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Adopted: Aaa ##, 2022

Bylaw: 14/2022

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# Foothills Crossing

## Area Structure Plan

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# Table of Contents

<b>1. INTRODUCTION</b>	<b>1</b>
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
<b>2. SITE CONTEXT</b>	<b>9</b>
2.1 Existing Conditions Overview	9
2.2 Existing Transportation Infrastructure	9
2.3 Environmentally Sensitive Areas	11
2.4 Existing Drainage Conditions	15
2.5 Historical Resources	15
2.6 Easements and Rights of Way	15
<b>3. LEGISLATIVE FRAMEWORK</b>	<b>18</b>
3.1 Plan Authority	18
3.2 Provincial and Regional Planning Framework	19
3.3 Foothills County & Town of High River IDP	20
3.3.1 Joint Economic Development Study	20
3.3.2 Servicing Agreement	20
3.3.3 Revenue Sharing Agreement	21
3.3.4 Design Guidelines	21
3.4 Foothills County MDP (2010)	21
3.5 Foothills County Land Use Bylaw 60/2014	22
3.6 Growth Management Strategy	22
3.7 High River Highway Commercial Centre Area Concept Plan	23
<b>4. DEVELOPMENT CONCEPT</b>	<b>26</b>
4.1 Vision	26
4.2 Guiding Principles	26
4.3 Land Use Concept	27
4.3.1 Agriculture Transitions Lands (ATL)	29
4.3.2 Highway Commercial (HC)	29
4.3.3 Commercial (COM)	30
4.3.4 Service District (SD)	31
4.3.5 Light Industrial / Commercial (COM/IND)	31
4.3.6 Open Space (OS)	31
4.3.7 Land Use Concept Policies	32

<b>5. TRANSPORTATION STRATEGY</b>	<b>33</b>
<b>5.1 Transportation Concept</b>	<b>33</b>
5.1.1 Transportation Concept Policies	35
<b>5.2 Transportation Off-Site Improvements</b>	<b>35</b>
5.2.1 Upgrades to Highway 23 and Highway 2 Interchange	35
5.2.2 Upgrades to 498 <sup>th</sup> Avenue and Highway 2 Interchange	36
5.2.3 Intersection at 498 <sup>th</sup> Avenue	36
5.2.4 Intersection at Highway 23	37
5.2.5 Transportation Off-Site Improvement Policies	38
<b>5.3 Access Strategy</b>	<b>38</b>
5.3.1 North Access from 498 <sup>th</sup> Avenue	38
5.3.2 South Access from Highway 23	39
5.3.3 Connections to 128 <sup>th</sup> Street	39
5.3.4 Site Access to Internal Road System	40
5.3.5 Access Strategy Policies	40
<b>5.4 Internal Road Network</b>	<b>40</b>
5.4.1 Internal Road Network Policies	43
<b>5.5 Multimodal Transportation</b>	<b>43</b>
5.5.1 Accommodating Pedestrians and Bicycles	44
5.5.2 Accommodating Future Transit	44
5.5.3 Multimodal Transportation Policies	45
<b>5.6 Phasing of Transportation Improvements</b>	<b>45</b>
5.6.1 Phasing of Transportation Policies	46
<b>6. SERVICING &amp; UTILITIES STRATEGY</b>	<b>47</b>
<b>6.1 Piped Services (Water and Wastewater)</b>	<b>47</b>
6.1.1 Piped Services Policies	48
<b>6.2 Stormwater Management</b>	<b>48</b>
6.2.1 Stormwater Policies	50
<b>6.3 Shallow Utilities</b>	<b>52</b>
6.3.1 Shallow Utilities Policies:	52
<b>6.4 Emergency Services</b>	<b>52</b>
6.4.1 Emergency Services Policies	53
<b>6.5 Solid Waste &amp; Recycling</b>	<b>53</b>
6.5.1 Solid Waste & Recycling Policies	53
<b>6.6 Phasing of Servicing and Utilities</b>	<b>54</b>
<b>7. ENVIRONMENT &amp; HISTORIC RESOURCES</b>	<b>55</b>
<b>7.1 Environmental Studies</b>	<b>55</b>
7.1.1 Environmental Studies Policies	55
<b>7.2 Environmental Reserve and Environmental Reserve Easement</b>	<b>56</b>
7.2.1 Environmental Reserve and ERE Policies	56
<b>7.3 Wetlands</b>	<b>56</b>
7.3.1 Wetlands Policies	57
<b>7.4 Historic Resources</b>	<b>57</b>
7.4.1 Historic Resources Policies	57

<b>8. IMPLEMENTATION</b>	<b>58</b>
<b>8.1 Existing Uses</b>	<b>58</b>
8.1.1 Existing Uses Policies	58
<b>8.2 Development Phasing</b>	<b>60</b>
8.2.1 Development Phasing Policies	60
<b>8.3 Provision of Municipal Reserve</b>	<b>61</b>
8.3.1 Provision of Municipal Reserve Policies	61
<b>8.4 Intermunicipal Collaboration</b>	<b>61</b>
8.4.1 CMR Growth Plan collaboration requirements	61
8.4.2 CMR Growth Plan Joint Planning Area (JPA)	61
8.4.3 Joint Planning Projects in the Foothills/High River IDP	62
8.4.4 Application Referrals	63
8.4.5 Intermunicipal Collaboration Policies	63
<b>8.5 Plan Review and Amendments</b>	<b>63</b>
8.5.1 Plan Review	63
8.5.2 Plan Amendment	64
8.5.3 Plan Review and Amendment Policies	64
<b>9. INTERPRETATION</b>	<b>65</b>
<b>APPENDIX A</b>	<b>66</b>

**SUPPORTING STUDIES (Under separate cover)**

Transportation Impact Assessment (TIA) – ISL Engineering  
Stormwater Engineering Report – ISL Engineering  
Water and Sanitary Servicing Strategy – K2 Engineering

# 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 (Bears paw, 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 transportation 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 a policy framework 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 498<sup>th</sup> 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 498<sup>th</sup> 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 498<sup>th</sup> Avenue and on the south by Highway 23, (a level 2 provincial highway). Both 498<sup>th</sup> Avenue and Highway 23 have grade separated interchanges at their intersections with Highway 2. The Plan Area is bounded on the east by 128<sup>th</sup> 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 4<sup>th</sup> Meridian. A list of the legal descriptions of the parcels in the Plan Area can be found in Appendix A.

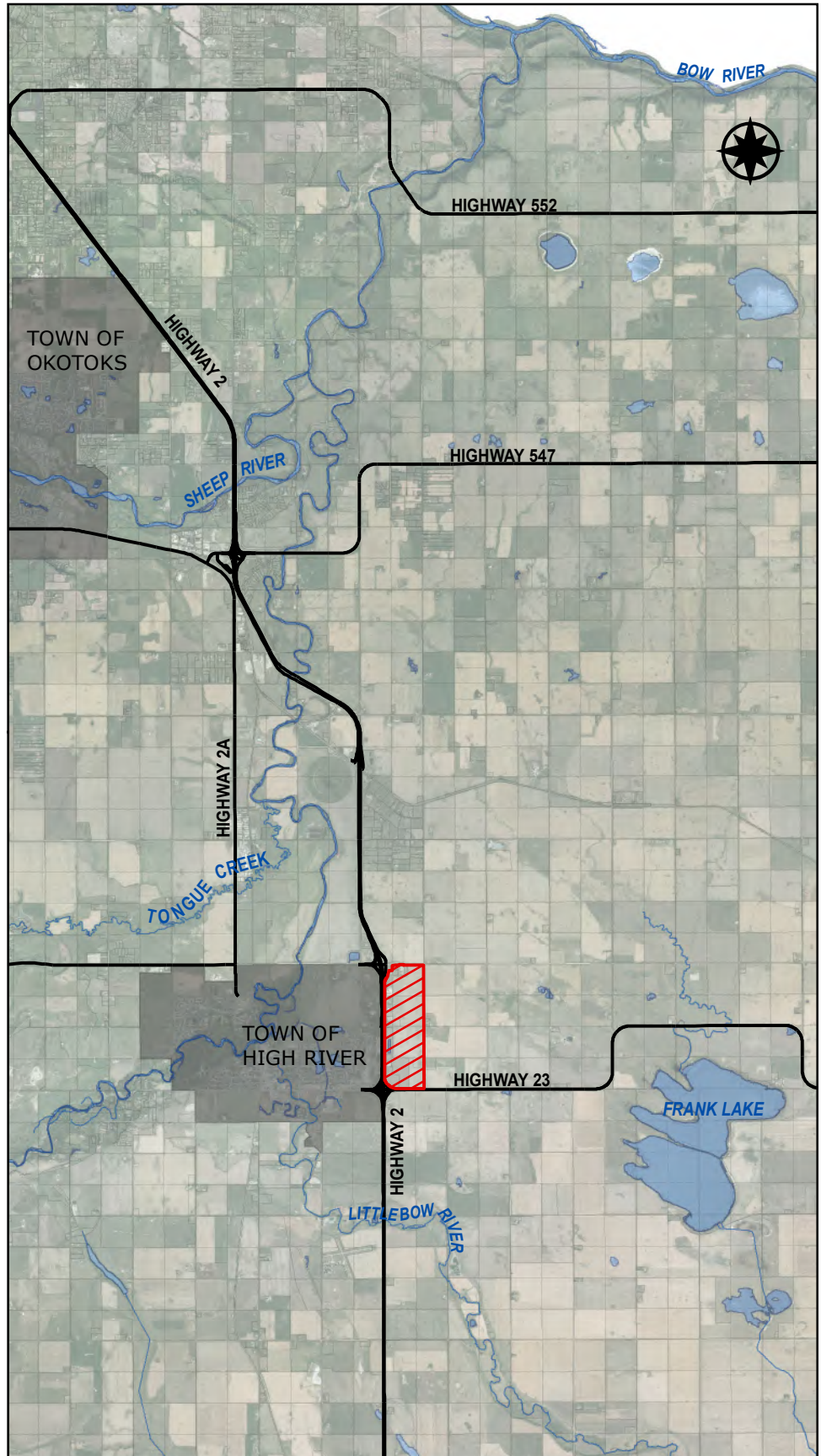




**Figure 1**  
**Regional Context**

**LEGEND**







 Plan Area

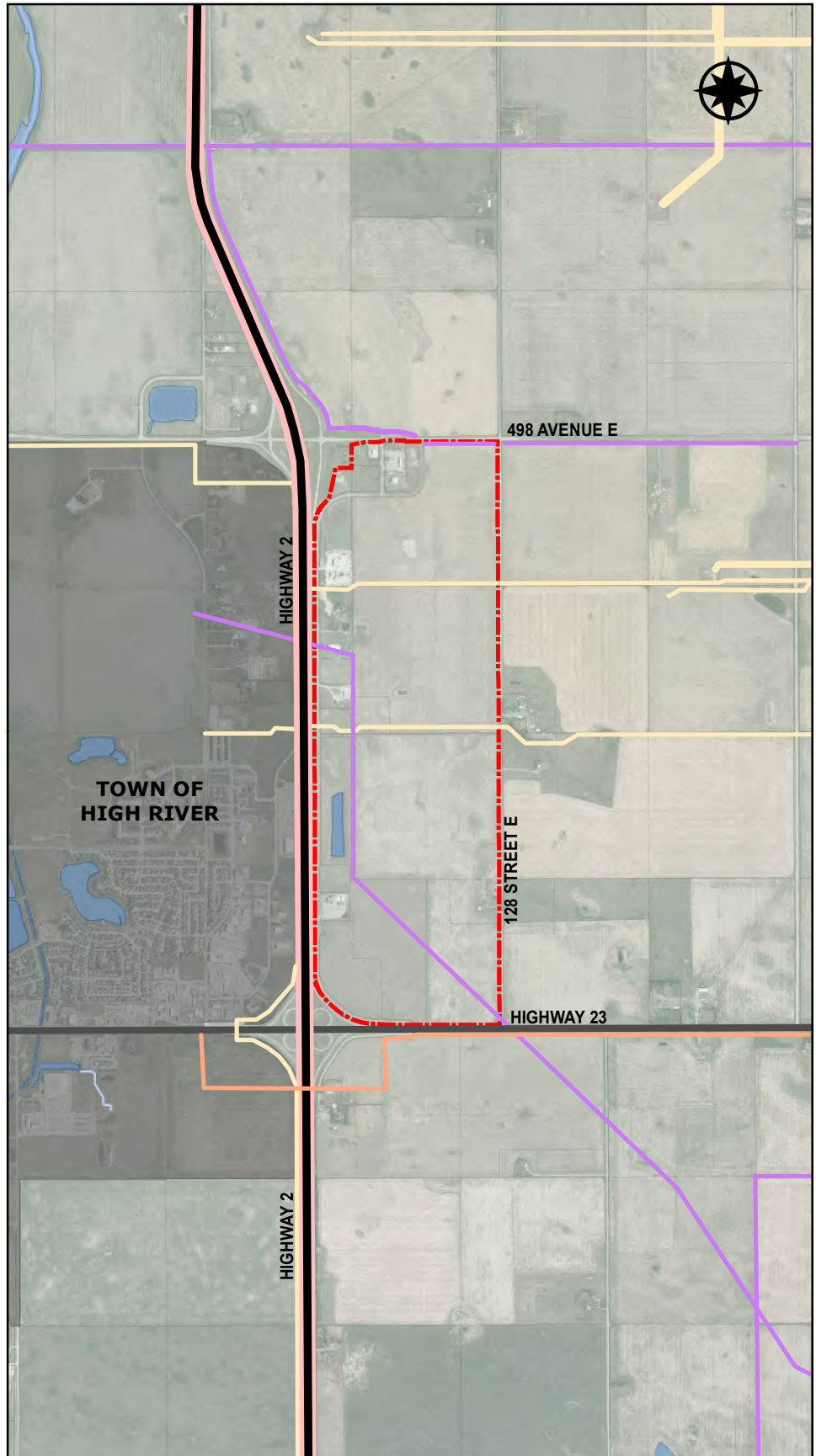


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**Figure 2**  
**Plan Area**

**LEGEND**

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



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## **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 centred 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 128<sup>th</sup> 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

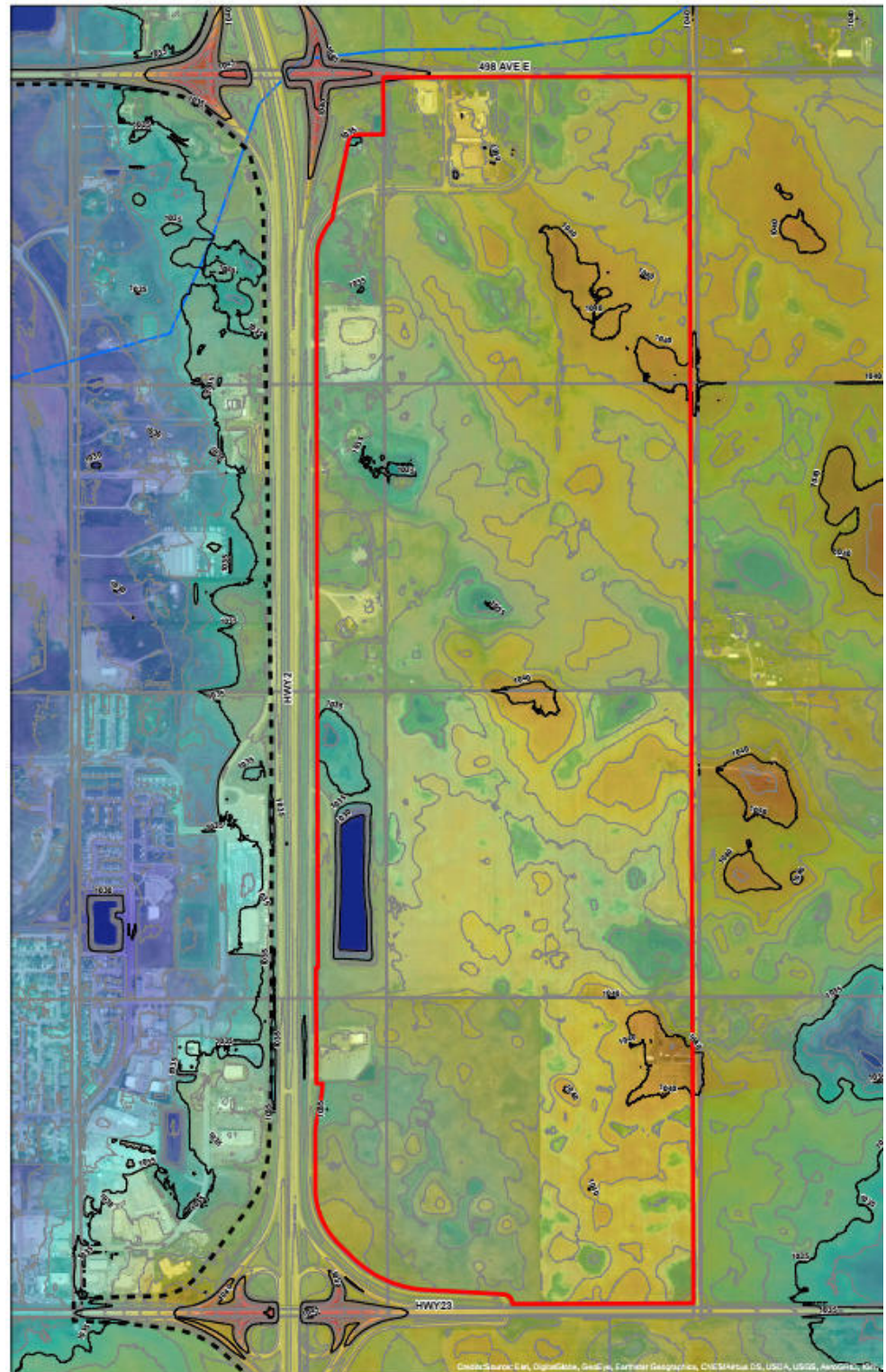


The Plan Area boundary is defined by the surrounding roads and its location adjacent to Highway 2 between two grade separated interchanges was the main impetus for creating a commercial area in this location.

The Plan Area is currently accessed from the north via an unsignalized intersection on 498<sup>th</sup> 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 128<sup>th</sup> Street unless the 128<sup>th</sup> Street intersection at Highway 23 is closed.

**Figure 3**  
**Topography**



**Legend**

- Minor Contour - 1m Interval
- Major Contour - 5m Interval
- Study Area
- Town of High River
- Watershed Boundary
- Quarter Section
- Elevation (m)  
High : 1047.39  
Low : 1025.61



The only roads currently within the Plan Area are the service road adjacent to Highway 2 that links the two access points (121<sup>st</sup> Street East) and a short cul-de-sac (122<sup>nd</sup> 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 121<sup>st</sup> Street East except for the historic farmstead that is accessed from 128<sup>th</sup> Street.

121<sup>st</sup> 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. 122<sup>nd</sup> Street was constructed more recently (2012) and has a 250mm gravel base course with an 8m paved surface within a 30m right of way. 128<sup>th</sup> 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 Environmentally Sensitive Areas



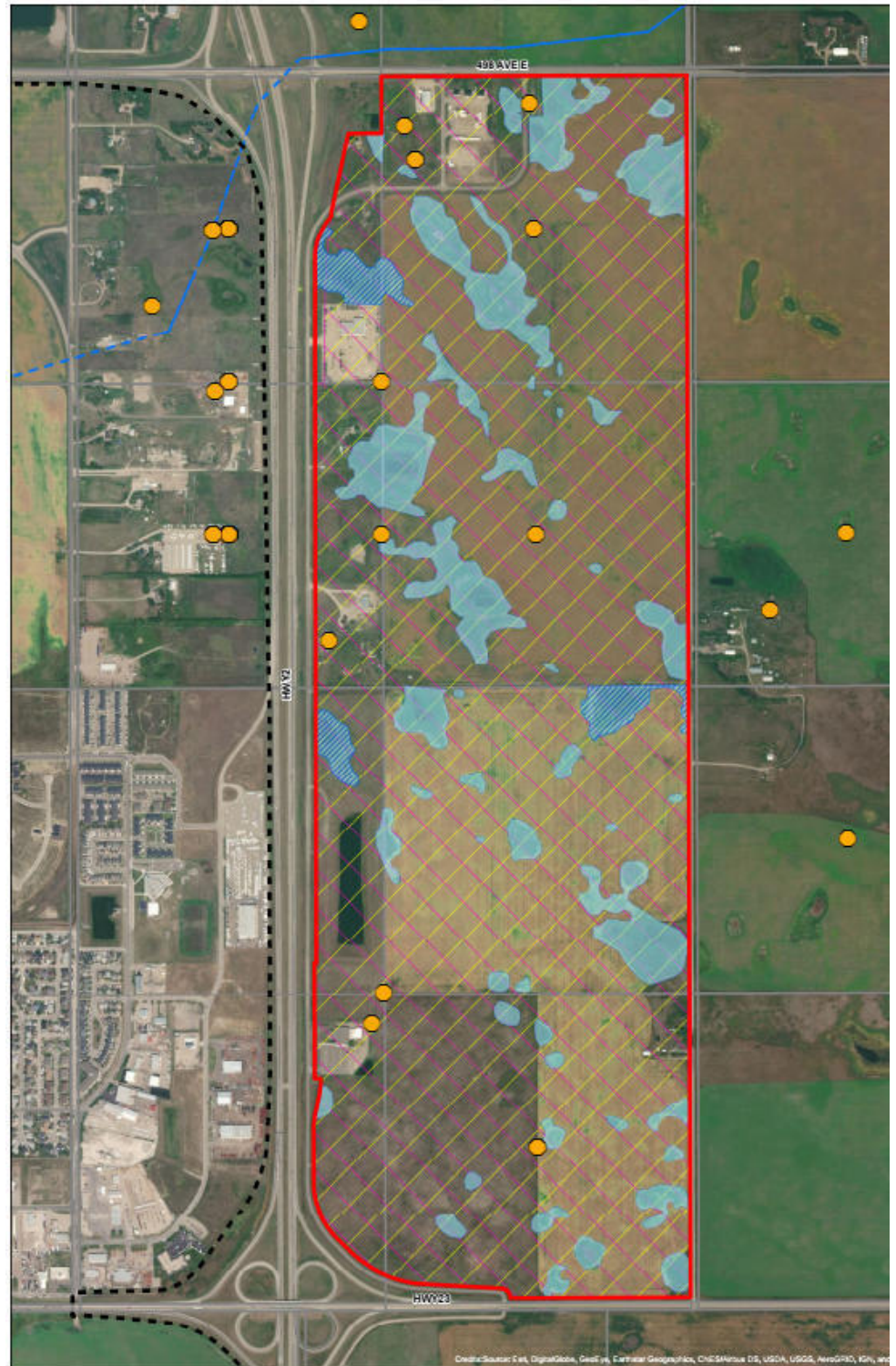
The Stormwater Engineering Report that was undertaken in support of the ASP describes the Environmentally Sensitive Areas (ESAs) on the subject lands and suggests future studies that will be required in light of the identified wetlands and sensitive species ranges shown on *Figure 4 - Critical Study Area Elements* and *Figure 5 – Wetlands On-Site and Within 100m*.

No wetlands within the Study Area are expected to be crown claimed, however there were three seasonal wetlands that were identified as being potentially crown claimable. (see *Figure 4*). 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.

*Figure 5* illustrates wetlands that were identified on the subject lands and within 100m of the boundary of the subject lands by ISL Engineering through a desk-top-study undertaken in support of the Stormwater Engineering Report.

**Figure 4**  
**Critical Study Area**  
**Elements**



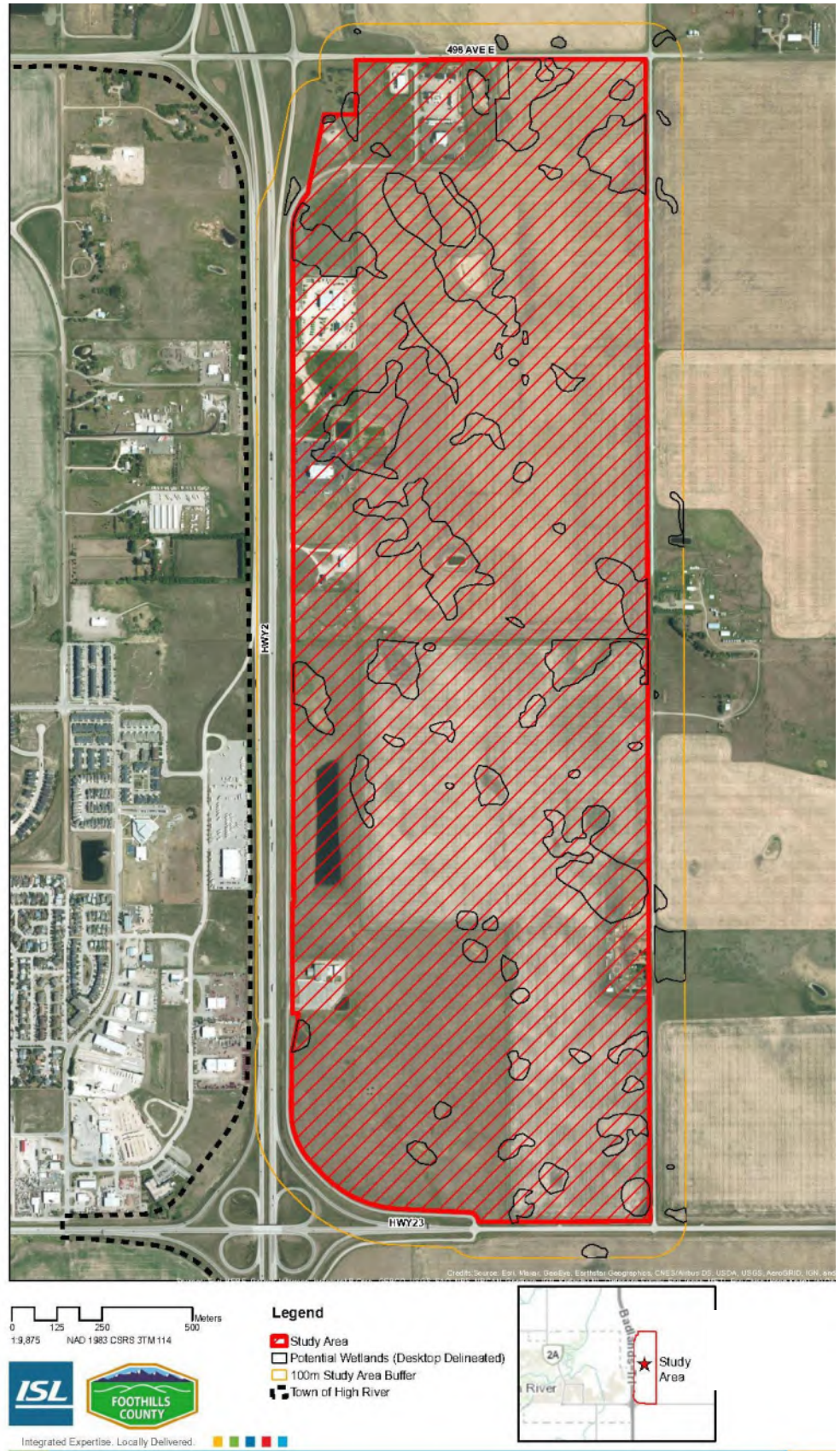
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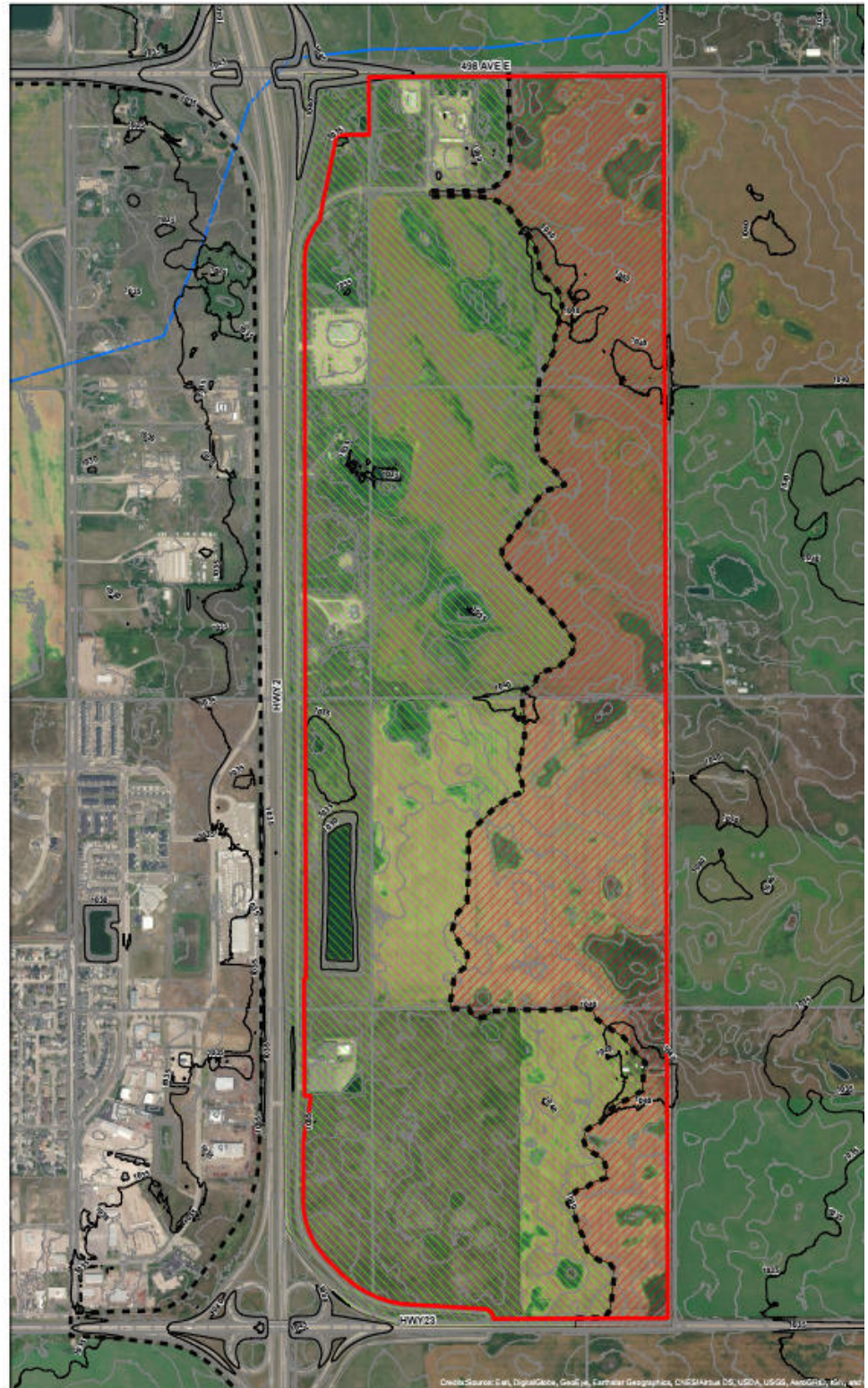
**Legend**

- Wells
- Wetlands
  - Not Crown-Claimable
  - Potentially Crown-Claimable
- Sensitive Raptor Range (Prairie Falcon, Golden Eagle, Ferruginous Hawk, Bald Eagle)
- Sharp Tailed Grouse Survey
- Study Area
- Town of High River
- Watershed Boundary
- Quarter Section

**Figure 5**  
**Wetlands On-Site and**  
**Within 100m**



**Figure 6**  
**Discharge Boundaries**



**Legend**

- Minimum Elevation Within Subcatchment
- Ridge Line
- Town of High River
- East Discharge Boundary
- Study Area
- Watershed Boundary
- Quarter Section
- Minor Contour - 1m Interval
- West Discharge Boundary
- Major Contour - 5m Interval

## 2.4 Existing Drainage Conditions

Currently the Plan Area can be divided into east and west catchment areas (See *Figure 6 – Discharge Boundaries*).

The east area (hatched in red) generally drains to the ditches along 128<sup>th</sup> 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.

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 several 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 7 – Historical Resources*.



## 2.6 Easements and Rights of Way


The following easements and rights of way are located within the Plan Area as shown on *Figure 8 – Easements and Rights of Way*:

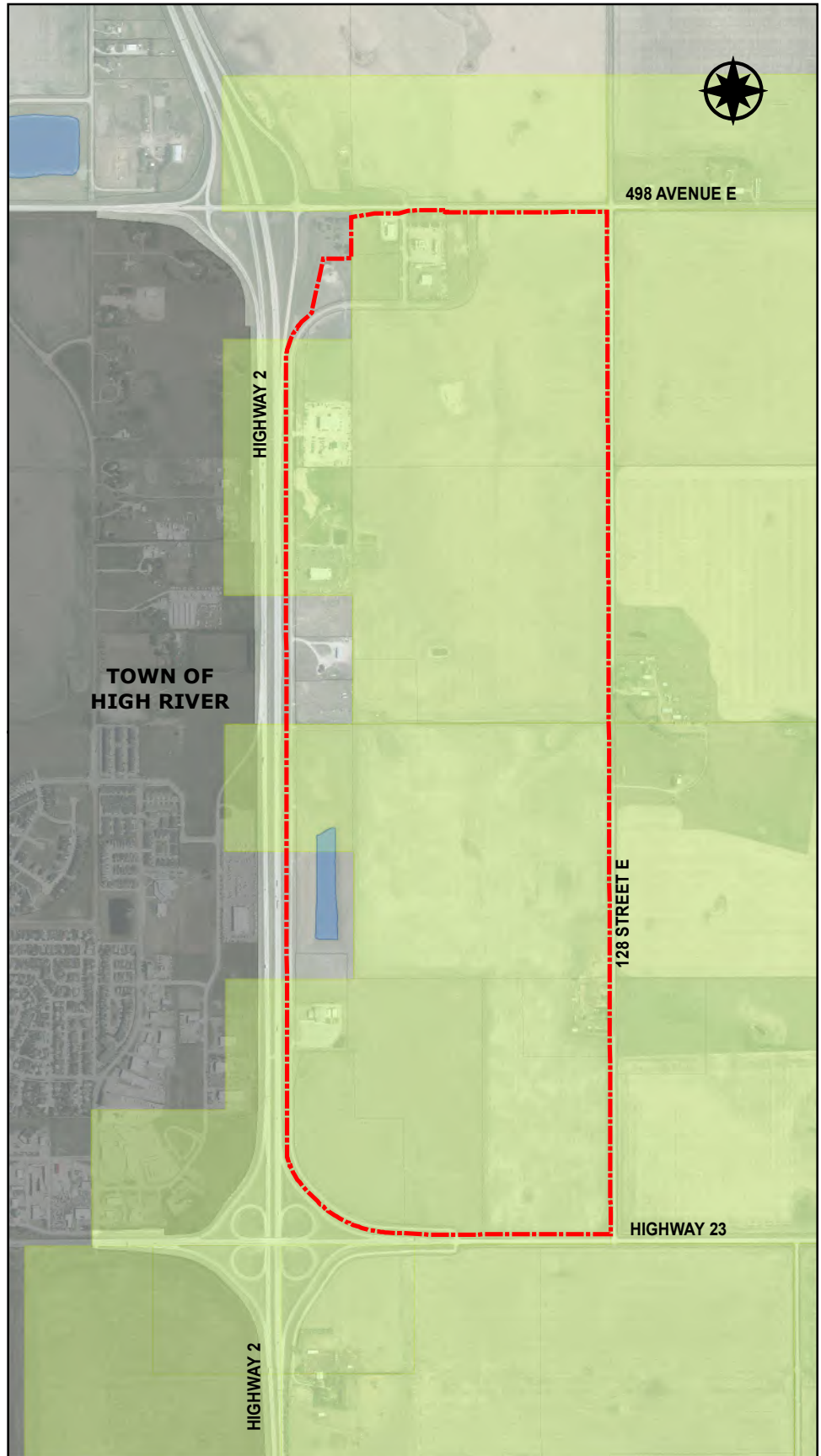
- Power Transmission Line Right of Way (Plan 6417JK - Altalink)\*
- Power Transmission Line Right of Way (Plan 1612837 – Altalink)
- Gas Pipeline Right of Way (Plan 9810676 – Canadian Western Natural Gas)
- Pipeline Right of Way (Plan 8610493 - Canadian Occidental Petroleum)
- Overland Drainage Easement (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 7**  
**Historical Resources**

**LEGEND**

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

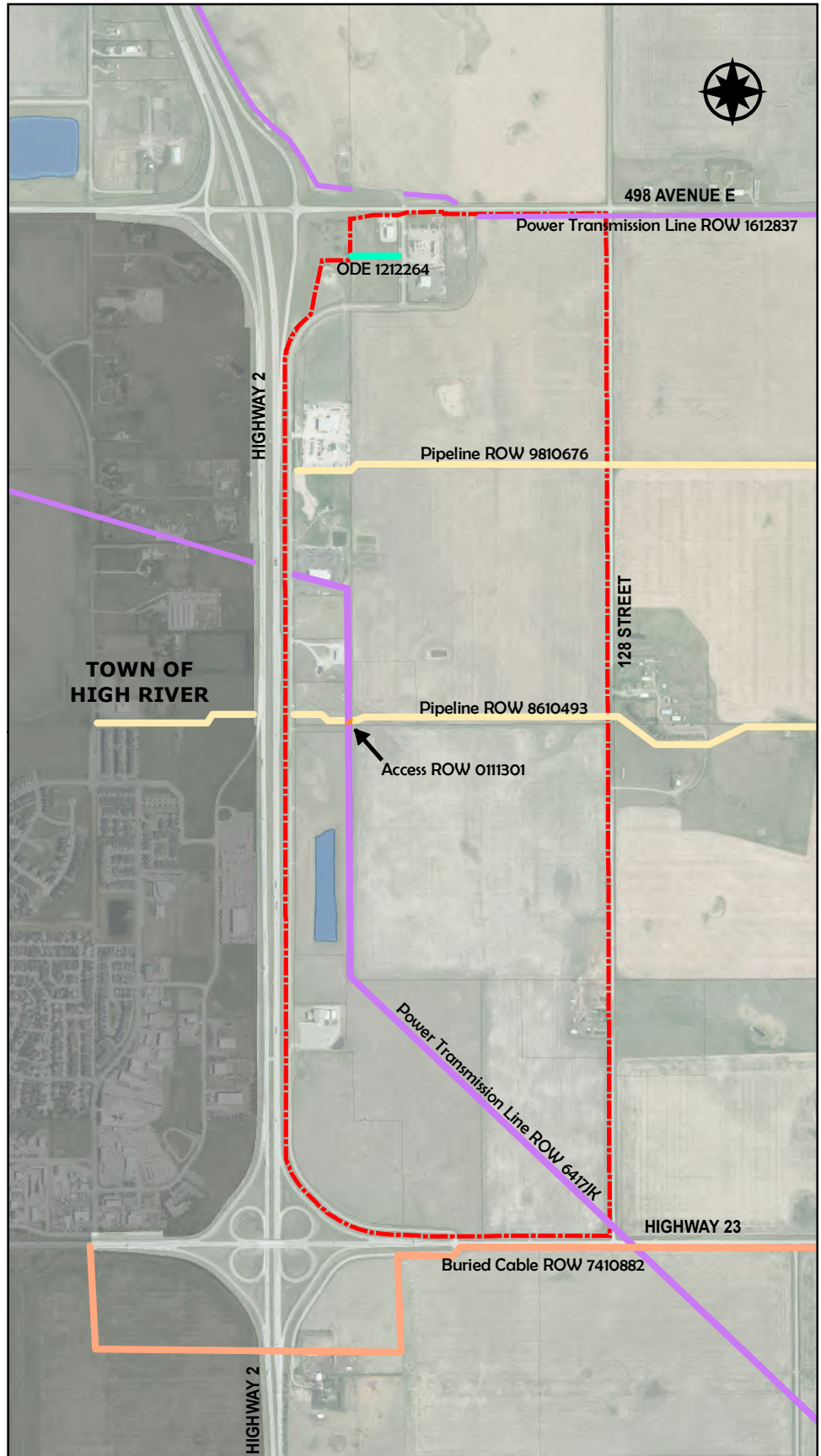


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**Figure 8**  
Easements &  
Rights of Way

**LEGEND**

- - - Plan Area Boundary
- Power Transmission Line ROW
- Pipeline ROW
- Overland Drainage Easement
- Access ROW
- Buried Cable 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 to the Calgary Metropolitan Region Growth Plan, Servicing Plan and Regional Evaluation Framework.

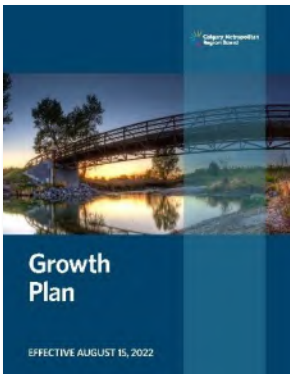
The SSRP provides a high-level policy framework for all lands in the South Saskatchewan River Basin within Alberta, including all sub basins. This ASP was developed in consideration of the guidance provided in the SSRP. It has been evaluated for compliance with that plan and found to be consistent with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

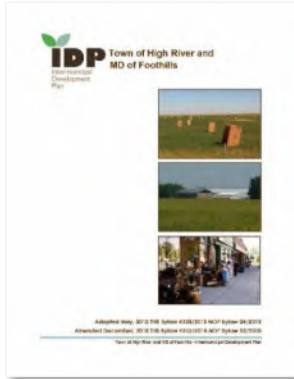
The Calgary Metropolitan Region Growth Plan, was developed in accordance with the Calgary Metropolitan Region Board Regulation and “provides a policy framework for managing growth and implementing a long-term vision for the CMR”. The Servicing Plan “supports the CMRB Growth Plan ... and outlines how the planning and coordination of regional servicing will support the implementation of the Growth Plan”. The Regional Evaluation Framework provides member municipalities with “criteria to determine when new municipal Statutory Plans and amendments to existing Statutory Plans shall be submitted to the Board for approval, and procedures for submission”.

The Growth Plan, Servicing Plan and Regional Evaluation Framework (REF) were approved by the Calgary Metropolitan Region Board on May 21, 2021, and approved by the Minister of Municipal affairs on July 11, 2022. They came into effect on August 15, 2022.

Under 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.

The Foothills Crossing ASP was developed in consideration of the Growth Plan, Servicing Plan and REF and complies with the policy contained therein.





### 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) area. 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 significant 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.



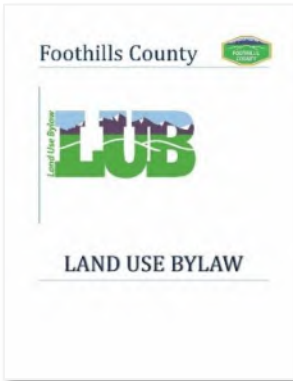
## 3.4 Foothills County MDP (2010)

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

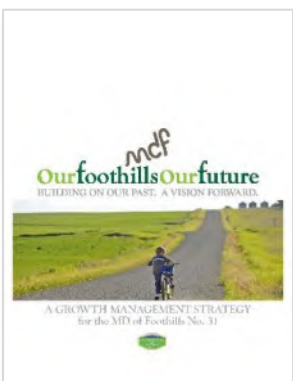
Under the Municipal Government Act, every municipality in Alberta is required to approve a Land Use Bylaw. This bylaw assigns different land use districts (or zoning) to lands in the municipality, outlines the rules and requirements related to the development of land in each district and describes the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

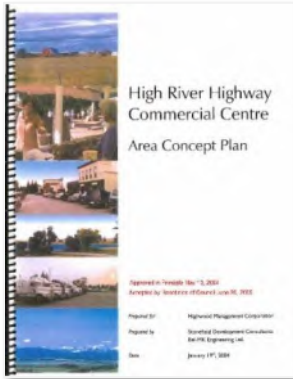


### 3.6 Growth Management Strategy

Foothills County’s Growth Management Strategy (GMS) 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.

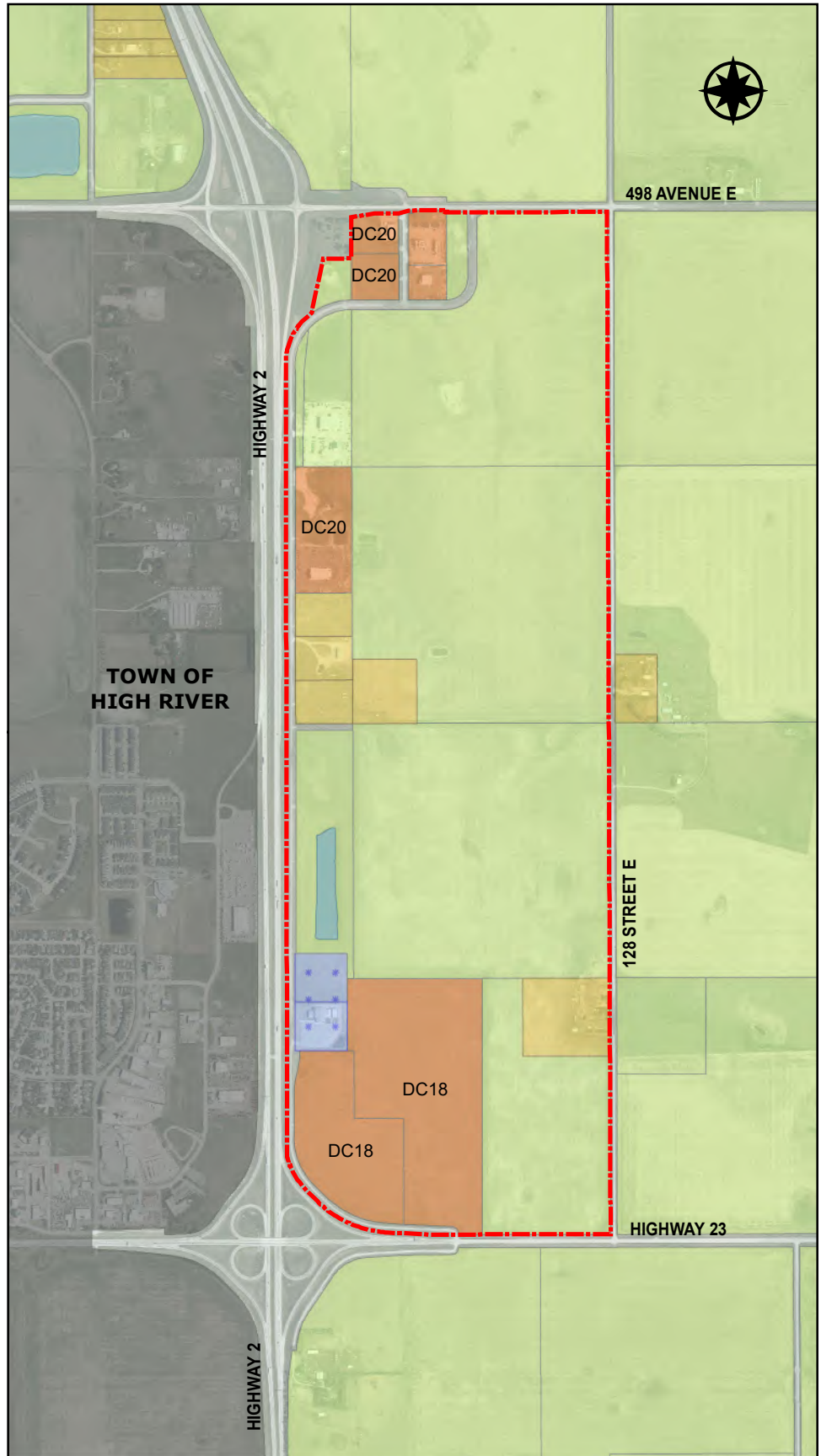
Subsequent to the approval of the ACP, the lands in the Plan Area were rezoned to a direct control district (Direct Control District #18). This land use district was designed specifically to enable the development contemplated in the ACP. All the uses in the district are discretionary, with no permitted 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 9**  
**Current Land Use**

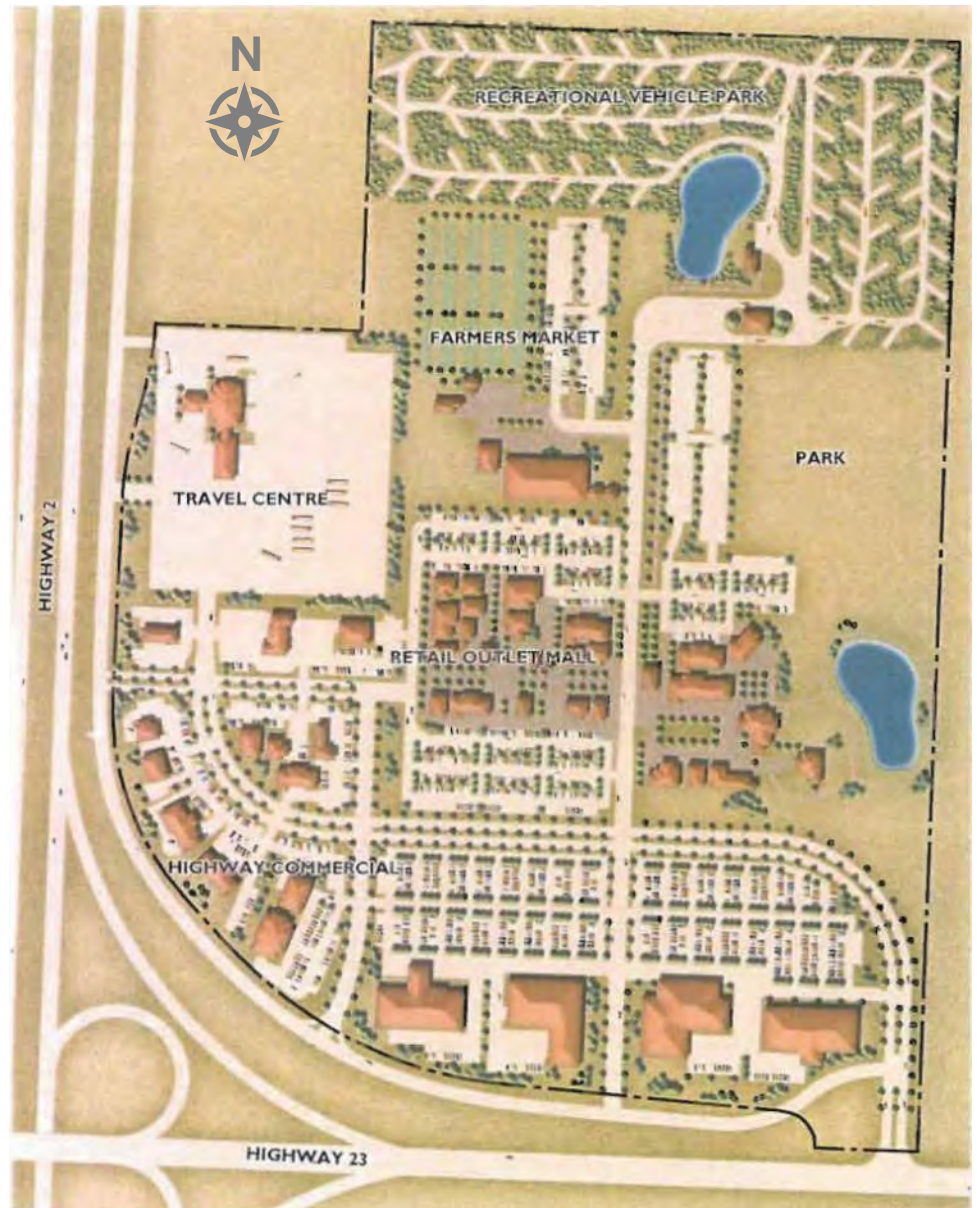
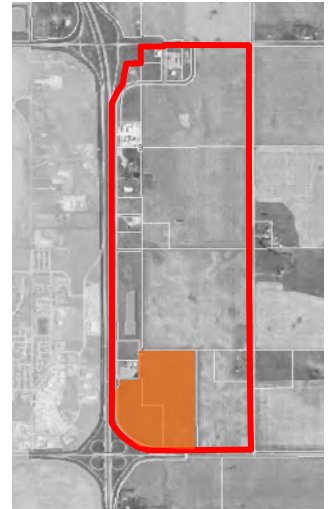
**LEGEND**

- · - · - Plan Area Boundary
- Agriculture District
- Country Residential District
- Highway Commercial District
- Direct Control District



1:20,000

Figure 10  
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.




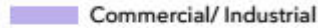



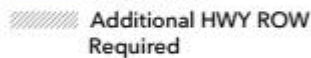





### 4.3 Land Use Concept

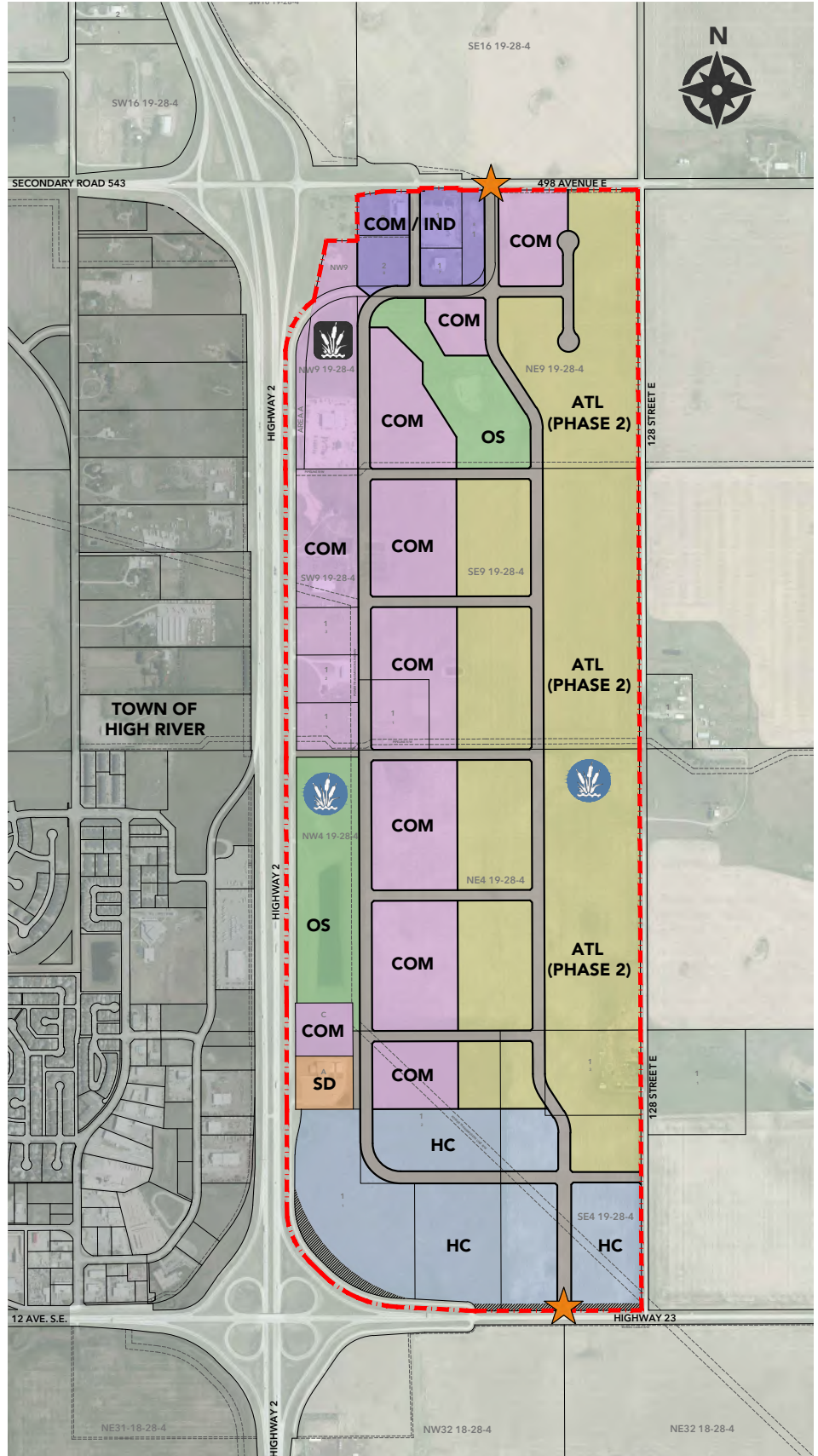
The overall land use concept for the ASP is illustrated in *Figure 11 – Land Use Concept*. Development of the area is contemplated in two general phases (Phase 1 and Phase 2) and would generally proceed from west to east. Details regarding the Phasing Concept are provided in Section 8.2.

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 11**  
**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 128<sup>th</sup> Street.

128<sup>th</sup> 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 128<sup>th</sup> 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 128<sup>th</sup> 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 498<sup>th</sup> 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 12 – Transportation Concept*. The concept illustrates the existing intersection configurations at Highway 23 and 498<sup>th</sup> 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 498<sup>th</sup> 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.

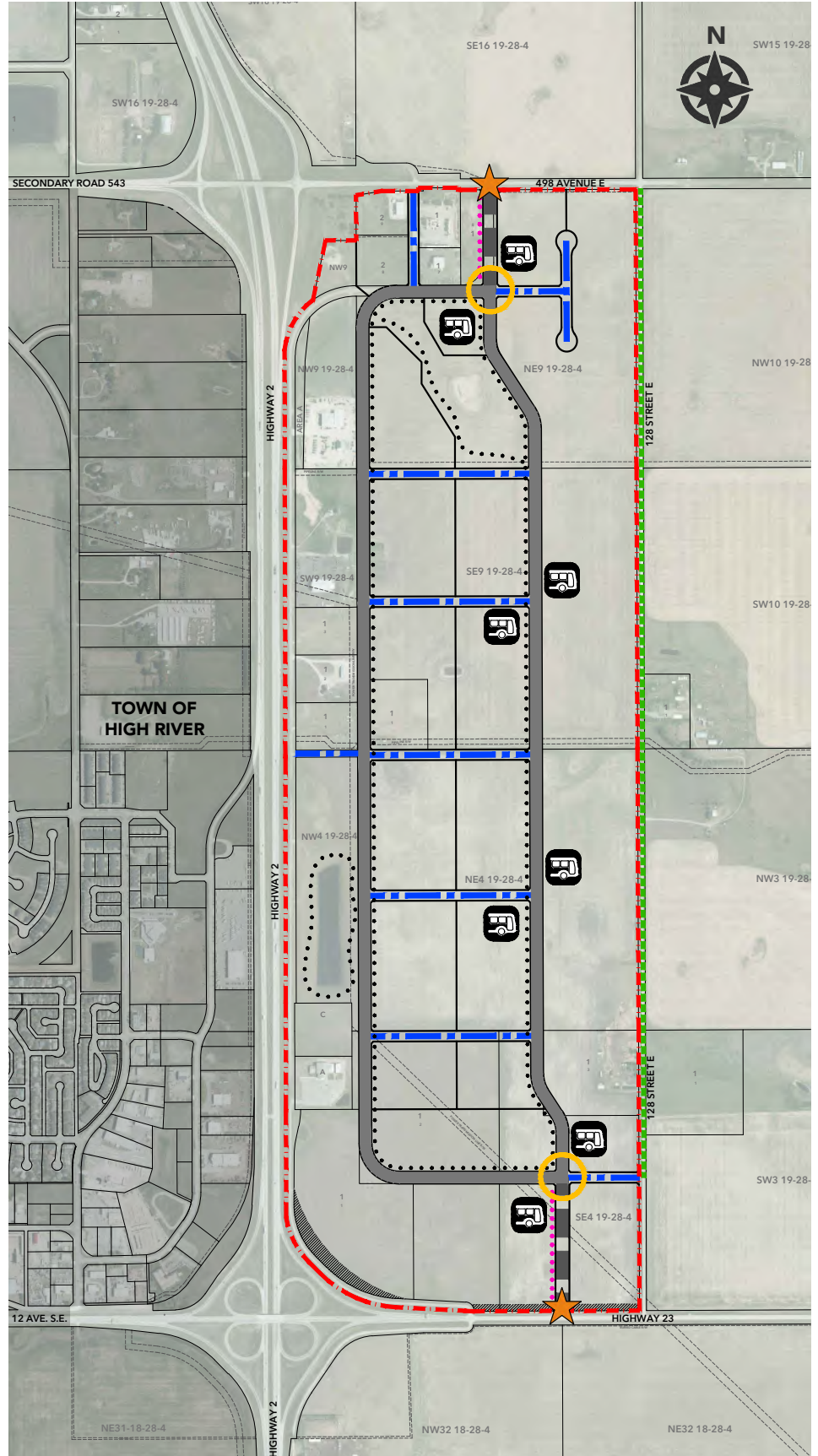
It is anticipated that the transportation improvements required to support the development will be phased over time and the pace of development in the Plan Area will dictate when on and off-site improvements are constructed. The Transportation Impact Assessment (TIA) that was undertaken in support of 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 12**  
**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 12 – 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 498<sup>th</sup> 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 interchange 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 498<sup>th</sup> Avenue and Highway 2 Interchange**



The existing interchange at 498<sup>th</sup> 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 498<sup>th</sup> 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

498<sup>th</sup> Avenue and 124<sup>th</sup> Street East. This T-intersection is currently un-signalized, with a stop sign located on 124<sup>th</sup> 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 128<sup>th</sup> 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 128<sup>th</sup> 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 128<sup>th</sup> 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 498<sup>th</sup> Avenue, at 124<sup>th</sup> 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 128<sup>th</sup> Street is not contemplated unless an emergency access is required and access to future development directly off 128<sup>th</sup> Street is not supported.

### **5.3.1 North Access from 498<sup>th</sup> Avenue**

Staff from Alberta Transportation have indicated that the north access should be able to remain in its current location at 124<sup>th</sup> Street as no further upgrades are anticipated to the interchange at Highway 2 and 498<sup>th</sup> 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 128<sup>th</sup> Street or between 128<sup>th</sup> 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 128<sup>th</sup> Street and the current access and the closure of the 128<sup>th</sup> 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 128<sup>th</sup> 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 128<sup>th</sup> Street and Highway 23 will be closed. Existing properties at the south end of 128<sup>th</sup> Street will be accessed through the internal road system of the ASP area. The Transportation Concept illustrates only one connection to 128<sup>th</sup> 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 128<sup>th</sup> Street to access commercial development, and future (Phase 2) development should not be permitted to have direct access to 128<sup>th</sup> Street. As such, upgrades to 128<sup>th</sup> Street are not

contemplated. The intent is to maintain 128<sup>th</sup> 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 12 – 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 13 – 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:

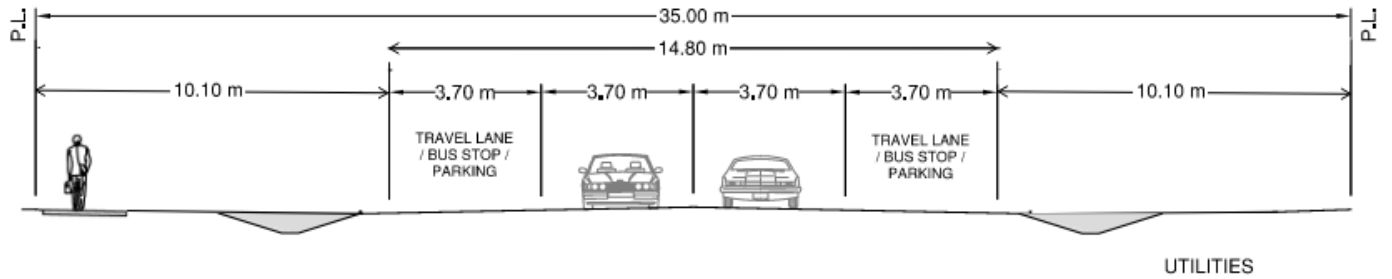
- The main through road and the displaced service road are illustrated as Commercial Collectors. They will have a rural cross section built to a commercial standard containing the road with ditches on either side, a pathway and a utility right of way in a 35m road right of way.
- The east west connector 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.

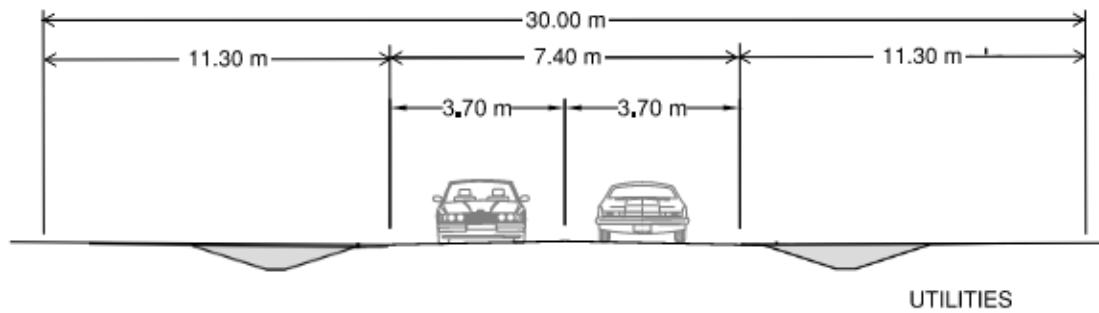
It is anticipated that construction of the road network will be undertaken by development proponents, but the County may develop portions of the internal road system in anticipation of development. Any costs incurred by the County to develop the internal road system in the Plan Area will be recouped 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 13 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 13 – 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 13 – 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.

Multimodal transportation systems are those that consider not only vehicular traffic, but also walking, cycling, and public transit. Proponents of multimodal 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 12 – Transportation Concept* illustrates a conceptual pathway system along the roadways and within the open space areas in Phase 1. *Figure 13 – 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 498<sup>th</sup> 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 12 – 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)



There are still certain unknowns regarding piped servicing in areas surrounding the Foothills Crossing ASP Area which could potentially impact the ultimate servicing concept. However, the creation of the planning framework for the area cannot wait until the ultimate detailed servicing concept has been determined. A planning framework is critical 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. The planning framework contained in this ASP is supported by a Water and Sanitary Servicing Strategy that was undertaken by K2 Engineering. This Servicing Strategy outlines how the Plan Area can be serviced by connecting to the future systems that will service the Highway 2A Industrial Corridor from new water and wastewater treatment plants to be constructed at Aldersyde.

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 determined that servicing from the Aldersyde system is viable and this is the most likely long term servicing solution. Should a more efficient means of servicing the area become available prior to Phase 2 of development proceeding, plans will be adjusted accordingly and these changes captured in the ASP amendments that are required prior to Phase 2 proceeding.

While 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 as described in the Servicing Strategy. However, in accordance with the guiding principles listed in Section 4.2 of this ASP, 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 undertakes more detailed design for piped servicing, it may become evident that additional rights of way 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 study and refine details relative to piped servicing 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 shall 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 14 – 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.

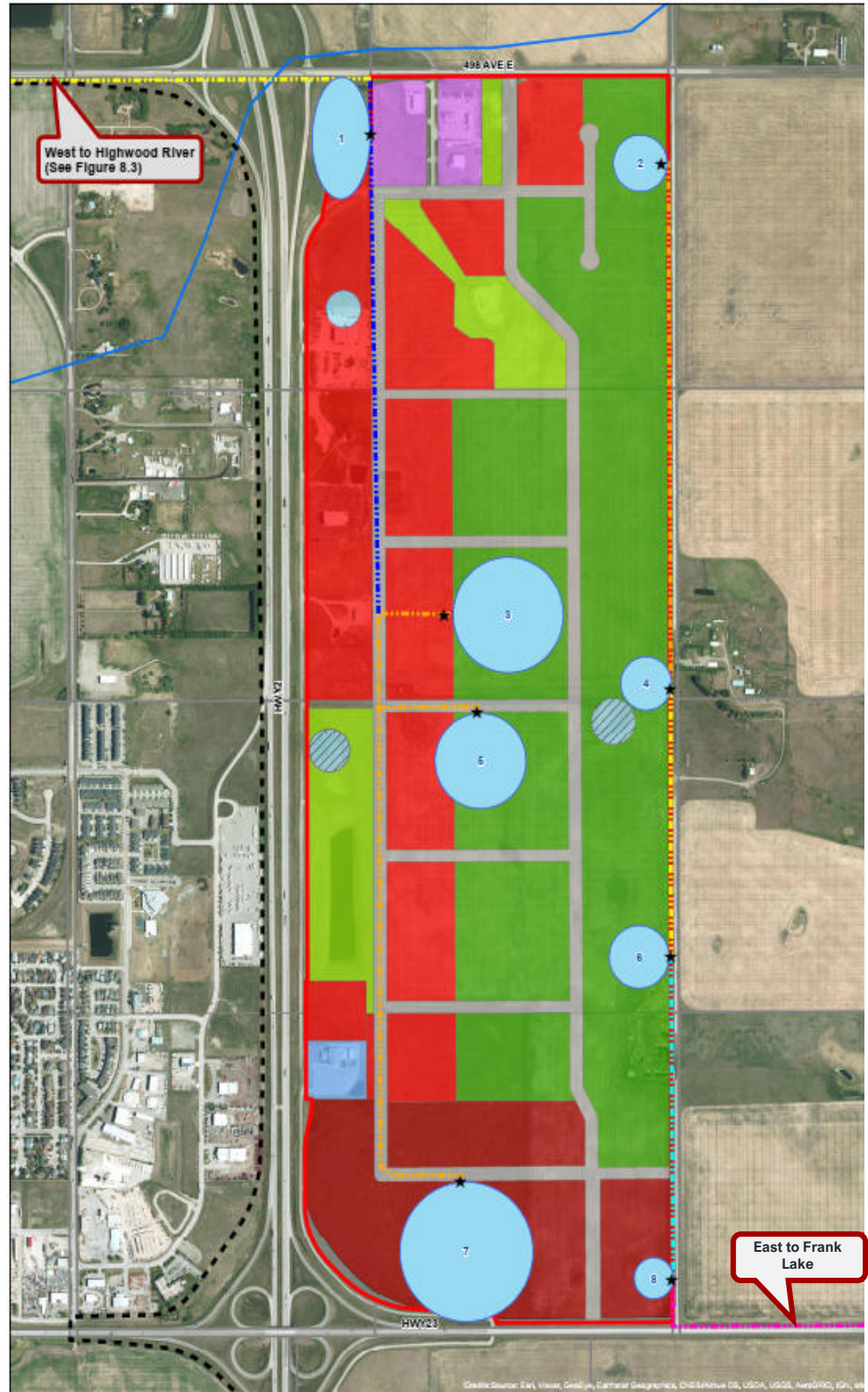
6.2.1.8 Stormwater ponds, wet or dry, shall not be accepted as municipal reserve or environmental reserve. Stormwater ponds will be designated as public utility lots (PUL) but may be integrated into the open space system.

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 14**  
**Stormwater**  
**Management**  
**Concept**



0 125 250 500 Feet  
 1:10,000 NAD 1983 CSRS 3TM 114



**Legend**

- ★ Pond Outlet
- Study
- ▬ Town of High River
- ▬ Watershed Boundary
- ▬ Quarter Section
- Potential Crown-Claimable Wetland
- Remediated Wetland
- Agricultural Transition Lands
- Open Space
- Service District
- Light Industrial/Commercial
- Commercial
- Highway Commercial
- Pavement
- Highway ROW
- Diameter
- 375mm
- 450mm
- 525mm
- 675mm
- 750mm

## 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 fibre 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 fibre 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 in 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. According to the servicing strategy undertaken by K2 Engineering, providing water and wastewater services from the County's Aldersyde System is feasible and is the most likely solution to servicing the ASP area. Foothills County will continue to examine options and details relative to piped servicing to ensure that the area is appropriately serviced as efficiently as possible. 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 described in Section 2.3, the site analysis undertaken by ISL Engineering in support of the Stormwater Engineering Report, identified a number of wetlands in the Plan Area, mainly they were considered not crown-claimable, but three potentially crown-claimable wetlands were noted. This site analysis also identified sensitive species ranges that overlap the study area. 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 non-agricultural 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.

7.1.1.3 In order to maintain compliance with the Alberta Wildlife Act, the Migratory Bird Convention Act and the Species at Risk

Act. specific wildlife surveys for sharp tailed grouse, prairie falcons, golden eagles, ferruginous hawks, and bald eagles are required if a Public Lands Act application or field assessment for any potentially crown-claimable wetland is required within the Plan Area.

## **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 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 ER or ERE.

## **7.3 Wetlands**

Ensuring that significant wetlands are identified and protected is listed among the guiding principles for the ASP. 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 7 – 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 to 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

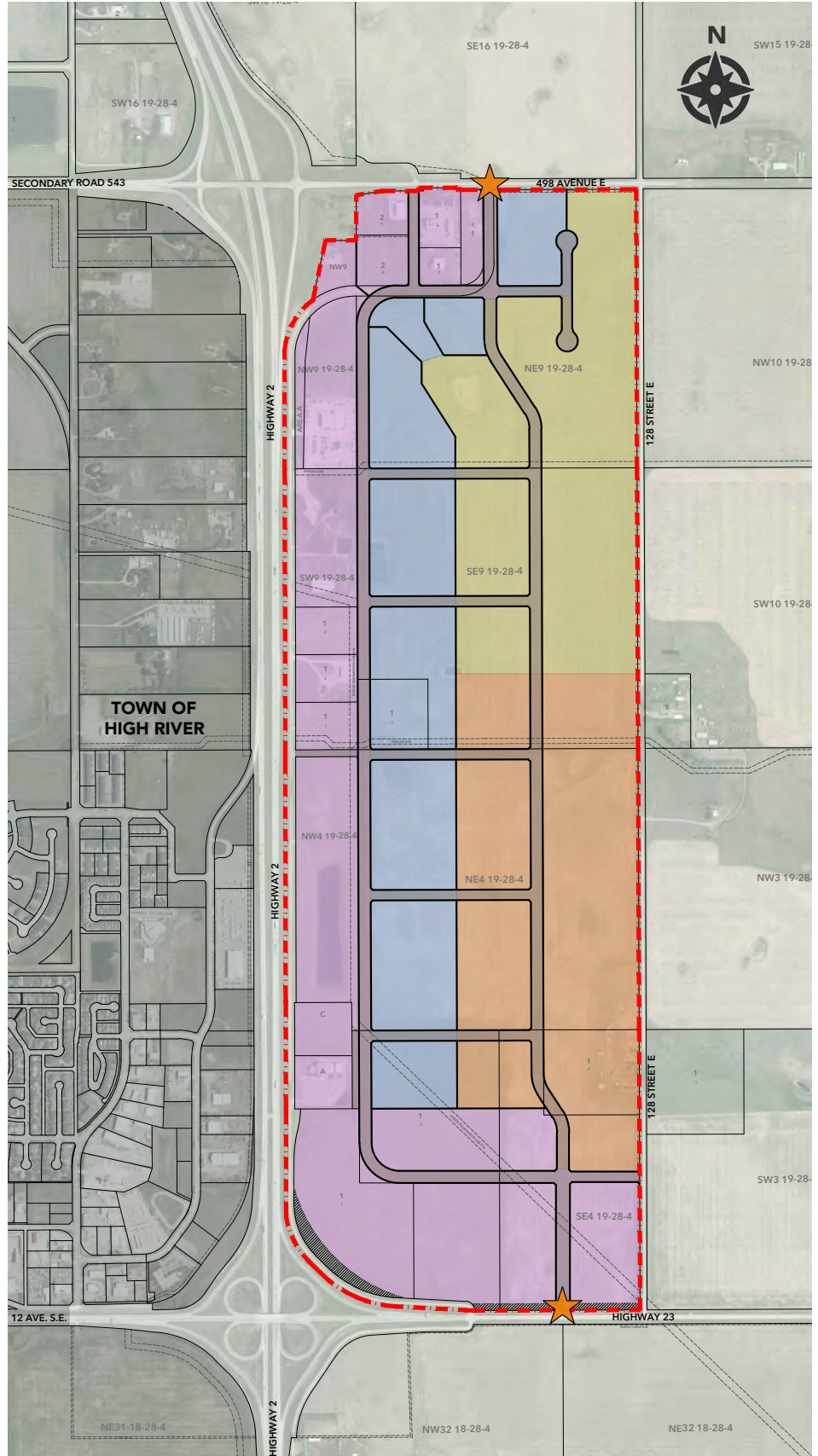
- 8.1.1.1 The continuation of existing agricultural operations in the Plan Area in accordance with the agricultural land use district is supported and encouraged.
- 8.1.1.2 Existing residential uses are allowed to continue but new residential development in the Plan Area should not be supported.
- 8.1.1.3 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.
- 8.1.1.5 Flexibility in the road layout from that illustrated in the Transportation Concept may be accommodated to allow for continued access from the west to the existing farm implement dealerships at the north end of the Plan Area without requiring an amendment to this Plan.



**Figure 15**  
**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 15 – 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 15 – 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 15 – 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 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 Foothills Crossing 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 are also mandated to prepare a terms of reference to govern the development of that Context Study within six months of the approval of the Growth Plan Minister.

Foothills County will work with the Town of High River to fulfill the requirements of the Growth Plan with respect to the Terms of Reference and the Context Study within the timeframe outlined in the Growth Plan.

### **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 has 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 be 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	