and egress. It is not anticipated and is not deemed desirable that traffic will utilize 128th Street to access commercial development, and future (Phase 2) development should not be permitted to have direct access to 128th Street. As such, upgrades to 128th Street are not

contemplated. The intent is to maintain 128th Street as a gravel surface rural road that will primarily service existing agricultural properties.

5.3.4 Site Access to Internal Road System

Each commercial lot created in the Plan Area will be required to have direct access to the internal road system. Depending on the ultimate lot sizes and configurations this may necessitate additional local roads be constructed to connect each lot to the primary road system.

5.3.5 Access Strategy Policies

- 5.3.5.1** Other than the existing interchanges at Highway 23 and 498 Avenue, direct access to Highway 2 shall not be considered unless approved by Alberta Transportation.
- 5.3.5.2** Concurrently with the construction of a new access to the Plan Area from Highway 23, the intersection of Highway 23 and 128th Street shall be closed.
- 5.3.5.3** Access from Highway 23 to existing parcels that currently access from the south end of 128th Street will be provided via internal roads in the Plan Area approximately as shown in the Transportation Concept.
- 5.3.5.4** Phase 2 development should not be permitted to have direct access from 128th Street.
- 5.3.5.5** Every parcel in the Plan Area shall have direct access to the internal road system.

5.4 Internal Road Network



The primary roads of the internal road network for the Plan Area are illustrated in *Figure 11 – Transportation Concept*. The concept is designed around a main through road connecting the north and south main access points and the displacement of the existing service road to the east of the existing lots along Highway 2. Two main cross sections are anticipated one for commercial collectors and another for commercial local roads (See *Figure 12 – Road Cross Sections*). In addition, further enhancements may be considered for the entry roads for the Plan area, from the main access points to the enhanced intersections as illustrated in the Transportation Concept.

The road types for the ASP area are described as follows:

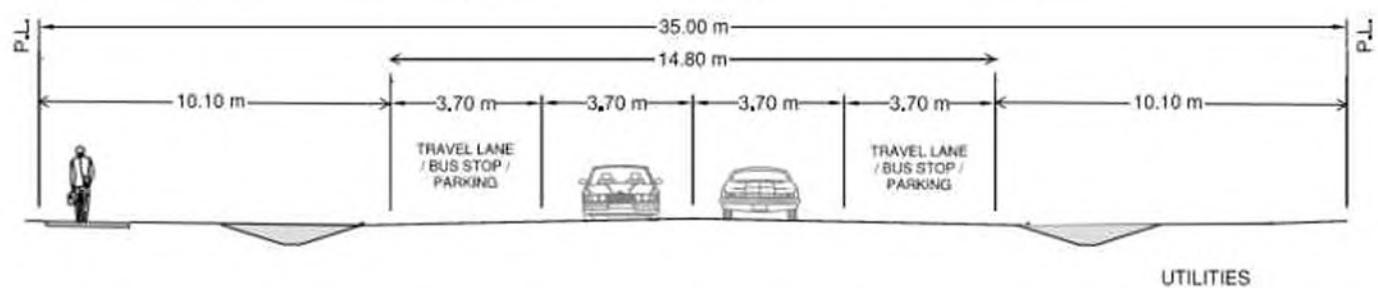
- The main through road and the displaced service road are illustrated as Commercial Collectors. They will have a rural cross section built to a commercial standard containing the road with ditches on either side, a pathway and a utility right of way in a 35m road right of way.
- The east west connector roads and any additional local roads will utilize the Commercial Local Road cross-section - a rural cross-section built to a commercial standard containing the roadway with ditches on either side, and a utility right of way in a 30m right of way.
- Entry roads may have a similar cross-section to the Commercial Collectors or may be further enhanced with a centre median or additional lanes to accommodate stacking. The right of way for these portions of the road system will be 40m.
- All roads will have provisions within the cross-section for the installation of deep utilities. Utilities may be installed during road construction and not commissioned until required or may be installed after the servicing strategy has been fully determined.

The Transportation Concept indicates two “enhanced intersections” on the main through road; one is just south of the 498 Ave / North Access (Intersection A) and the other just north of the Hwy 23 / South Access (Intersection B). Both were analyzed to confirm the traffic control requirements. It was concluded that an unsignalized intersection is sufficient at Intersection A to full development of the ASP area. At Intersection B, an unsignalized intersection would accommodate traffic up to the 2035 horizon. In the 2045 horizon, signalization or single-lane roundabout will be required.

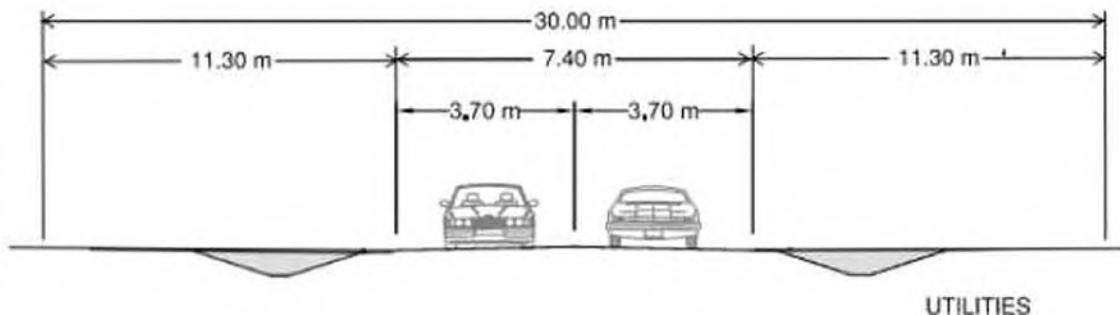
It is anticipated that construction of the road network will be undertaken by development proponents, but the County may develop portions of the internal road system in anticipation of development. Any costs incurred by the County to develop the internal road system in the Plan Area will be recouped through an appropriate funding mechanism as determined by Foothills County. Should a developer construct portions of the internal road system that benefit others, endeavors to assist or other such mechanisms may be employed to ensure costs are borne equitably by all benefiting parties. Foothills County's commercial development standards will be employed to ensure appropriate road construction standards for a highway commercial development.

Figure 12
Road Cross Sections

Commercial Collector Cross Section



Commercial Local Road Cross Section



5.4.1 Internal Road Network Policies

- 5.4.1.1 Commercial Collectors will be developed to a commercial standard with a rural cross-section in accordance with Foothills County design standards within a 35 m right-of-way approximately as illustrated in *Figure 12 – Road Cross Sections*.
- 5.4.1.2 Commercial Local Roads will be developed to a commercial standard with a rural cross-section in accordance with Foothills County design standards within a 30m right-of-way approximately as illustrated in *Figure 12 – Road Cross Sections*.
- 5.4.1.3 Entry Roads may be developed to the same standard as Commercial Collectors or may incorporate additional enhancements. They will be constructed in a 40m right-of-way.
- 5.4.1.4 All internal roads will be able to accommodate the installation of deep utilities either under the road surface or in the area within or along side of the ditch portion of the cross-section.
- 5.4.1.5 Funding mechanisms such as off-site levies and endeavours to assist may be utilized to ensure that road development costs for the Plan Area are allocated equitably among area developers.
- 5.4.1.6 Foothills County will undertake future study to determine the most appropriate mechanism to fund transportation improvements within the Plan Area.

5.5 Multimodal Transportation



Among the guiding principles for the ASP is to provide for multimodal transportation by including pathways for walking and cycling as well as safe pedestrian movements throughout the Plan Area. The inclusion of provisions to accommodate future transit, should it become available, is also suggested.

Multi-modal transportation systems are those that consider not only vehicular traffic, but also walking, cycling, and public transit. Proponents of multi-modal transportation list carbon emission reduction, reduced spending on infrastructure, vibrant streets, and a healthier population

among the potential benefits of incorporating multiple modes of transportation into transportation systems.

While it is not anticipated that the area will see much pedestrian or bicycle traffic in the short term, it is important to ensure that it can be accommodated in the future. Likewise, while there are currently no opportunities for transit service in the Plan Area, there could be potential for regional transit to this employment area in the future.

5.5.1 Accommodating Pedestrians and Bicycles



It is proposed that a pathway system be incorporated into the right-of-way-along the Commercial Collectors in the Plan Area as well as within open space areas. As a rural road cross-section is anticipated, the intent is that the pathways would be separated from the driving surfaces by a ditch. *Figure 11 – Transportation Concept* illustrates a conceptual pathway system along the roadways and within the open space areas in Phase 1. *Figure 12 – Road Cross Sections* illustrates the anticipated cross-sections for the Commercial Collectors (which incorporate a pathway) as well as the Commercial Local Roads. When Phase 2 proceeds, it is anticipated that the pathway system would be expanded to include open space areas in that phase as well.

The Transportation Concept also illustrates potential regional pathway connections to the north and south boundaries of the ASP area. Alberta Transportation has indicated that the ultimate design for the interchange at Highway 2 and Highway 23 includes a pedestrian pathway along the north side of Highway 23. This will enable a safe connection to the Town of High River at the south end of the ASP area. A connection along 498th Avenue to the north could be contemplated as part of any future interchange upgrades at the discretion of Alberta Transportation.

In addition to providing for pathways, the design guidelines for the area should speak to accommodating pedestrians in site design and ensuring safe routes from the pathway system to building entrances as well as providing for bicycle parking.

5.5.2 Accommodating Future Transit

While it is unlikely that transit will be available to the Plan Area in the foreseeable future, *Figure 11 – Transportation Concept* illustrates conceptual locations for future transit stops. It is envisioned 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. Either way, locating transit stops as illustrated in the Transportation Concept would make it possible to provide transit access within approximately 400m from any part of the Plan Area.

5.5.3 Multimodal Transportation Policies

- 5.5.3.1** A pathway system shall be incorporated into the design of the Commercial Collector roads in the Plan Area as well as within open space areas in Phase 1 of the development approximately as illustrated in the Transportation Concept.
- 5.5.3.2** Provisions shall be incorporated into the design guidelines for the ASP area to consider pedestrians in individual site design and to provide for safe routes from the pathway system to building entrances.
- 5.5.3.3** Provisions shall be incorporated into the design guidelines for the ASP area to accommodate cyclists and to ensure the provision of parking for bicycles is considered.
- 5.5.3.4** Provisions shall be incorporated into the design of future business sites and open space areas to allow for transit stops to be located approximately as illustrated in the Transportation Concept.

5.6 Phasing of Transportation Improvements

It is anticipated that both internal and external transportation improvements that will service the Plan Area will be phased over time as development proceeds as outlined in the TIA.

The predicted off-site improvements will, as described in Section 5.2, be triggered by traffic volumes. Foothills County will work with Alberta Transportation to determine when upgrades are required and what portion of the costs, if any, should be allocated to development in the Plan Area.

The construction of the internal road system as illustrated in the Transportation Concept may be phased over time allowing for some roads to be constructed sooner than others. In addition, the County may

consider allowing for roads to be constructed with a gravel or oiled surface as an interim solution and then paving as traffic volumes justify.

At such time as the relocation of the existing service road occurs, the future of the lands that comprise the current right-of-way will be considered. It is likely that one of the following will occur:

- The lands may be turned over to Alberta Transportation to be incorporated into the Highway 2 right-of-way,
- The road allowance may be closed and offered to adjacent landowners to purchase to add to their parcels, or
- The road allowance may be incorporated into the open space or storm water systems for the development.

The existing service road will not be closed until alternative access has been constructed for the parcels that it currently serves.

5.6.1 Phasing of Transportation Policies

- 5.6.1.1 Internal and external transportation improvements shall be phased over time as development proceeds with improvements being triggered by traffic volumes.
- 5.6.1.2 The existing service road shall not be closed until alternative access has been constructed to the parcels that it currently serves.

6. Servicing & Utilities Strategy

6.1 Piped Services (Water and Wastewater)



Near the beginning of the ASP project, it was determined that there were still enough unknowns regarding piped servicing that the development of a detailed servicing concept should be postponed. However, it was felt that the creation of the planning framework for the area should not wait until the ultimate servicing concept had been determined. This is to ensure that lands in the Plan Area develop in a logical sequence and that interim development does not hamper the ultimate highest and best use for the lands.

In 2011-12 when the Foothills County and Town of High River IDP was being developed, it had been anticipated that the Town might extend water and wastewater services to the area in exchange for revenue sharing. As such, provisions were included in the IDP that spoke to shared servicing and revenue sharing. The Town has since indicated that they have no interest in extending piped services to the Plan Area. Foothills County has several other viable possibilities for piped servicing that are being explored.

While it is expected that piped servicing will eventually be extended to this area, the timing of those services is currently unknown. It is anticipated that Phase 1 development will continue to be supported through on-site servicing options. However, in accordance with the guiding principles listed in Section 4.2, provisions for future piped servicing are to be incorporated into both phases of development; this includes a requirement for Phase 1 developers to enter into a deferred servicing agreement and may include the installation of deep services within road rights of way when roads are constructed.

As Foothills County explores piped servicing options, it may become evident that additional rights of way for piped servicing will be required outside of road or highway rights of way. Once alignments are known, the County will ensure that required rights of way are acquired.

6.1.1 Piped Services Policies

- 6.1.1.1** Foothills County will continue to explore piped servicing options for the Plan Area.
- 6.1.1.2** Phase 1 development may be supported through on-site servicing as an interim measure.
- 6.1.1.3** Piped servicing should be in place prior to Phase 2 of development proceeding.
- 6.1.1.4** Deep servicing will primarily be accommodated within road rights of Way. Additional rights of way for piped services will be acquired by the County should they be required.
- 6.1.1.5** A deferred servicing agreement shall be utilized for Phase 1 development. This agreement will require that development connect to future piped servicing for water and/or wastewater when it becomes available.

6.2 Stormwater Management



In accordance with the guiding principles for the ASP, the stormwater management system for the Plan Area will be designed to ensure there are no negative off-site impacts and that water quality is maintained. The conceptual strategy for stormwater is illustrated in *Figure 13 - Stormwater Management Concept*. The concept utilizes stormwater management facilities, control structures, sewers, a lift station and forcemain, and outfalls to manage stormwater in the Plan Area. This stormwater infrastructure was sized for this concept using spreadsheets and The City of Calgary's Water Balance Spreadsheet (WBSCC). In order to reduce the overall runoff produced by the developed site, several low impact development (LID) options may be integrated into the stormwater design. LID generally functions to improve stormwater conditions by providing a combination of peak flow attenuation, water quality improvement, and volume reduction through the promotion of infiltration and evapotranspiration. Overland drainage courses both within and outside of road rights-of-way may be utilized for conveyance. Drainage easements may be utilized to protect these overland drainage courses, or they may be incorporated into public utility lots.

Best management practices will be utilized to ensure that future development does not negatively impact adjacent lands and developers will be encouraged to integrate measures to ensure that the stormwater

discharged from the Plan Area is of high quality and that erosion is mitigated.

Certain efficiencies, such as repurposing AT's borrow pit, or synergizing on-site facilities and the centralized stormwater concept may be considered. There may also be opportunities to enhance existing wetlands, or dugouts within the Plan Area and incorporate them into the stormwater management strategy. These will be investigated in conjunction with future applications for development. It is noted that Any changes to wetlands, including alteration of flow or level, change in the location of water, or infilling of wetlands, will require a Water Act approval.

The western portion of the Plan Area currently drains to the west and discharges a limited amount of water into the ditch along the east side of Highway 2. This water has a path whereby it may be conveyed under Highway 2 and into the Town of High River's stormwater system via several culverts that currently exist under the highway. Particular care will be taken to ensure that future applications for development do not negatively impact the Town's stormwater infrastructure.

It is anticipated that as with the transportation system, the construction of stormwater management facilities will be phased as development of the Plan Area proceeds. Also, as with the transportation system it is anticipated that developers will construct the various facilities as development proceeds. However, the County may elect to construct some of the required facilities in advance of development and utilize off-site levies or other appropriate mechanisms to recover the costs.

6.2.1 Stormwater Policies

- 6.2.1.1** **Stormwater management plans, or lot grading plans shall be required in support of non-agricultural development applications, to define the regulation of stormwater discharge and water quality according to Alberta Environment and Foothills County standards.**
- 6.2.1.2** **Stormwater will be managed through a combination of stormwater management facilities, control structures, sewers, a lift station and forcemain, and outfalls to be constructed in the Plan Area.**

- 6.2.1.3 Any drainage courses not contained within road rights-of-way, will be secured as public utility lots or easements in favour of the County.
- 6.2.1.4 Drainage to ditches along either of the highways or local roads shall be controlled to pre-development rates.
- 6.2.1.5 When evaluating development proposals with respect to stormwater management, the County will ensure that there are no negative impacts on the Town of High River's stormwater management infrastructure.
- 6.2.1.6 Developers shall be encouraged to integrate best management practices that improve water quality in the design of stormwater systems.
- 6.2.1.7 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.
- 6.2.1.8 Stormwater ponds, wet or dry, shall not be accepted as municipal reserve or environmental reserve. Stormwater ponds will be designated as public utility lots (PUL) but may be integrated into the open space system.
- 6.2.1.9 Should Foothills County undertake the construction of any part of the stormwater management system servicing the Plan Area, any costs associated with this project may be incorporated into the off-site levies for the area.



Figure 13
Stormwater
Management
Concept



6.3 Shallow Utilities



All commercial development in the Plan Area shall be appropriately serviced by natural gas, electricity and high-speed internet. Developers will be expected to fund the installation of these services to the property lines of all new non-agricultural lots and subsequently to buildings located on the lots.

There may be an opportunity for Foothills County to extend the fiber optic internet cable that services the Highway 2A corridor to the Plan Area. This may be partially or fully funded through federal or provincial grants. Should the County undertake the extension of the fiber optic line to the Plan area and the costs associated with this project are not fully recovered by the County they may be incorporated into the off-site levy for the Plan Area and/or the County may opt to charge connection fees to hook up to the service.

6.3.1 Shallow Utilities Policies:

- 6.3.1.1** Shallow Utilities shall be installed to lot lines at the time of subdivision by the developer at their own expense.
- 6.3.1.2** All shallow utilities shall be located in areas acceptable to the County and utility companies. Right-of-way requirements shall be determined at the time of subdivision.
- 6.3.1.3** Power lines in the Plan Area should be installed underground to ensure that height restrictions are not created.
- 6.3.1.4** Should Foothills County extend the fibre optic line that services the Highway 2A Corridor to the Plan Area, any costs borne by the municipality may be recovered through an off-site levy for the Plan Area and/or through connection fees.

6.4 Emergency Services



Emergency services that will likely be required in the Plan Area include fire services, protective services and emergency medical services. All of these services will be provided by external bodies through agreements.

6.4.1 Emergency Services Policies

- 6.4.1.1 Fire services in the Plan area will be provided by the Town of High River Fire Department in accordance with the County's shared servicing agreement with the Town.
- 6.4.1.2 Protective services in the Plan area will be provided by the RCMP as per the province's police service agreement with the RCMP unless another policing solution is put in place by the County.
- 6.4.1.3 Emergency medical services, when required will be dispatched to the area through the Alberta Health Services EMS dispatch.

6.5 Solid Waste & Recycling

Foothills County does not currently provide solid waste or recycling collection services outside of hamlets. Landowners throughout the County are responsible for waste management on their own individual parcels.

Landowners and commercial business owners in the Plan Area will be expected to make provisions for solid waste management and recycling unless the County implements a collection service for the area. If the County opts to provide solid waste collection users will be billed for this service. Waste management services may be addressed cooperatively among groups of business owners or individually. Waste minimization and diversion (re-use, recycling and composting) will be encouraged.

6.5.1 Solid Waste & Recycling Policies

- 6.5.1.1 Landowners / developers shall be responsible for the management and disposal of solid waste generated during construction in the Plan Area.
- 6.5.1.2 Commercial business owners shall be responsible for providing their own solid waste collection services unless the County implements a collection service for the area.
- 6.5.1.3 Provisions for the storage and collection of recyclable materials should be incorporated into individual site plans.

6.6 Phasing of Servicing and Utilities

Piped water and wastewater is currently unavailable in the plan area and the Town of High River has indicated that they have no interest in extending piped servicing to the plan area. Foothills County is exploring a number of potential means for providing piped servicing and will continue to do so. Piped servicing will need to be available prior to Phase 2 of the development proceeding.

Stormwater management infrastructure and utilities will be installed as development proceeds. It is intended that the servicing and utilities for the area will either be installed by the area developers at their expense or may be installed by the County in anticipation of development. If Foothills County opts to construct any of the servicing or utilities infrastructure, the costs may be incorporated into off-site levies for the Plan Area, may be incorporated into connection fees, or another appropriate funding mechanism may be utilized to ensure that area developers equitably share the cost of servicing the area.



7. Environment & Historic Resources

7.1 Environmental Studies

One of the stated objectives of the ASP is to minimize the impacts of development on the environment. In addition, ensuring significant wetlands are identified and protected is one of the guiding principles of the Plan.

As part of a site analysis undertaken by ISL Engineering, there were a number of wetlands identified in the Plan Area, mainly they were considered not crown-claimable, but three potentially crown-claimable wetlands were noted. This site analysis also identified potential for bird habitat. In addition, it is worth noting that there was once a service station located at the south end of the Plan Area.

In light of the above noted site conditions, prior to development occurring both environmental site assessments and biophysical assessments may be required.

7.1.1 Environmental Studies Policies

- 7.1.1.1 Applications for land use redesignation in the Plan Area should be accompanied by an Environmental Site Assessment Level 1 undertaken by a qualified professional.
- 7.1.1.2 Applications for land use redesignation in the Plan Area may be required to be supported by a biophysical assessment prepared by a qualified professional at the discretion of the County. The assessment should identify and analyze any environmentally sensitive or significant areas and recommend ways to protect these features and address topography, geology, hydrology, soils, vegetation, and wildlife.

7.2 Environmental Reserve and Environmental Reserve Easement

Under Section 664 of the Municipal Government Act:

A subdivision authority may require the owner of a parcel of land that is the subject of a proposed subdivision to provide part of that parcel of land as Environmental Reserve (ER) if it consists of

- (a) a swamp, gully, ravine, coulee or natural drainage course,
- (b) land that is subject to flooding or is, in the opinion of the subdivision authority, unstable, or
- (c) a strip of land, not less than 6 metres in width, abutting the bed and shore of any body of water.

Alternatively, if the owner and the municipality agree, land that is to be taken as ER, could instead be the subject of an Environmental Reserve Easement (ERE) for the protection and enhancement of the environment.

7.2.1 Environmental Reserve and ERE Policies

- 7.2.1.1 As part of any subdivision application in the Plan Area, there shall be a determination of whether any of the lands involved qualify as Environmental Reserve or Environmental Reserve Easement.**

7.3 Wetlands

Ensuring that significant wetlands are identified and protected is listed among the guiding principles for the ASP. As previously mentioned, a number of wetlands were identified during the preliminary site analysis. It is noted that one of the identified potentially crown-claimable wetlands has been disturbed and replacement has commenced in accordance with a wetland reclamation plan approved by Alberta Environment and Parks.

In order to determine the significance of wetlands in the Plan Area, wetland assessments shall be undertaken prior to non-agricultural development proceeding. The assessment will delineate and classify wetlands using the Alberta Wetland Classification System and an ecological wetland value will be assigned using the Alberta Wetland

Rapid Evaluation Tool. This standardized method must be performed by an Authenticating Wetland Professional within 3 years or less from planned disturbance, to ensure that any required wetland replacement considers the loss of wetland area as well as the specific wetland function. These assessments will be used as a basis for determining if any wetland areas are to be dedicated as ER or ERE at the time of subdivision, or if any of the wetlands would be subject to replacement or compensation if degraded or removed.

7.3.1 Wetlands Policies

- 7.3.1.1 Wetland assessments shall be undertaken as part of rezoning and development permit approval processes in the Plan Area. 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.
- 7.3.1.2 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.

7.4 Historic Resources

As outlined in Section 2.5 and illustrated in *Figure 6 – Historic Resources*, there are lands in the Plan Area that have been identified on the Provincial Listing of Historic Resources as having a high potential to contain a historic resource. In order avoid the loss or destruction of any archaeological or other historic resources, further assessment should be undertaken on lands identified as having high potential to determine if any historic resources are present prior to commercial development proceeding.

7.4.1 Historic Resources Policies

- 7.4.1.1 Lands in the Plan Area identified as having a high potential to contain a historic resource may require further study to determine if historical resources are present prior to non-agricultural development proceeding.

8. Implementation

8.1 Existing Uses

Prior to the anticipated commercial or recreational development proceeding in the Plan Area, it is acknowledged that landowners will wish to continue to utilize their property as they have in the past, and this is recognized in the guiding principles for the ASP. Existing uses include agricultural operations including farmsteads, residential uses, approved light industrial and commercial uses and a church. All currently approved uses will be allowed to continue in accordance with the Land Use Bylaw and existing development permit approvals. It is the intent that the continuation of agricultural uses in particular, be supported as long as possible, especially in the area that is allocated as Phase 2 of the development.

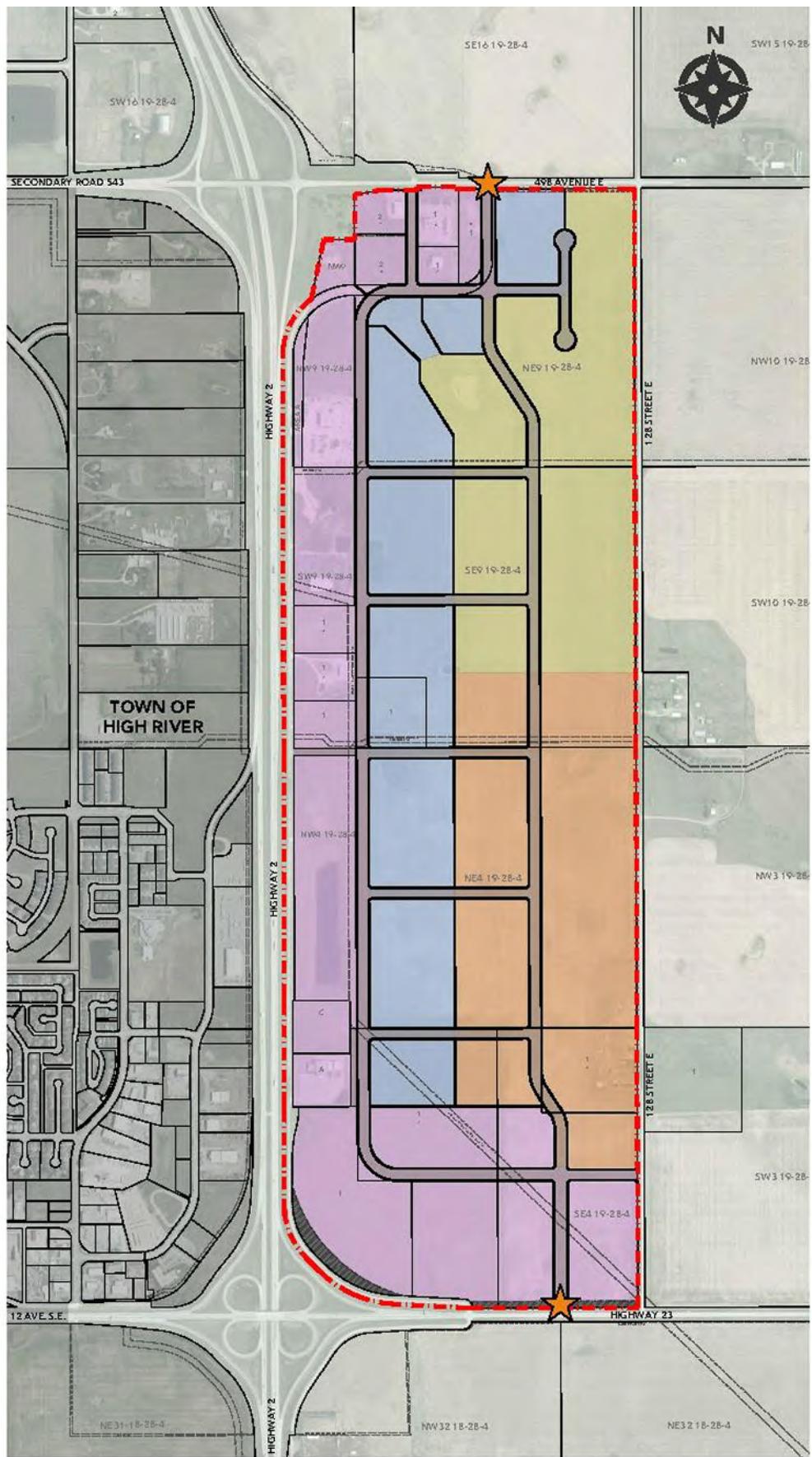
8.1.1 Existing Uses Policies

- 8.1.1.1 The continuation of existing agricultural operations in the Plan Area in accordance with the agricultural land use district is supported and encouraged.
- 8.1.1.2 Existing residential uses are allowed to continue but new residential development in the Plan Area should not be supported.
- 8.1.1.3 Existing businesses may continue to operate in accordance with the applicable land use district and existing development permit approvals. Approvals for business expansions or for new businesses shall be in accordance with this Plan.
- 8.1.1.4 The church at the south end of the Plan Area is recognized as an existing use.

Figure 14
Phasing Strategy

LEGEND

- Plan Area Boundary
- Phase 1A
- Phase 1B
- Phase 2A
- Phase 2B
- Additional HWY ROW Required
- Town of High River
- ★ Access Point



8.2 Development Phasing

The purpose of the Phasing Strategy is to create a framework for the logical and cost-effective progression of development within the Plan Area. Two general phases for development were identified in the proposed land use scenario, with the Agricultural Transition Lands being considered the second phase of development.

Phase 1 lands are those where development may proceed prior to the provision of piped servicing for the area. Piped servicing should be available and an ASP amendment completed prior Phase 2 of development proceeding.

Within the two general phases, development is likely to proceed generally from Highway 2 eastward, with the highway frontage lands being the first to develop. *Figure 14 – Phasing Strategy* further breaks down the anticipated phasing of development within the two general phases into sub-phases.

The timing of development, and actual size of each sub-phase will be dependent on the desires of the landowners and market conditions and may be altered from the Phasing Strategy without an amendment to this plan.

8.2.1 Development Phasing Policies

- 8.2.1.1** The Plan Area shall be divided into two general phases for development approximately as shown in Figure 14 – Phasing Strategy.
- 8.2.1.2** An ASP amendment is required prior to Phase 2 of development proceeding.
- 8.2.1.3** The two general phases for development may be further divided into sub-phases approximately as shown in Figure 14 – Phasing Strategy.
- 8.2.1.4** Adjustments to the size and location of sub-phases from those illustrated in the Phasing Strategy may be made without an amendment to this plan.

8.3 Provision of Municipal Reserve

Upon subdivision, lands in the Plan Area will be subject to the provision of municipal or school reserve lands in accordance with Section 666 of the Municipal Government Act (MGA). Municipal Reserve may be incorporated into the open space network, accommodate pathways or recreation facilities, or may undergo a disposal process as outlined in the MGA and be sold for development.

8.3.1 Provision of Municipal Reserve Policies

- 8.3.1.1 Lands in the Plan Area shall be subject to the provision of municipal or school reserve lands in accordance with Section 666 of the Municipal Government Act and Foothills County's Municipal Reserve Policy as may be amended from time to time.**

8.4 Intermunicipal Collaboration

8.4.1 CMR Growth Plan and Interim Growth Plan collaboration requirements

The Calgary Metropolitan Region Growth Plan contains the following policies regarding intermunicipal collaboration:

3.1.1.1 Municipalities should collaborate to coordinate planning for land use, infrastructure, and service provision with other member municipalities, where appropriate.

3.1.1.2 Municipalities should collaborate with municipal neighbours, where appropriate, on the planning and development of statutory plans, including Municipal Development Plans, Area Structure Plans, and Area Redevelopment Plans.

The Interim Growth Plan also speaks to intermunicipal collaboration in Section 3.2 Region-wide Policies. It indicates that new Area Structure Plans (ASPs) within 1.6 km of a neighbouring municipal boundary or an agreed upon notification area between the member municipalities, shall demonstrate collaboration to coordinate and gives examples of how this may be achieved.

The direction provided in this ASP has been developed in consideration of these policies in the Growth Plan and a structured engagement

process was undertaken with the Town of High River throughout the development of the Plan.

8.4.2 CMR Growth Plan Joint Planning Area (JPA)

The Plan Area is included in an area that was identified in the Calgary Metropolitan Region Growth Plan as a Joint Planning Area (JPA) between Foothills County and the Town of High River. The Growth Plan requires that the municipalities that are party to a JPA prepare a Context Study for the area within three years of the Minister of Municipal Affairs approving the Growth Plan. They must also prepare a terms of reference for that Context Study within one year of the approval of the Growth Plan by the CMRB (May 2021). Foothills County will work with the Town of High River to fulfill the requirements of the Growth Plan with respect to the Context Study once the Growth Plan is approved by the Minister of Municipal Affairs.

8.4.3 Joint Planning Projects in the Foothills/High River IDP

The Plan Area is located within the Foothills County and Town of High River Intermunicipal Development Plan (IDP) area. The IDP illustrates these lands as Highway Commercial in its future land use scenario. There were four joint projects contemplated in the IDP for the Plan Area:

1. to undertake a joint economic development study,
2. to investigate the possibility of a servicing agreement relative to the area,
3. to explore a revenue sharing agreement, and
4. to undertake the development of some design guidelines relative to gateway areas.

The Town have indicated that they do not wish to undertake a joint economic development study and have stated that they are not interested in providing utility servicing to the area, so those two joint projects will not been pursued based on the Town's position. Foothills County and the Town may choose to negotiate a cost and revenue sharing agreement similar to the Highway 2A Industrial Corridor Partnership Framework that is currently in place between Foothills County, the Town of High River and the Town of Okotoks. These negotiations can commence at the Town of High River's request.

With respect to the fourth joint project ensuring that design guidelines are established for the area, Foothills County recognizes the importance

of maintaining a high standard of development for this highly visible area that forms part of a “gateway” to both the County and the Town. As such, Foothills County will, in consultation with the Town and Alberta Transportation, develop a set of design guidelines for the Foothills Crossing Plan Area subsequent to the approval of the ASP. In the interim period between the approval of the ASP and the approval of the design guidelines, the Highway 2A Industrial ASP Design Guidelines for Enhanced Areas will be applied to development applications.

8.4.4 Application Referrals

As outlined in Section 7.7.2 of the Town of High River and Foothills County Intermunicipal Development Plan, Foothills County must refer all applications for the adoption, amendment or repeal of ASP's, ARP's, ACP's, or Outline Plans, and all Subdivision applications and Development Permit applications that are located within the IDP area outside of the Town, to the Town for comment.

The response periods shall be as outlined in the IDP. Should the Town not reply within these time periods, it may be assumed that they have no comment or objection.

As in other parts of the IDP area, should there be a proposal that the County feels may significantly impact the Town's interests, a pre-application consultation may be undertaken at the discretion of County administration.

8.4.5 Intermunicipal Collaboration Policies

- 8.4.5.1** Foothills County will, in consultation with the Town of High River and Alberta Transportation, commence work on a set of design guidelines for the Foothills Crossing Plan Area within one year of the approval of the ASP.
- 8.4.5.2** Foothills County will ensure that future development in the Plan Area shall be in accordance with the Town of High River and Foothills County IDP.
- 8.4.5.3** Foothills County will refer planning applications in the Plan Area to the Town of High River for comment in accordance with the IDP. Any comments received will be given due consideration when evaluating proposals for development.

8.5 Plan Review and Amendments

8.5.1 Plan Review

While the Foothills Crossing ASP has been designed to allow for a reasonable amount of flexibility, periodic review may be warranted. In addition, this plan should be amended at such time as Phase 1 of the Plan Area is near full build-out to provide for the development of Phase 2. Any formal application for non-agricultural development in Phase 2 of the Plan Area will trigger a plan review and amendment.

Determination of an ultimate plan for the provision of piped water and wastewater services for the Plan Area will not on its own trigger the need for a plan review.

8.5.2 Plan Amendment

Amendments to the Foothills Crossing ASP may be undertaken by the County at the discretion of Council or amendments may be initiated by person(s) with interest in the Plan Area. Any plan amendment process must be done in accordance with the Municipal Government Act and may require approval through the CMRB. Any significant plan amendments will also require a stakeholder and public engagement process be undertaken.

8.5.3 Plan Review and Amendment Policies

- 8.5.3.1** The Foothills Crossing ASP should be reviewed when Phase 1 of the Plan Area is near full build out.
- 8.5.3.2** Non-agricultural development in Phase 2 of the Plan Area should not proceed without an amendment to this plan.
- 8.5.3.3** Significant amendments to the Foothills Crossing ASP will require stakeholder and public engagement.

9. Interpretation

Text provided in the document that is not identified as policy, is provided for information and clarification. Should there be an apparent conflict between a policy and other text in the plan, the policy will take precedence.

The policies contained in this plan employ key operative terms, Shall/Will, Should, and May for consistency and clarity. The interpretation of these terms are outlined as follows:

Shall or Will – are directive terms that indicates that the actions outlined are mandatory, therefore must be complied with, without discretion.

Should – is a directive term that provides direction to strive to achieve the outlined action, but is not mandatory. When the policy is directed to the developer, the onus is on the applicant to justify why the desired action/result is not proposed and/or will not be achieved.

May – is a discretionary term, providing notification that the policy in question can be enforced if the County chooses to do so, and is usually dependent on the particular circumstances of the specific site and application.

Appendix A

Legal land descriptions in Plan Area

ATS Legal	Plan, Block, Lot	Size (Ac)	L/U
NW 4-19-28 W4		31.56	A
W 4-19-28 W4	375IC, Blk C	6.2	HC
NE 4-19-28 W4		159.88	A
S 4-19-28 W4	Plan 0612882 Blk 1 Lot 2	65.56	DC-18
S 4-19-28 W4	Plan 0612882 Blk 1 Lot 1	32.69	DC-18
SW 4-19-28 W4	Plan 6437HR Blk A	6.4	HC
SE 4-19-28 W4	Plan 0714303 Blk 1 Lot 3	16.53	CR
SE 4-19-28 W4		63.11	A
NW 9-19-28 W4		20.95	A
NW 9-19-28 W4	Plan 1410162 Blk A *	2.73	A
NE 9-19-28 W4		129.51	A
NE 9-19-28 W4	Plan 1312714 Blk 1 Lot 8	4.16	A
NE 9-19-28 W4	Plan 1110565 Blk 1 Lot 6	5.06	DC-20
NE 9-19-28 W4	Plan 1110565 Blk 1 Lot 7	3.21	DC-20
NE 9-19-28 W4	Plan 1212263 Blk 2 Lot 9	4.57	DC-20
NE 9-19-28 W4	Plan 1212263 Blk 2 Lot 8	5.36	DC-20
SW 9-19-28 W4		17.5	DC-20
SW 9-19-28 W4	Plan 0713773 Blk 1 Lot 3	6.0	CR
SW 9-19-28 W4	Plan 0610463 Blk 1 Lot 2	6.0	CR
SW 9-19-28 W4	Plan 0113560 Blk 1 Lot 1	6.0	CR
SE 9-19-28 W4		149.99	A
SE 9-19-28 W4	Plan 9911805 Blk 1 Lot 1	10.01	CR
	TOTAL AREA	752.98	