

Growth Plan Alignment Summary

Foothills Crossing ASP

The Foothills Crossing Area Structure Plan provides a planning framework to enable the first phase of development of an employment area along the east side of Highway 2 between Highway 23 and 498th Avenue, east of the Town of High River. Development of the second phase will require an ASP amendment.

The following charts summarize how the proposed ASP aligns with applicable sections of the Growth Plan.

| 3.1 Blueprint for Growth | |
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| 3.1.1 Region-Wide Policies | <p>The Foothills Crossing ASP aligns with the policies in Section 3.1.1 of the Growth Plan as follows:</p> <p>GP Policy 3.1.1.1 – The ASP area is within Joint Planning Area 4 (JPA 4) as identified in the Growth Plan. As such this is an area where a Context Study will be completed jointly with the Town of High River.</p> <p>GP Policy 3.1.1.2 – The Town of High River was identified as a stakeholder early in the plan development process and a structured engagement was undertaken. This involved engaging with the Town at several points in the plan development process as well as providing project updates at regularly scheduled IMC meetings. More details can be found in Section 1.5 of the ASP and in the High River Engagement Summary submitted in support of the application.</p> <p>GP Policy 3.1.1.3 – The ASP provides for phased development of the area in order to ensure that Agricultural lands are not converted to other uses prematurely (See Sections 4.2 and 4.3.1). The plan mitigates impacts on adjacent agricultural uses by creating an appropriate interface directing the more intensive commercial uses to the west side of the plan are adjacent to the Highway with less intense or agriculture related development providing a buffer to the working farms to the east (See Section 4.3.1). The plan also separates the commercial traffic from the agricultural traffic by keeping 128 Street as a gravel surface rural road and not allowing commercial properties to access directly onto it (Section 5.3.3, Policy 5.3.5.4). Finally, the plan promotes agriculture in the area by providing an easily accessible and highly visible location for agriculture support businesses.</p> <p>GP Policy 3.1.1.4 – The ASP area does not provide for new residential development (See Policy 8.1.1.2) and so should not create a drain on services within the Town, however there is an existing servicing agreement in place between the Town and the County and should it be found that the development</p> |

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| | <p>is impacting services in the Town, the agreement may be adjusted accordingly.</p> <p>GP Policy 3.1.1.5 – This ASP leverages critical provincial transportation infrastructure in order to promote opportunities for business.</p> <p>GP Policy 3.1.1.6 – Subsequent to approval of the ASP, the County will investigate appropriate mechanisms whereby the development industry or businesses can partner in the development of this area as development ready serviced land.</p> |
| <p>3.1.2 Preferred Placetypes</p> | <p>The ASP does not contemplate any residential development (See Policy 8.1.1.2) so preferred placetypes do not apply.</p> |
| <p>3.1.3 Preferred Growth Areas</p> | <p>The ASP area is located in JPA 4, a Preferred Growth Area.</p> <p>GP Policy 3.1.3.1 – This ASP was created to take advantage of existing transportation infrastructure that creates a highly visible area between two grade-separated interchanges. As part of a joint planning area, it is anticipated that the plan area will be serviced. The current plan is to service the area from the County’s Aldersyde System (See Section 6.1) as outlined in the Servicing Strategy undertaken in support of the ASP.</p> <p>GP Policy 3.1.3.2 – As an employment area, this ASP is not anticipated to create a need for additional community services or facilities. Should it be determined that the development is impacting community services in High River, adjustments can be made to the existing services agreement between the Town and the County.</p> <p>GP Policy 3.1.3.3 – This ASP provides for an employment area in a Preferred Growth Area. The ASP does not contemplate residential development but is located adjacent to the Town of High River. This provides for a short commute for potential workers. A pedestrian / bike connection is also planned as part of the Provinces planned upgrades to the Highway 2 / Highway 23 interchange (See Section 5.5.1). The ASP area provides for commercial development that can easily access transportation infrastructure to provide for efficient movement of goods.</p> <p>GP Policies 3.1.3.4 – 3.1.3.6 - N/A</p> |
| <p>3.1.4 Placetype Targets for Population Growth</p> | <p>N/A – the ASP does not contemplate any residential units</p> |
| <p>3.1.5 Rural and Country Cluster Placetype</p> | <p>N/A – the ASP does not contemplate any residential units</p> |

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| <p>3.1.6 Rural Employment Area</p> | <p>N/A – this ASP contemplates a regular employment area.</p> |
| <p>3.1.7 Location Criteria for Placetypes</p> | <p>GP Policy 3.1.7.1 – The ASP provides for an employment area within a Preferred Growth Area. GP Policies 3.1.7.2 – 3.1.7.4 – N/A</p> |
| <p>3.1.8 Hamlet Growth Areas</p> | <p>N/A – the ASP does not contemplate a Hamlet Growth Area.</p> |
| <p>3.1.9 Joint Planning Areas</p> | <p>This ASP is within an already established Joint Planning Area. Most of the policies in this section pertain to establishing new JPAs or the requirements for Context Studies so do not apply to this ASP specifically. GP Policy 3.1.9.11 – There is currently no Terms of Reference for the Context Study for this Joint Planning Area that would not allow for a new ASP to be approved.</p> |
| <p>3.1.10 Existing Area Structure Plans and Area Redevelopment Plans</p> | <p>N/A</p> |
| <p>3.1.11 Municipal Development Plan Updates</p> | <p>N/A</p> |
| <p>3.1.12 Exceptions to the Policy</p> | <p>N/A</p> |

| <p>3.2 Economic Wellbeing</p> | |
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| <p>3.2.1 Municipal Development Plans</p> | <p>N/A</p> |

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| <p>3.2.2 Regional Transportation Planning Support for Economic Wellbeing</p> | <p><i>Not applicable to individual statutory plans for the purposes of REF</i></p> |
| <p>3.2.3 Agricultural Economy</p> | <p>GP Policy 3.2.3.1 - N/A this is an ASP not an MDP GP Policy 3.2.3.2 - N/A refers to work to be undertaken by the CMRB as a body.</p> |

| <p>3.3 Protect and Enjoy the Environment</p> | |
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| <p>3.3.1 Flood Prone Areas</p> | <p>There are no areas of provincially identified floodway or flood fringe within the Plan Area.</p> |
| <p>3.3.2 Environmentally Sensitive Areas</p> | <p>GP Policy 3.3.2.1 - In support of the Stormwater Engineering report, ISL Engineering undertook a desktop environmental screening for the plan area and lands within 100m of the plan area. The report identifies a number of wetland areas as well as sensitive species ranges within the subject lands (See figures 4 and 5). The ASP contains policy in sections 7.1.1 and 7.3.1 requiring ESAs and wetland assessments be undertaken and indicating that biophysical assessments may be required in support of land use re-designation applications in the Plan Area. Policy 7.1.1.3 of the ASP also provides guidance regarding wildlife surveys that would be required in support of future wetland assessments.</p> |
| <p>3.3.3 Climate Change</p> | <p>GP Policy 3.3.3.1 - N/A this is and ASP not an MDP.</p> |

| <p>3.4 Water Stewardship</p> | |
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| <p>3.4.1 Watershed Protection</p> | <p><i>Not applicable to individual statutory plans for the purposes of REF</i></p> |

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| <p>3.4.2 Stormwater Management</p> | <p><i>Not applicable to individual statutory plans for the purposes of REF</i></p> |
| <p>3.4.3 Water Efficiency</p> | <p><i>Not applicable to individual statutory plans for the purposes of REF</i></p> |
| <p>3.4.4 Collaboration and Governance</p> | <p><i>Not applicable to individual statutory plans for the purposes of REF</i></p> |

| <p>3.5 Shared Services Optimization</p> | |
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| <p>3.5.1 Transportation & Transit Corridors</p> | <p>GP Policy 3.5.1.1 - One of the primary factors in this ASP being undertaken was its location adjacent to Highway 2 (a level 1 Provincial Highway) between two grade separated interchanges. The plan identifies Highway 2 as a level 1 Provincial Highway and Highway 23 (also adjacent to the plan area) as a level 2 Provincial Highway in <i>Figure 2 – Plan Area</i>. Development of the Plan Area would make excellent use of this existing transportation infrastructure.</p> <p>A TIA was undertaken in support of the ASP which outlines intersection improvements that will be required in proximity to the Plan Area as development proceeds. The TIA also indicates that even at full build-out (Phase 1 and Phase 2), development of the plan area would not necessitate improvements to either interchange.</p> <p>The ASP contains policy in Section 5.2.5 requiring traffic studies be undertaken for all new proposed commercial development to determine the impacts on the transportation system and that new commercial development may be subject to transportation levies in support of improvements to the transportation system within and in proximity to the Plan Area.</p> <p>GP Policies 3.5.1.2 & 3.5.1.3 - Section 5.5 of the ASP addresses multimodal transportation. The plan provides for a pedestrian / bicycle pathway through the Plan Area and anticipates a connection to the Town of High River across the planned improved Highway 2 / Highway 23 interchange. This pathway could easily be connected to the portion of the Town’s</p> |

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| | <p>pathway system along 12 Avenue located approximately 600m east of the interchange.</p> <p>This section of the ASP also speaks to provisions for transit should it become available and in Section 5.1 the transportation concept illustrated in Figure 12 shows the approximate locations for future transit stops. The transit stops are located along the planned pedestrian pathway system providing safe routes from transit stops to the various parts of the plan area.</p> <p>Policy 5.5.3.4 of the ASP indicates that provisions shall be incorporated into the design of future business sites and open space areas to allow for transit stops as illustrated in the Transportation Concept.</p> |
| <p>3.5.2 Energy and Utility Corridors</p> | <p>GP Policy 3.5.2.1 - Energy and Utility Corridors are identified in <i>Figure 2 – Plan Area</i>. It should be noted that one of the power transmission lines identified as going through the plan area was relocated between 2015 and 2018 to north of the Plan Area. All of the pipelines that pass through the plan area are protected by rights of way registered on title of the lands (See Section 2.6 and <i>Figure 8 – Easements and Rights of Way</i>).</p> |
| <p>3.5.3 Planning and Protection for Regional Corridors</p> | <p>GP Policies 3.5.3.1 – 3.5.3.3 - As previously mentioned, this ASP is located within JPA 4. A Context study will be undertaken for this area as required by the Growth Plan that will address any potential regional infrastructure corridors.</p> |
| <p>3.5.4 Recreation</p> | <p><i>Not applicable to individual statutory plans for the purposes of REF</i></p> |