Adopted October 14th, 2010 – Bylaw 98/2010

MD of Foothills
Planning & Development

Table of Contents

7.0 Transportation Infrastructure

8.0 Eco-Industrial Framework

9.0 Environment

10.0 Managing Development

11.0 Plan Implementation

12.0 Interpretation

Maps

Maps contained within the plan

Supplementary Maps

Appendices

1.0 Introduction

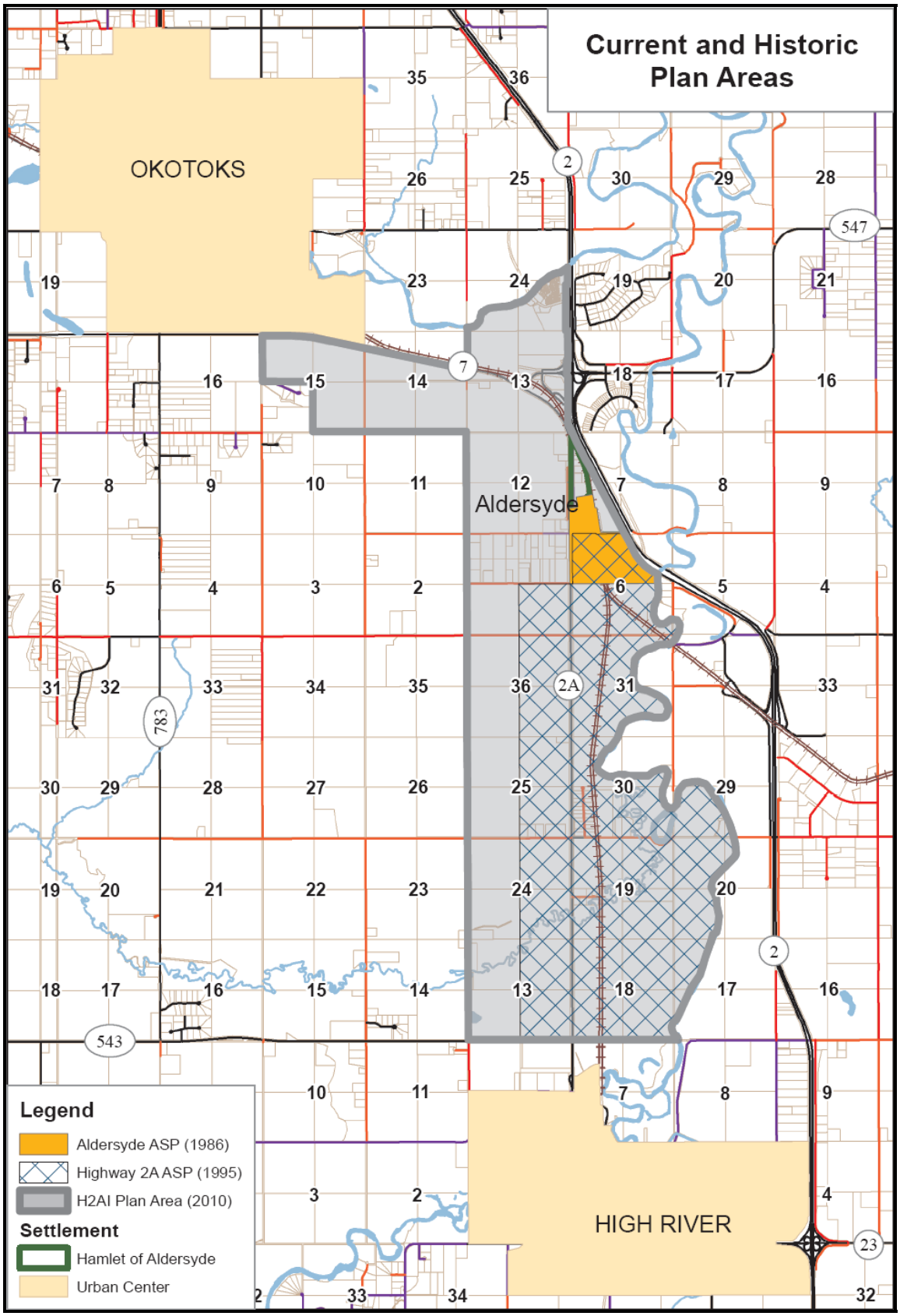
1.1 Background

The M.D. of Foothills Council authorized the review of the Aldersyde Area Structure Plan (AASP) and the Highway 2A Industrial Area Structure Plan (H2AIASP). Map 1 illustrates the geographic boundaries of these plan areas as initially adopted in 1986 and 1995 respectively as compared to the revised plan area. The intent of this Council-initiated review was to verify the legitimacy of the existing planning policy and the long range vision for the Highway 2A corridor given newly drafted Provincial, regional, and local policies.

M.D. of Foothills Council approved the Terms of Reference for this project in July of 2008, which provided a methodology to move forward with revising and updating existing plans. Following internal review and additional research a stakeholders working group was formed and a two-day charrette process was held to aid staff in formulating a new plan in March of 2009.

Following the stakeholders charrette, an open house was hosted and the general public was invited to review and provide additional input on the vision for the new plan, as developed by planning staff and the stakeholders working group. The public indicated general support for the preliminary plan content and provided additional input into the process which was contemplated in the development of the draft Highway 2A Industrial Area Structure Plan (H2AIASP). The conceptual draft plan was then reviewed by the public in March of 2010, and additional input was provided to planning staff. Necessary changes to the draft plan were made and the plan was circulated to adjacent municipalities and other interested parties, and presented at a final open house in August of 2010.

Based on the input collected through public process, final revisions were made to the draft plan and a public hearing was held in Council Chambers on September 9th 2010, where first reading to Bylaw 98/2010 was granted. In accordance with the Municipal Government Act (MGA) Council granted second and third reading to Bylaw 98/2010 on October 14th 2010. The bylaw indicates that the 2010 H2AIASP supersedes and replaces the AASP and H2AIASP as adopted in 1986 and 1995 respectively by way of third and final reading being granted to Bylaw 98/2010.



Map 1: 1986, 1995, and 2010 Plan Areas respectively.

1.2 Overview of Plan Area

The H2AIASP contemplates an expanded area of land on the west and east sides of the Highway 2A corridor. The plan area boundaries of the H2AIASP are displayed on Map 1 (previous page).

While the ASP states explicitly that the expanded plan area is not currently serviceable with water/wastewater, it has been an invaluable step in the plan revision process to identify lands envisioned as the potential ultimate plan area boundary in order to consider and plan for land use constraints, opportunities, and concepts as the plan area is developed over time.

1.3 Purpose of the Plan

The purpose of the Highway 2A Industrial Area Structure Plan (ASP) is to direct growth within the plan area in a logical, efficient, and sustainable manner through the provision of measurable and achievable goals, objectives, and policy.

This ASP will ensure development in the plan area benefits the MD as a whole. Ongoing consideration for site elements such as overall design, access, utilities needs, servicing availability, open spaces, landscaping requirements and appropriate business types will ensure the plan remains relevant to the corridor's development into the future. This plan recognizes that development of the 2A corridor will occur over an unspecified period of time and therefore requires a certain level of flexibility to maintain relevance and provide the most suitable direction for the growth of the corridor.

1.4 Authority of the Plan

Enabling Legislation

Pursuant to Section 633 of the Municipal Government Act (MGA), the Council of a municipality is permitted via Bylaw to adopt an ASP as a statutory document.

Section 633 of the MGA states that:

1) *For the purpose of providing a framework for subsequent subdivision and development of an area of land, a council may, by bylaw, adopt an Area Structure Plan*

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 the council considers necessary.

1.5 Timing of the Plan

This ASP is meant to guide the development of the 2A corridor in a logical and strategic manner. While the MDP2010 denotes the appropriate timeline for ASPs to be 10 years, no specific time has been considered for full build-out of the plan area, as it is meant to develop over time in accordance with the requirements of the local and regional markets, and in conjunction with available servicing and infrastructure.

Section 11 (Implementation) ensures the MD the opportunity to fully implement the ASP over time. It is recommended that this plan be reviewed at five year intervals and revised as necessary, while it is recognized that unique and unforeseen circumstances may initiate the review/revision process more frequently if required. Additionally, the MDP outlines several benchmarking tools available to the MD, which allow for monitoring and maintenance of the ASPs goals and objectives on a continual basis.

1.6 Use and Interpretation of the Plan

Graphic Information

Unless otherwise stated, the graphic information provided within this ASP (maps, illustrations, graphs, charts, figures) is approximate only, and should be interpreted as such.

Policy Information

Where a policy statement is provided, it is meant only to enhance the understanding of the policy in question and should be interpreted as such. Should cause for discrepancy occur between a policy and its accompanying statement, the policy itself shall take precedence.

Where the directive term "shall" is used, it indicates that the actions outlined are mandatory and therefore must be complied with, without discretion.

Where the directive term "should" is used, it 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.
Where the discretionary term "may" is used, it provides notification that the policy in question can be enforced if the MD chooses to do so, and is usually dependent on the particular circumstances of the specific site and application.

Guidelines and Appendices Information
Guidelines and other information maintained within the ASP's appendix are meant to be applied to development of the 2A corridor with a reasonable degree of flexibility.

Where standards are indicated, the degree with which these are to be adhered to may be altered based on comments provided by the applicable municipal department. Standards cited as part of the requirements of an Outline Plan/Land Use Amendment or subdivision or development permit application may be altered as necessary, based on site specific circumstances.

Should any of the guidelines or plan submission requirements contained within the appendices of this ASP need to be altered to suit the needs of unique situations, especially with reference to the feasibility of specific developments, an amendment to the ASP may not be required, at the discretion of municipal administration and members of Council.

1.7 Plan Consistency and Alignment

The H2AIASP is a statutory planning document that has been drafted in compliance with the Municipal Government Act (Section 633) for the purposes of providing a logical and suitable development pattern for the 2A corridor. The level at which the H2AIASP document and associated guidelines and policies is relevant to other planning documents prepared for and adopted by the MD of Foothills is shown in Figure 1.

The H2AIASP will supersede the following statutory documents:

1995 Highway 2A Industrial Area Structure Plan – Bylaw 128/95
The majority of the goals, objectives, and policies of the 1995 plan are upheld and expanded upon within the contents of the updated H2AIASP. Specific policies expanded upon in this update include:

- To promote orderly and efficient development in accordance with the approved policies and guidelines for the plan area;

- To establish an area within the Municipality suitable for a concentrated pattern of industrial and commercial development;

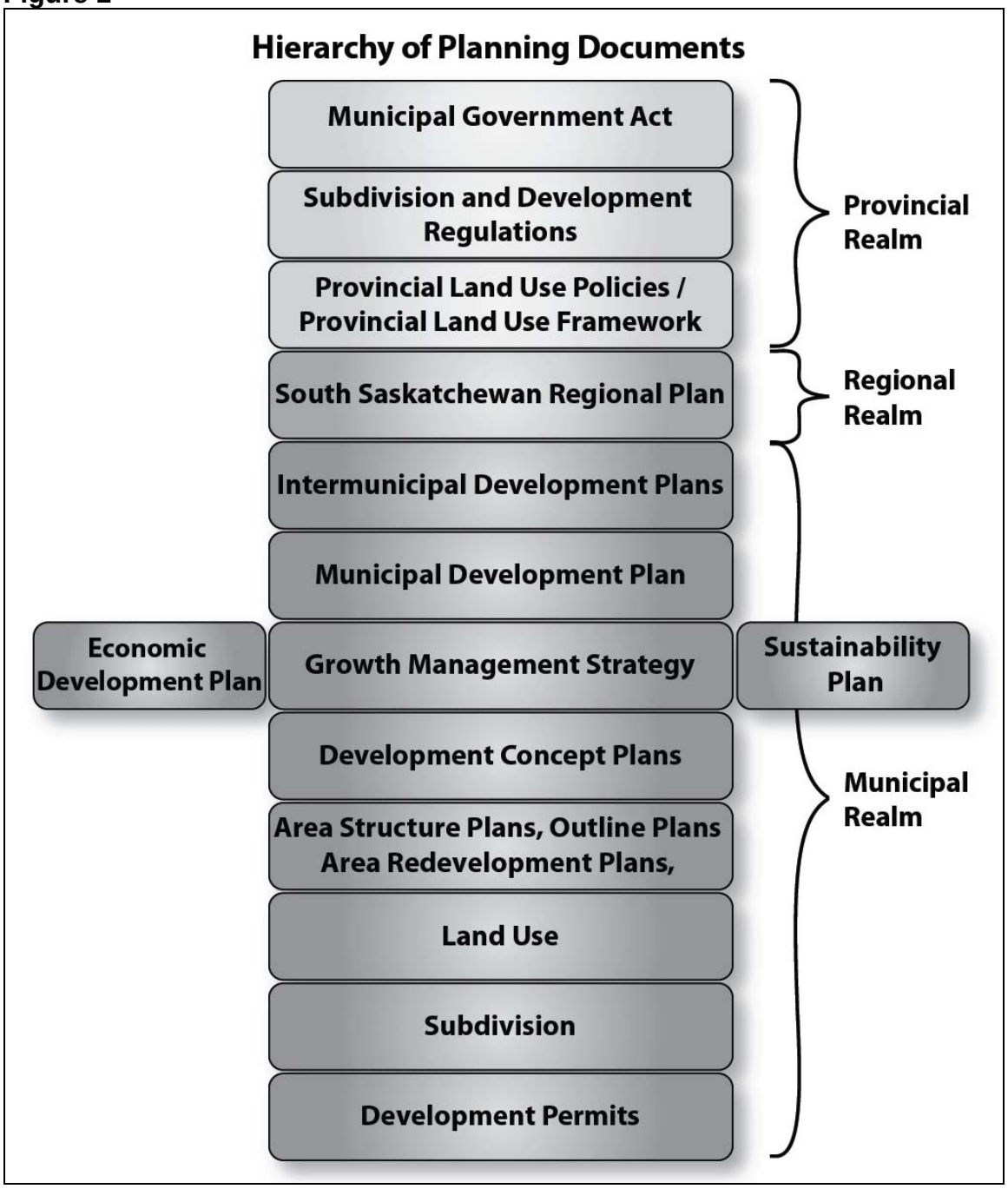
- To ensure that land use and development is compatible with Highway 2A and existing land uses through the direction of relationships of new land uses as well as through standards for new development.

1986 Aldersyde Area Structure Plan – Bylaw 661/1986
The contents of the 1986 Aldersyde ASP are focused primarily on industrial development proximate to the hamlet boundaries, with the ASP stating specifically that:

The intent of the Area Structure Plan will be to create a Regional Industrial Park immediately to the south of Aldersyde.

While there is existing industrial and some commercial development immediately around the Hamlet of Aldersyde, the updated H2AIASP promotes the recognition of the mixture of land uses and development forms in and immediately around Aldersyde. Specifically, the Hamlet's future development has been recommended to be considered within the framework of an Area Redevelopment Plan.

Figure 1



This ASP has been prepared on the basis of upholding and aligning with the guidance set forth in higher level planning documents. Specifically, the MD of Foothills Municipal Development Plan (MDP 2010) has informed the development of policy found throughout this ASP.

Regional Land Use Framework (RLUF) and South Saskatchewan Regional Plan (SSRP)
As of September 2010, information released by the Government of Alberta indicates that all municipal planning documents will need to align with the RLUF and specifically the goals and objectives of the SSRP. While completion of the first draft of the SSRP was originally indicated to be the spring of 2010, a completed draft document has yet to be released. The Government of Alberta has indicated the SSRP, along with the six other regional plans, should be finalized and in the first stages of implementation no later than 2012.

MDP2010
This ASP upholds the MDP2010 in its entirety, and specifically relates to the policies found within the MDP's Economy section.

The MDP objectives relating to this ASP include:

- Support economic development activity which results in a more diverse tax base.

- Support economic development as a means of providing local residents with a greater choice of employment opportunities.

- Encourage economic development in identified employment areas, such as the Highway 2A corridor to concentrate development and maximize economies of scale for servicing and infrastructure.

- Ensure that industrial and commercial development is done in a manner that reduces land use conflict.

- Facilitate economic development through pro-active land use planning (statutory and non-statutory plans) and implementation (zoning, subdivision).

The MDP policies relating to this ASP include:

- The MD shall require the preparation of an Area Structure Plan, Outline Plan, or other such plan for Commercial and Industrial developments in accordance with the guidelines found within Appendix C. Planning Framework.

- Industrial and commercial developments shall be encouraged to locate in existing and new industrial and commercial parks, or in Hamlets where plans are in place to allow for these developments and where they can serve the everyday needs of the surrounding community.

- Intensification of existing industrial and commercial parks shall be encouraged as a means of promoting the efficient use of land and infrastructure.

- Compatible commercial uses may be allowed in industrial areas.

- Industrial parks should be located within 1.6 kms (one mile) of a primary highway.

- Industrial development should not occur in Environmentally Significant Areas as defined in Appendix D.

- The location of industrial and commercial development shall be subject to the developer demonstrating to the satisfaction of the MD the existence of a proven potable water supply and wastewater disposal capacity adequate to meet the needs of the development.

LUB
The development guidelines and standards set forth in this ASP are subject to alignment with the MD's LUB. Adoption of this ASP will likely require amendments to the MD's LUB as it currently exists.

Other related documents
The ASP area is the subject of a tri-municipal governance and servicing strategy which allows for greater benefit to the region, and opportunity for the corridor to become fully serviced over time. Should any documentation from this strategic alliance provide information in conflict with this ASP, the information found within this ASP shall take precedence.

1.8 Comparing the 1995 ASP to the Revised ASP Land base

The following table provides a comparison of the land base considered in both the 1995 ASP and the revised ASP of 2010. Additionally, specific land base for each of the primary existing land uses are compared, with the MD's specific industrial and commercial zonings being generalized for the purposes of simplicity. Please see Map 1 (existing ASP boundary compared to revised boundary) and Map 9 (current land uses) in conjunction with this table.

Table 1: Plan areas and current land uses

	1995 ASP plan area	Revised ASP plan area
	Acres	Acres
Total land base	4710 incl. trans. r-o-w	9204 incl. trans. r-o-w
	4465 land only	8587 land only
Current land uses		
Agricultural	2297	5350
Industrial	192	649
Commercial	0	54
Direct Control	1904	2000
Residential	5	17
Municipal Reserves	2	6
Environmental Reserve	13	21
Country Residential	52	451
Recreation	0	39

Please note: Table 1 is based on estimates and is for illustrative purposes only.

2.0 Vision and Guiding Principles

2.1 Vision of the Corridor

Introduction
A key aspect of the stakeholders charrette and initial open house (held in March of 2009) was to ensure there would be a generally agreed upon vision for the future development of the corridor. The twelve vision statements below identify and articulate the needs and wants of the landowners and businesses that will play a significant role in the future growth of the corridor, and provide a snapshot of how the corridor may function as development continues.

2030 Comprehensive Vision of the Corridor
As a regional business hub the 2A corridor provides surrounding communities with opportunities for economies of scale through co-location of complementary industry, which in turn provides the Highway 2A sub-region with enhanced prospects for investment and employment in a synergistic setting. The H2AIASP capitalizes on principles of sustainability and eco-industrial ventures, and places mobility and the environment as key priorities. Innovative developments stimulate economic energy in the corridor and continue to benefit surrounding communities.

Land Use
Land use in the plan area respects site specific and overall environmental features through implementation of and adherence to eco-industrial design principles while providing residents and businesses of the corridor with surety of efficient, compatible and complimentary land uses, with consideration for jurisdictional and built-form transitions.

Agriculture
While residential, commercial, and industrial pursuits continue within the plan area, a responsible phasing strategy encourages logically sequenced development which supports continued agricultural production. Agricultural lands provide a transition to the rural countryside and have a synergistic relationship with industry.

Commercial/Industrial
Dynamic and innovative forms of commercial and industrial development continue to uphold and enhance the overarching social, environmental, and economic values of the region. Employers and their employees, residents, and visitors to the area benefit from a diverse range of complementary and profitable business options. Integrated eco-industrial principles have made the corridor a lucrative and profitable site choice for prospective operations and all Foothills residents benefit from the ongoing diversification of the MD's tax base.

Residential
Designed and redeveloped as a compact transit oriented development, the Hamlet of Aldersyde is an enriched and sustainable mixed-use community that provides residents and visitors with a diversity of live work and play opportunities.

Recreation
Recreational opportunities within the corridor are supported through the continuing preservation and enhancement of open space and pathways networks, benefitting the rural and urban residents, employees, and businesses of the area. Functional connections exist between the three municipalities, promoting the cooperative and mutually beneficial development of diverse recreational options while ensuring the preservation of significant natural features throughout the corridor.

Region
While the plan area is entirely in the MD's boundaries, the social, economic, and environmental effects of the corridor's development are regional. Through cooperative and innovative intermunicipal planning, growth in the corridor continues to benefit all three local municipalities. Lands adjacent to High River and Okotoks undergo joint planning efforts to ensure the interests of each jurisdiction are upheld and enhanced through the plan area's north and south transitional areas.

Open spaces
Reserve dedications provided via the logical and timely development of the corridor present an opportunity to connect large tracts of public lands for the enjoyment of the local and regional community. Recreational and environmentally significant lands designed to maintain direct connectivity enhance the plan area's functionality as a live/work/play destination and provide the necessary tools to protect the corridor's natural capital.

Services and Infrastructure
Utilities and servicing within the corridor continue to support a dynamic commercial and industrial community. As new development is proposed, the provision of water and wastewater servicing is addressed in a logical and efficient manner that considers existing and future capacity availability and requirements.

Transportation
The major transportation infrastructure serving the plan area supports an active industrial, commercial, and residential community. Development of transportation infrastructure will provide residents, employees and businesses of the corridor with a variety of transit options.

Eco-industrial
An industrial ecosystem connects firms in the 2A corridor where wastes generated by one process provide inputs for another (cogeneration). Industrial

and commercial operations share corridor administration, contracted employees, parking lots, recycling programs, and services and infrastructure. Maintaining a sustainable balance among environmental, social, and economic functions is of the utmost importance in the development of the plan area.

Environment
Through sound development principles, existing environmentally significant features within the plan area are preserved and enhanced. Residents and businesses are active in upholding the functionality of the corridor's natural capital while consideration for the environment is supported through the H2AIASP for the benefit of all existing and future residents, businesses, and employees of the corridor and surrounding areas.

Vision Summary
The overall vision for the plan area is to ensure socially, economically, and environmentally sound development opportunities for the residents and businesses that choose to locate in the 2A corridor.

In order to realize the visions set forth through the collaborative efforts of municipal staff, project stakeholders, and the landowners, a categorized list of general goals and objectives for the plan area have been drafted. These goals and objectives are defined by their ability to preserve and enhance the social and cultural, environmental, and economic function of the corridor, based upon the foundation of sustainability and the Triple Bottom Line concept.

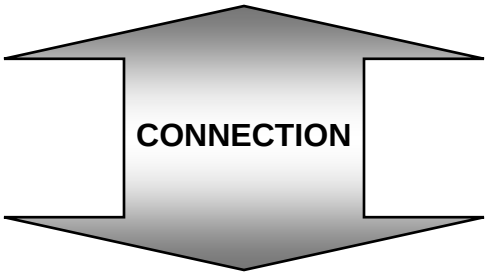
2.2 Guiding Principles

Overarching Plan Objectives

As a result of the visions provided through the collaborative work of plan area stakeholders and municipal staff, nine overarching plan objectives have been developed to provide further direction to the growth of the corridor

1) Encourage community engagement and stakeholder collaboration
2) Support and encourage sustainable, lasting development
3) Use existing and future infrastructure efficiently and to the fullest extent
4) Connect with other development and/or integrate into existing and planned growth areas
5) Provide a variety of mobility options and promote the sharing of transportation infrastructure
6) Provide a flexible range of land uses that allow for timely, predictable, fair, and cost effective development decisions
7) Provide for a wide range of business opportunities while minimizing potential land use conflicts
8) Foster a distinctive and attractive business community with a strong sense of place

9) Recognize the importance of environmental quality and promote, preserve, and protect air quality, water, soil, and natural capital, open spaces, farmland, and critical natural environments



The nine overarching objectives of the ASP inform the sustainability goals and objectives for the corridor as outlined below.

Sustainability and the Triple Bottom Line

Introduction

Triple Bottom Line and sustainability principles can be described as the pursuit of an equitable balance between social/cultural, environmental, and economic objectives and outcomes of the H2AIASP's development. Goals and objectives relating to Triple Bottom Line and sustainability within the corridor will align with content adopted in higher level documents such as the MDP2010 and are presented in further detail below.

Social/Cultural Goals and Objectives

The ASP will work towards a socially dynamic and inclusive corridor on an ongoing basis, to be achieved through the following goals:

The Working Environment

- Ensure a desirable setting for potential corridor employees through the provision of connected and viable recreational opportunities, open space networks, and mobility options.

Commercial/Light Industrial Development

- Ensure those areas of the plan that will support commercial services and light industrial development such as offices and administrative facilities are concentrated in a pedestrian friendly and walkable manner, providing a range of services to employees and visitors to the corridor alike.

Natural Features: Riparian Areas and Open Spaces

- Create integrated pathway networks throughout the open spaces of the plan area that will foster positive social interaction and the preservation and shared enjoyment of the corridors natural features.

Gateways

- Ensure the unique character of the corridor and its urban neighbors to the north and south are enhanced through the development of distinct and inviting gateways into each of the three municipalities' landscapes.

Environmental Goals and Objectives

The corridor is home to locally significant natural features, including the two waterways that run through the area. Ecological functions and the corridor's natural capital will be preserved and enhanced through the following:

Sustainable Design

- Through reference to such readily available materials as LEED development and Green Building standards, development throughout the corridor will continue in such a way as to minimize impacts on the surrounding environment.

Riparian Areas

- Through the use of the MD's *Riparian Setback Matrix Model*, those areas of the banks directly tied to the function and quality of surface and groundwater entering both Tongue Creek and the Highwood River will be protected and enhanced for the benefit of all residents and businesses in the surrounding area.

Water Availability

- Through the necessity to develop only within the available capacity of the corridor's water resources, and to conserve and re-think the use and re-use of water, strain on surface and groundwater resources will be minimized.

Open Spaces

- Careful consideration for the provision of open spaces throughout the corridor will ensure environmentally significant features are preserved and enhanced.

Transportation Options

- The ASP works to ensure the provision of transportation options, including public transit and viable pedestrian connections.

Economic Goals and Objectives

The 2A corridor is to be the primary location for industrial and commercial development within the MD of Foothills. Development of the corridor shall be guided by way of the H2AIASP and complementary land use planning and economic materials. This strategy will promote the corridor as a place for business growth that complements environmental and social needs with economic objectives for the region.

Business Development

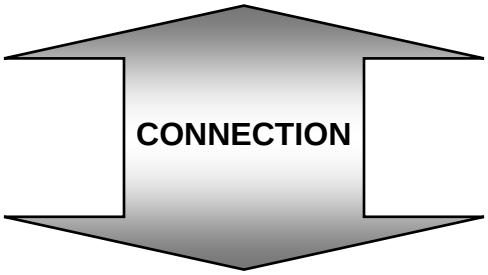
- The ASP will work to develop a supportive and dynamic business community based upon a balance of mutually beneficial economic, social, and environmental objectives.

Transportation Infrastructure

- To provide safe, efficient, and cost effective transportation infrastructure capable of meeting the needs of the businesses, residents, and visitors to the corridor.

Utilities and Servicing

- To ensure safe, efficient, and cost effective water and wastewater provision is available to the corridor's residents and businesses.



From a development and business process perspective, the sustainability of the corridor is based upon and embodied by the implementation of eco-industrial development principles.

Eco-Industrial Development

Introduction

Eco-Industrial development can generally be described as a community of businesses working collaboratively for the greatest economic gain, while providing net positive impacts to the surrounding natural environment. Through minimizing waste and excess, sharing natural, intellectual, infrastructure, servicing resources, firms choosing to locate in an eco-industrial setting benefit financially and socially and at the same time have the opportunity to actively address and mitigate potential adverse environmental impacts.

Principles

The intent is to encourage all existing and future development in the corridor to benefit by operating within an eco-industrial framework. Operation within the framework includes a commitment to:

- Minimizing negative impacts on the local environment
- Maximizing positive impacts on the local environment
- Maximizing business performance individually and collectively
- Integrating and balancing development with the natural environment
- Actively seeking synergies with complementary businesses

- Reducing waste through the sharing of resources
- Building and operating ecologically responsible developments

3.0 Land Use

Introduction

Land Use provides a policy framework with which to tie existing development and the constraints and opportunities of the plan area into the future concept for the growth of the corridor. Goals, objectives, and policy are categorized based on specific land uses contemplated for the corridor and are meant to reflect the Land Use Vision.

Vision

Land use in the plan area respects site specific and overall environmental features through implementation of and adherence to eco-industrial design principles while providing residents and businesses of the corridor with surety of efficient, compatible and complimentary land uses, with consideration for jurisdictional and built-form transitions.

Intent

The land use concept presented in this plan is meant to provide a logical and efficient means with which to locate uses throughout the corridor. Specifically, the land use concept has been designed to minimize potential conflicts and maximize the utility of those uses locating within close proximity to one another.

Goals and Objectives

- To provide adequate transitional buffers of appropriate uses adjacent to each urban municipality.
- To ensure the rural character of the MD of Foothills is maintained by providing adequate transitions nearing the edges of the plan area.
- To ensure the appropriate intensity of land uses throughout the plan area based on site location and adjacent conditions.
- To minimize land use conflict through the provision of consistent and logical zoning options.
- To maintain productive agricultural lands, especially along the western edge of the corridor, until such time that all other lands in the corridor have been developed.
- To site land uses which provide the greatest benefit to residents, businesses, and employees in and around the plan area.
- To provide potential businesses with surety of use through simple, efficient, and flexible zoning options.
- To ensure preservation of the corridor's natural capital and significant environmental features.
- To support eco-industrial principles through flexible land use options.

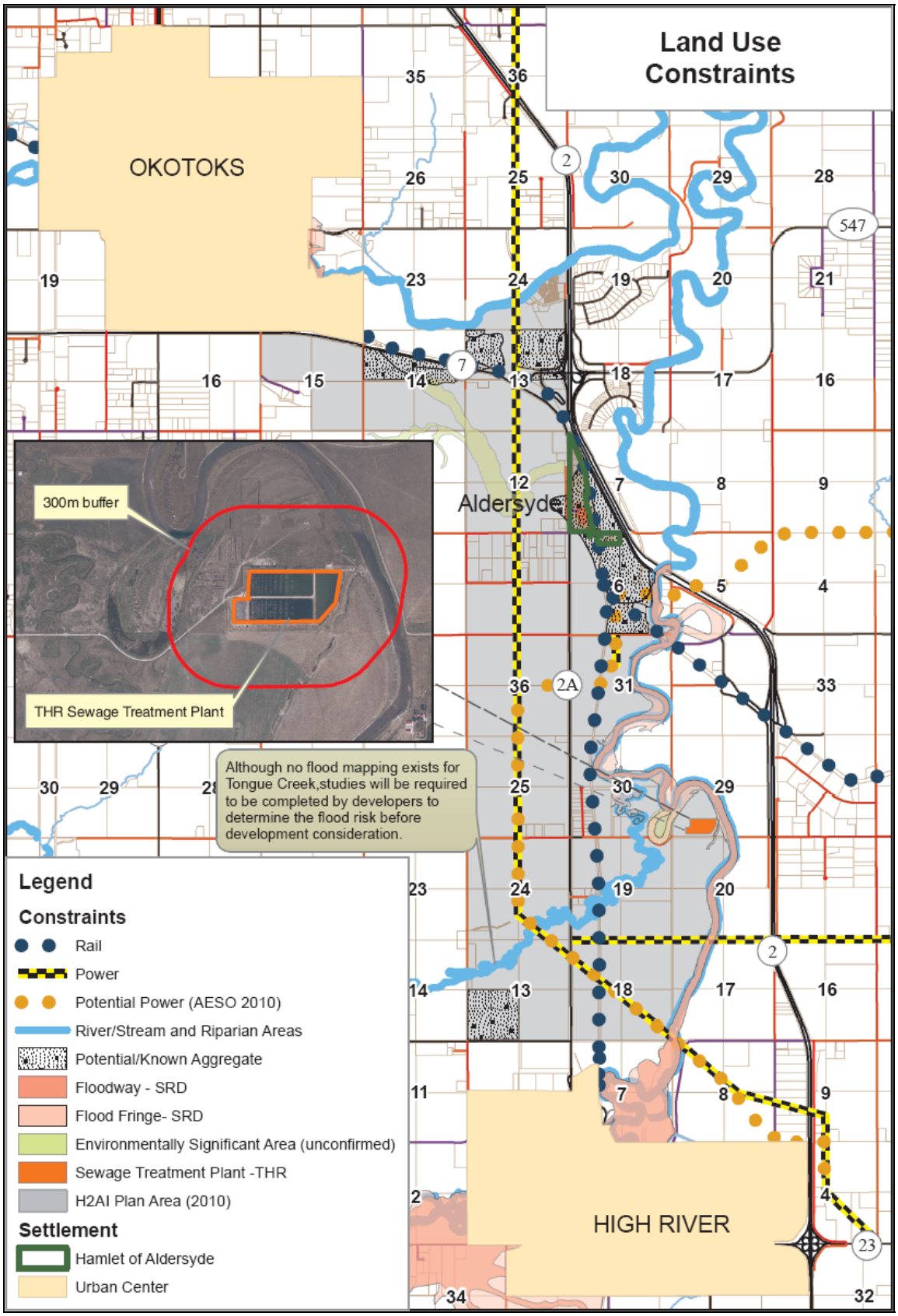
3.1 Constraints

Intent
Known and potential constraints to future development have been identified within this section. While the following plan area features do constrain development in one way or another, each of the identified constraints also provides and acts as a benefit to growth within the plan area in some way.

Land use constraints in and around the plan area include:

- CP rail lines and r-o-ws
- Existing and potential 240 kv power lines and r-o-ws
- Environmental features; The Highwood River, Sheep River, Tongue Creek, and associated flood ways, flood fringes, and riparian areas
- Town of High River wastewater facilities
- Existing and potential aggregate resources

The above noted constraints are identified within the plan area on Map 2.



Map 2: Land Use Constraints

3.1.1 CP Rail Lines and Rights-of-Way

Intent
While adjacent businesses benefit from the services the rail line provides, safety and operational regulations must be adhered to throughout the process of development along rail lines, and for the life of the businesses located adjacent to rail.

Policies
3.1.1.1 Development proximate to the CP rail line and associated r-o-w shall adhere to the guidelines and policies of Canadian Pacific Railway and the Railway Act of Alberta.

3.1.1.2 Abandoned rail r-o-w and lands associated with rail operations will be developed for alternative uses only when those lands have been reclaimed in accordance with the Province of Alberta's Environmental Protection and Enhancement Act.

3.1.2 Power Transmission Lines

Intent
Setbacks to the r-o-ws must be adhered to when new development takes place adjacent to the corridor's existing high power transmission lines. The plan area, being characterized by a generally rural setting and large tracts of undisturbed, unpopulated landscapes, is intersected several times by 240 kv high power transmission lines and associated r-o-ws. Existing r-o-w widths are approximately 25 metres. The Alberta Electrical Services Operator (AESO) applied to the Alberta Utility Commission (AUC) on December 30th 2008 for the reinforcement of Southern Alberta transmission lines. One of the potential alignments for the reinforcement bisects the H2AIASP on the west side of Highway 2A. It is understood that while the existing r-o-w may be partially utilized, the ultimate r-o-w width would be 60 – 70 metres.

Policies
3.1.2.1 Development proximate to existing and future power transmission lines and associated r-o-ws shall adhere to the guidelines and policies of the body responsible for such lines and r-o-ws.

3.1.2.2 Applications made on lands where future power transmission line alignments may be located shall identify those lands required for the installation and setback of such lines at the Outline Plan or subdivision stage.

3.1.2.3 Adjustments to power transmission line alignments are conceptual in nature and may be altered without need for amendment to this ASP.

3.1.3 Environmental Features

Intent
The natural function of the Highwood River, Sheep River, and Tongue Creek and associated riparian and natural areas should be preserved and enhanced over time. The Highwood River runs through the eastern edge of the plan area, effectively creating the eastern boundary of the ASP, while the Sheep River defines the north boundary of the plan area. Tongue Creek flows from the west to the east of Highway 2 until it converges with the Highwood River just north of the existing Abild's Industrial Park area. The MD of Foothills *Riparian Setback Matrix Model* (RSMM) will be used in all new developments to ensure sufficient setbacks to watercourses are provided, such that the health and function of the watercourses are not adversely affected.

Policies

3.1.3.1 The Highwood River, associated floodway, and associated riparian areas as identified by the municipality's RSMM shall be protected and preserved.

3.1.3.2 The Sheep River, associated floodway, and associated riparian areas as identified by the municipality's RSMM shall be protected and preserved.

3.1.3.3 Tongue Creek, associated floodway, and associated riparian areas as identified by the municipality's RSMM shall be protected and preserved.

3.1.3.4 Any other waterbody or waterway within the plan area along with associated riparian areas as identified by the municipality's RSMM shall be protected and preserved.

3.1.3.5 Development proposed within identified flood fringe areas shall be required to adhere to enhanced development requirements as determined by the municipality.

3.1.4 Town of High River Wastewater Facilities

Intent
In accordance with the Subdivision and Development Regulation (Alberta Regulation 43/2002), setbacks associated with the Town of High River wastewater facilities must be adhered to. Appropriate land uses will dictate the types of development permissible adjacent to the wastewater facilities such that land use conflict does not arise.

Policies

3.1.4.1 Development shall adhere to the setback distances as determined by Section 12 the Province of Alberta Subdivision and Development Regulation and any amendments made henceforth.

3.1.4.2 Development proposals that have the potential to create conflict between the proposed use and the wastewater treatment facilities shall be directed elsewhere in the plan area.

3.1.5 Aggregate Resources

Intent

The protection of known and potential aggregate resources should be ensured throughout the plan area until such that time those resources can be extracted. There are several locations throughout the corridor that are either in active extraction or have potential for aggregate deposits, as indicated by the Alberta Geological Survey.

Policies

3.1.5.1 Known aggregate resource deposits should be extracted and the lands reclaimed in accordance with the Environmental Protection and Enhancement Act prior to subdivision and/or development occurring.

3.1.5.2 Potential aggregate resource deposits should be investigated and the viability of the resource being extracted determined prior to applications for subdivision and/or development being made on the lands in question.

3.1.5.3 Should potential aggregate resources be proven to not be viably extractable, subdivision and/or development may occur on-site if deemed appropriate by the Approving Authority.

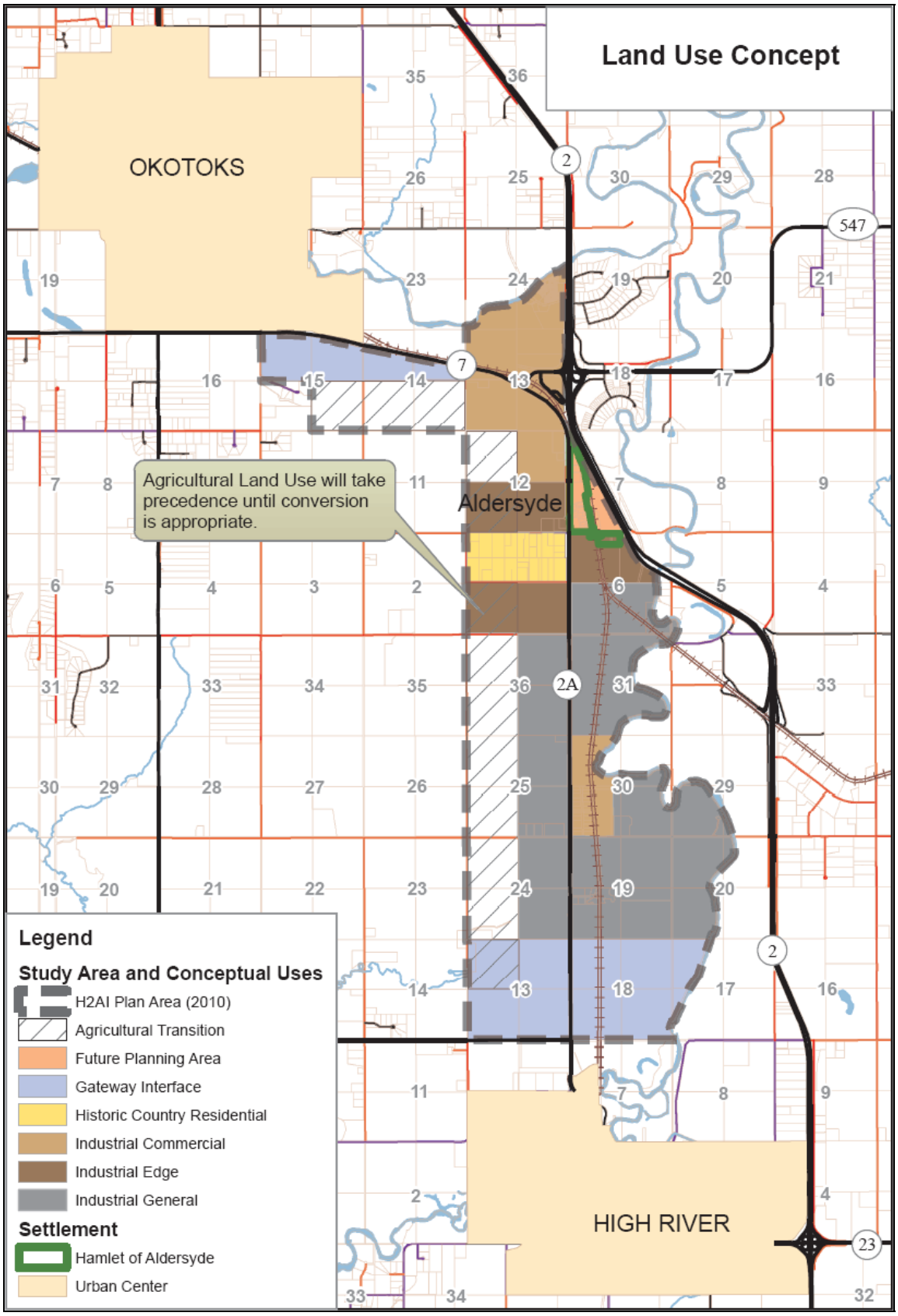
3.2 Land Use Concept

Intent

The land use concept is intended to provide for the most logical development throughout the corridor, presented in such a way that ensures complementary and compatible land uses exist proximate to one another now and into the future.

Land Use Concept Map

The land use concept detailed in the following sections is represented graphically on Map 3. The Land Use Concept map provides a logical and complementary view of the corridor's future development, with current land use designations being complemented by comprehensive policy direction.



Map 3: Land Use Concept

3.3 Agriculture and Agricultural Transition

Intent

Existing agriculturally productive lands within the corridor should be preserved as far into the future as possible. The Agricultural Transition (AT) policy area is meant to provide a long-term transition from the industrial and commercial development of the corridor to the countryside to the west of the plan area. In keeping with the eco-industrial goals of this plan, by-product available throughout the corridor may provide synergies with certain industrial processes and should be encouraged when viable.

Goals and Objectives

- To actively mitigate the premature fragmentation of productive agricultural lands in the plan area.
- To support a phasing strategy that avoids the premature conversion of agricultural lands to other uses.
- To ensure agricultural lands along the western edge of the plan area are maintained until all other developable lands have been exhausted.
- To utilize agricultural lands as a transitional buffer between the corridor and the outlying rural areas.
- To encourage developers, business owners, and agricultural producers to interact in a mutually beneficial way.
- To ensure the agricultural lands with the highest production potential are converted to other uses as far into the future as is possible.

Policies

3.3.1 Existing agricultural uses shall be encouraged throughout the plan area until such time that there is a demonstrated need for further industrial and/or commercial development.

3.3.2 Premature fragmentation of agricultural land shall be discouraged by promoting sequential and contiguous development throughout the plan area.

3.3.3 Agricultural lands identified as being within the Agricultural Transition policy area shall be developed last.

3.3.4 Agricultural lands west of Highway 2A should be converted to non-agricultural uses only after build-out of the lands within the plan area that lie east of the highway.

3.3.5 Agricultural by-product is encouraged for use in appropriate industrial processes throughout the corridor.

3.4 Industrial and Commercial

3.4.1 Overall Corridor Development

Intent
A variety of industrial and commercial development options throughout the 2A corridor will be provided, with a focus on environmental stewardship, economic prosperity, and social vitality.

Goals and Objectives
- To establish an area within the M.D. of Foothills suitable for a concentrated pattern of industrial and commercial development.
- To ensure that industrial and commercial development is compatible with corridor transportation infrastructure.
- To ensure that commercial and industrial development is compatible with existing adjacent land uses.
- To allow for a variety of complementary commercial and industrial uses.
- To promote the implementation of eco-industrial development principles.
- To ensure planning and development flexibility as it relates to parcel size, land use, and servicing availability.
- To ensure proposed developments are sensitive to the natural elements of the plan area.
- To promote the corridor as a suitable location for a variety of relevant institutional facilities.
- To support an economic development strategy for the corridor.

Policies

3.4.1.1 The MD shall direct industrial and commercial development to the areas within the corridor considered suitable for such land uses (see Map 3).

3.4.1.2 All redesignation/subdivision proposals shall be accompanied by an Outline Plan submitted in accordance with the *Outline Plan Requirements* found in Appendix A.

3.4.1.3 All development shall meet the requirements of the corridor's *Design Guidelines* (Appendix B).

3.4.1.4 In existing built-up areas, complementary uses are encouraged to locate in adjacent undeveloped or re-developable sites.

3.4.1.5 Impact on and the relationship of new development to adjoining lands shall be considered by the Approving Authority throughout the plan area.

3.4.1.6 Low Impact Development is encouraged on all sites within the plan area.

3.4.1.7 Concentrated patterns of subdivision and development should be considered, to increase efficiency of land use and servicing/infrastructure as the corridor is developed.

3.4.1.8 All development in the plan area should implement initiatives that achieve environmental stewardship.

3.4.1.9 Low water use (equal to or less than 330 imperial gallons/acre/day) development is encouraged throughout the corridor.

3.4.2 Industrial General

Intent
The Industrial General (IG) policy area is meant to provide for the continued development of general industrial uses within the identified areas of the corridor. IG development will entail primarily industrial uses with the possibility for appropriate accessory commercial uses on-site, and the requirement to adhere to general design and landscaping guidelines. Additionally, interim uses such as storage facilities may be considered prior to the feasible continuation of water and wastewater servicing.

Policies
3.4.2.1 Industrial development shall be the predominate land use in General Industrial areas, as identified on the land use concept map.

3.4.2.2 Some forms of Commercial development within Industrial General areas may be considered as accessory uses based on compatibility with surrounding land uses.

3.4.2.3 Interim uses as defined by the Municipality may be considered for parcels that do not currently have feasible access to adequate water and wastewater servicing.

3.4.2.4 Office uses should be accessory to the primary use on sites within the Industrial General areas, unless office use as a primary use is deemed appropriate by the Approving Authority.

3.4.3 Industrial Edge

Intent
The Industrial Edge (IE) policy area is meant to provide for a complementary and compatible transition from low intensity industrial uses to other forms of development such as existing residential areas. Key components of IE policy

areas include the development of less intensive uses such as office complexes, and adherence to enhanced design and landscaping guidelines.

Policies

3.4.3.1 Lower intensity industrial development such as but not limited to office complexes shall be the predominate land use in the areas identified as Industrial Edge.

3.4.3.2 Commercial development may be permitted as accessory to industrial development within Industrial Edge areas should it be deemed appropriate by the Approving Authority.

3.4.3.3 Outdoor processing or manufacturing of materials is discouraged in Industrial Edge areas.

3.4.3.4 All industrial activity shall be contained indoors within the Industrial Edge areas unless outdoor activity is deemed appropriate by the Approving Authority.

3.4.3.5 Outdoor storage in Industrial Edge areas is not permitted unless screened in accordance with the *Enhanced Design Guidelines* found within the corridor's *Design Guidelines* (Appendix B).

3.4.4 Industrial Commercial

Intent

The Industrial Commercial (IC) policy area is intended to allow industrial and certain commercial forms of development to take place proximate to one another in a manner that is mutually beneficial and complementary. IC policy areas will adhere to enhanced design and landscaping guidelines.

Policies

3.4.4.1 Industrial Commercial development shall be the predominate development type in Industrial Commercial areas.

3.4.4.2 All industrial activity shall be contained indoors within the Industrial Commercial areas, unless outdoor activity is deemed appropriate by the Approving Authority.

3.4.4.3 Industrial activity should be accessory to commercial activity in Industrial Commercial areas, unless deemed appropriate as a primary use by the Approving Authority.

3.4.4.4 Outdoor storage in Industrial Commercial areas is not permitted unless screened in accordance with the *Enhanced Design Guidelines* found within the *Design Guidelines* (Appendix B).

3.4.5 Gateway Interface

Intent
The Gateway Interface (GI) policy area is meant to foster cooperative inter-municipal planning within the lands identified as gateways into and out of the Town of High River and the Town of Okotoks. GI policy areas should ensure the character of the corridor and its urban neighbors to the north and south are upheld and enhanced through the development of distinctive and inviting gateways into each of the three municipalities.

Policies: Town of High River

3.4.5.1 Given the timing of development and availability of servicing, specific land uses for the GI area between High River and the MD should be contemplated as a part of the upcoming Intermunicipal Development Plan review, or by other means as agreed upon by both municipalities and should consider the following:

3.4.5.1.1 Collaboration between High River and the M.D. should occur at the Intermunicipal Committee (IMC) and staff level when determining land uses and built form, and servicing and infrastructure considerations in the GI area.

3.4.5.1.2 Land uses and development forms within the GI policy area should be sensitive to the urban/rural transition between the Town of High River and the MD of Foothills.

3.4.5.1.3 Road and pathway alignments connecting potential corridor alignments with the Town of High River systems should be identified prior to development occurring.

3.4.5.1.4 A comprehensive development scheme for lands within 800 metres of the south boundary of the plan area should be prepared collaboratively prior to development occurring in this area.

3.4.5.1.5 The preparation of the comprehensive development scheme should benefit from consultation with the landowners within the GI policy area.

Policies: Town of Okotoks

3.4.5.2 Given the timing of development and availability of servicing, specific land uses for the GI area between Okotoks and the MD should be contemplated as a part of the upcoming Intermunicipal Development Plan review and informed the Joint Planning Agreement currently in process, or by other means as agreed upon by both municipalities and should consider the following:

3.4.5.2.1 Collaboration between Okotoks and the M.D. should occur at the IMC and staff level when determining land uses, built form, and servicing and infrastructure considerations in the GI area.

3.4.5.2.2 Land uses and development forms within the GI policy area should be sensitive to the urban/rural transition between the Town of Okotoks and the MD of Foothills.

3.4.5.2.3 Road and pathway alignments connecting potential corridor alignments with the Town of Okotoks systems should be identified prior to development occurring.

3.4.5.2.4 A comprehensive development scheme for lands within the GI area bordering Okotoks should be prepared collaboratively prior to development occurring within this area.

3.4.5.2.5 The preparation of the comprehensive development scheme should benefit from consultation with the landowners within the GI policy area.

3.5 Residential

Intent
This section provides a basis with which to preserve the integrity of existing residential properties within and adjacent to the plan area. Complementary and compatible development proximate to existing residential lands should be contemplated within the plan area into the future.

Goals and Objectives
- To encourage intensification, infill, and redevelopment within the plan area where communal servicing and infrastructure exists.
- To create a range of housing opportunities and choices.
- To foster a balance of social, environmental, and economic sustainability.
- To ensure that residential development is located proximate to local and regional transportation options.
- To apply innovative land use planning and conservation concepts that improves municipal efficiencies and reduces rural sprawl.
- To encourage an attractive residential environment.
- To ensure adequate buffers to all types of industrial development.

3.5.1 Historic Country Residential

Intent
The Historic Country Residential (HCR) policy area will preserve the integrity of existing residential development within the corridor, but outside of the Hamlet of Aldersyde. When adequate servicing becomes available, existing HCR

development may benefit from increased residential densities and the introduction of home based businesses.

Policies

3.5.1.1 Further Country Residential subdivision within the plan area should only be considered within the North half of Section 1, Township 20, Range 29, West of the 4th Meridian (N ½ 1-20-29 W4).

3.5.1.2 Country Residential subdivision and development outside of the N ½ 1-20-29 W4 and Residential subdivision and development outside the Hamlet of Aldersyde should not occur.

3.5.1.3 The subdivision of new Country Residential parcels within the N ½ 1-20-29 W4 shall align with the density provisions set forth in the Land Use Bylaw, unless an increase in density is deemed appropriate by the Approving Authority.

3.5.1.4 When adequate servicing is available, home based businesses may be permitted for properties within the N ½ 1-20-29 W4, if deemed appropriate by the Approving Authority.

3.5.1.5 Home based businesses in the plan area shall be required to adhere to the *Enhanced Design Guidelines* found within the *Design Guidelines* (Appendix B).

3.5.2 Hamlet Residential – Future Planning Area

Intent

The Hamlet Residential (HR – Future Planning Area) policy area recognizes that existing and future development in the Hamlet of Aldersyde requires the benefit of a strategic planning process better suited to residential mixed-use growth than this ASP can effectively provide. At such time that Aldersyde is adequately equipped the municipality will likely prepare an Area Redevelopment Plan that will guide the future growth of the hamlet.

Policies

3.5.2.1 Subdivision and development in the Hamlet of Aldersyde shall continue only when adequate piped water and wastewater servicing becomes available.

3.5.2.2 Strategic planning for the growth within the Hamlet of Aldersyde shall take place at such time that adequate piped servicing is available or is known to become available in the foreseeable future.

3.5.2.3 At such time that the Municipality deems it appropriate, the Hamlet of Aldersyde should benefit from the preparation of a municipally produced Area Redevelopment Plan.

3.6 Recreation

Intent

Addressing recreation throughout the corridor provides a vehicle with which to balance business and employment opportunities with passive and functional recreational amenities. Through the use of the various land dedication mechanisms provided in the Municipal Government Act (MGA), opportunities for local and regional pathway connections and more active recreational amenities will be presented throughout the corridor while at the same time allowing for the preservation and enjoyment of the corridor's more significant natural features.

Goals and Objectives

- To integrate a diversity of recreational opportunities into the plan area.
- To provide residents, employees, and businesses of the area with efficient and viable transit options.
- To promote the use of parks and pathways as recreational amenities and transit alternatives.
- To ensure the integration of natural areas, active park spaces and linked recreation corridors with residential, commercial, institutional and industrial development.
- To incorporate green space within environmentally significant features into the plan area.
- To transition from regional open spaces and pathways networks to urban contexts efficiently and in an aesthetically pleasing manner.
- To protect existing natural vegetation within the corridor, especially within the plan area's riparian zones.
- To respect and account for a variety of adjacent land uses when considering recreational amenities and open space location and design.

Policies

3.6.1 Recreational amenities may be incorporated into development of the corridor.

3.6.2 Recreational amenities shall be required to adhere to the corridor's *Enhanced Design Guidelines* found in the *Design Guidelines* (Appendix B).

3.6.3 Developers may be required to contribute to a recreational levy, for upkeep and improvement of the public recreational amenities throughout the plan area.

3.6.4 Public recreational amenities may be provided in the form of parks and pathways, sports fields, and other recreational activities as deemed appropriate by the Approving Authority.

3.6.5 Private and semi-public recreational amenities may be provided in the form of open spaces incorporated into building design, site design, and in more intensive recreational uses such as but not limited to general and sport-specific complexes, as deemed appropriate by the Approving Authority.

3.7 Policy area comparisons: 1995 ASP and Revised ASP

The following table provides a comparative look into the land base considered for the 1995 ASP, based on policy areas contained within that plan, and the policy areas considered in the revised ASP as discussed above.

Table 2: Policy area comparisons

	1995 ASP	Revised ASP	
	Acres	Acres	
Total land base	4710	9204	Total land base
Not including trans. r-o-w	4465	8587	Not including trans. r-o-w
Policy areas (1995)		Policy areas (proposed 2010)	
Type A (service centre)	70	1600	Agricultural Transition
Type B (highway industrial)	556	3060	Industrial General
Type C (highway industrial trans)	1365	835	Industrial Edge
Type D (light industrial)	850	1208	Industrial Commercial
Type E (basic industrial)	935	1817	Gateway Interface
		302	Historic Country Res
		105	Hamlet Residential (future planning area)

Please note: Table 2 is based on estimates and is for illustrative purposes only.
Table 2 does not include open spaces, railway, or service roads

4.0 Regional Context

Introduction
Lands within the plan area encompass a broad range of uses and land use intensities, and must respect proximity to our urban neighbors to the south and north. Consideration for the regional context of the plan area is provided in such a way that potential land-use conflicts and jurisdictional conflicts are mitigated and addressed before they have the chance to become issues. Policy directives are provided specifically for the Towns of High River and Okotoks and respects each urban municipality's unique character and situation.

Vision
While the plan area is entirely in the MD's boundaries, the social, economic, and environmental effects of the corridor's development are regional. Through cooperative and innovative inter-municipal planning, growth in the corridor continues to benefit all three local municipalities. Lands adjacent to High River and Okotoks undergo joint planning efforts to ensure the interests of each jurisdiction are upheld and enhanced through the plan area's north and south transitional areas.

Intent
Addressing the regional context of the plan area ensures the mutually beneficial development of those lands that are proximate to existing residential areas within the corridor and the urban municipalities of High River and Okotoks.

Goals and Objectives
- To ensure cooperative and mutually beneficial development of lands proximate to urban centres.
- To provide the Town of High River and the Town of Okotoks opportunities for productive dialogue with regards to development in Gateway Interface areas.
- To ensure appropriate and adequate transitions in development between urban and industrial development.
- To ensure Inter-municipal Development Plans for both towns align with the intent of this ASP and vice versa.
- To cooperatively address all aspects of development within the interface planning areas; stormwater management, access management, recreational amenities, open space, and environmentally significant lands.
- To cooperatively address r-o-w dedications required for the corridor's future development.

4.1 Joint Planning

Intent
Joint Planning is intended to provide mechanisms with which to ensure the cooperative and mutually beneficial development of lands within the corridor that

are proximate to the Town of Okotoks and the Town of High River as identified on the Land Use Concept map (Map 3).

Policies: High River

4.1.1 The Town of High River and the MD of Foothills should cooperatively develop a policy document which coordinates the following aspects of the Gateway Interface policy area:

a) Land Use
b) Transportation
c) Stormwater Management
d) Parks, Open Space, and Pathways
e) Environmentally Significant areas
f) Utilities and Infrastructure
g) Other matters deemed necessary by the MD of Foothills Approving Authority

4.1.2 Applications on lands within the H2AIASP area shall be referred for comment to the Town of High River.

Policies: Okotoks

4.1.3 The Town of Okotoks and the MD of Foothills should cooperatively develop a policy document which coordinates the following aspects of the Gateway Interface policy area:

a) Land Use
b) Transportation
c) Stormwater Management
d) Parks, Open Space, and Pathways
e) Environmentally Significant areas
f) Utilities and Infrastructure
g) Other matters deemed necessary by the MD of Foothills Approving Authority

4.1.4 Applications on lands within the H2AIASP area shall be referred for comment to the Town of Okotoks.

4.1.5 Applications on lands that fall within the Gateway Interface policy area that are encompassed by the MD/Town of Okotoks Joint Planning Agreement (JPA) should align with the policies set forth in the JPA.

Adjacent Communities

The Town of High River

The Town of High River is an urban municipality with a 2006 population of 10 716 (Statistics Canada 2010). Since the last federal census High River's population

has increased as has a need to address the physical growth of the community. At the ASP's southern border, High River's northern boundary currently consists of primarily residential development bisected by Highway 2A. Through the mechanisms provided in Section 4.0, it is envisioned that High River will benefit from the cooperative development of an aesthetically pleasing and highly functional gateway from the industrial corridor to the urban setting of the town.

The Town of Okotoks
The Town of Okotoks is larger than the Town of High River, with a 2006 population of 17 145 (Statistics Canada 2010). Again, since 2006, the municipality has grown significantly and continues to approach the current population cap of 30 000 residents. At the northern border of the plan area, Okotoks' south eastern boundary consists of undeveloped urban reserve and commercial development. Through the mechanisms provided in Section 4.0, it is envisioned that Okotoks will benefit from the cooperative development of an aesthetically pleasing and highly functional gateway from the industrial corridor to the urban setting of the town.

5.0 Open Spaces and Reserves

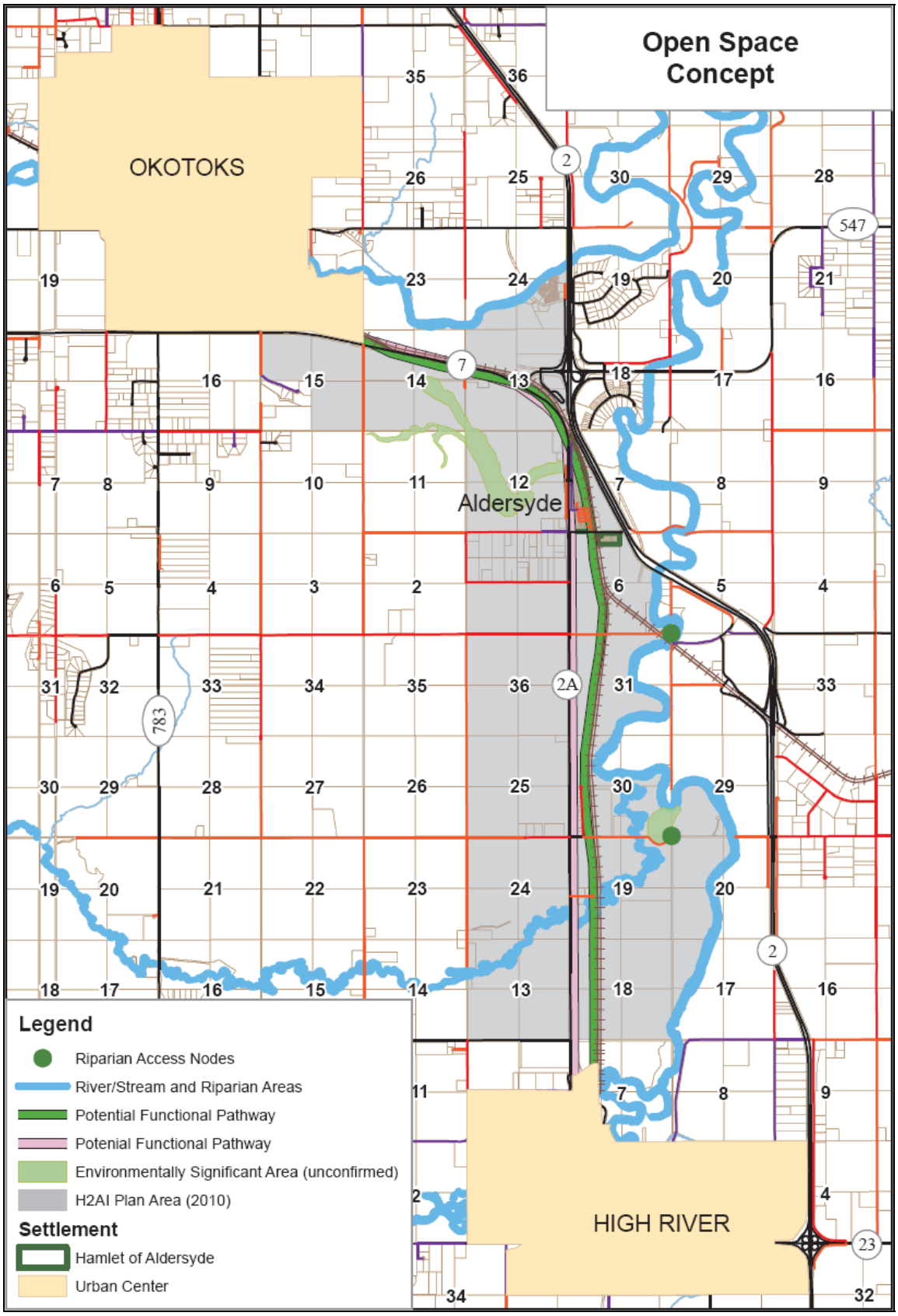
Introduction
Open spaces and Reserves provides preservation and protection opportunities for the corridor's more significant natural features, while at the same time inviting residents, employees, and visitors the prospect of recreating in such areas.

Vision
Reserve dedications provided via the logical and timely development of the corridor present an opportunity to connect large tracts of public lands for the enjoyment of the local and regional community. Recreational and environmentally significant lands designed to maintain direct connectivity enhance the plan area's functionality as a work/play destination and provide the necessary tools to protect the corridor's natural capital.

Intent
Open spaces and reserves throughout the plan area are addressed to ensure functional landscapes are connected in such a way that natural features and natural capital are preserved and protected, while the use and enjoyment of Municipal Reserves may be enjoyed by all residents, businesses, and visitors to the corridor. The Open Spaces concept is shown on Map 4.

Goals and Objectives
- To plan for the contiguous dedication of reserve lands.
- To ensure dedicated lands may be used for a variety of recreational purposes.
- To enhance the corridor's recreational functionality.

- To work with adjacent urban municipalities to promote connectivity to their open space systems where possible.
- To ensure the corridor's natural capital is protected and enhanced.
- To promote the connectivity of recreational lands to environmentally significant lands.
- To retain and protect the flood-way and flood-fringe of the Highwood River, Sheep River, and Tongue Creek.
- To conserve and maintain the integrity of perennial and seasonal streams, rivers, and other water bodies.
- To promote the use of native vegetation and xeriscaping where appropriate to enhance air quality, provide natural land use buffers, and minimize water use.
- To minimize adverse environmental impacts through implementation of zero net waste practices.
- To ensure all new and existing developments within the plan area respect surface and sub-surface resources.
- To ensure developmental impact on the landscape is minimized by requiring Biophysical and Environmental Impact Assessments where necessary.



Map 4: Open Space Concept

5.1 Open Spaces

Intent
Strategically planning the corridor's open space system is intended to ensure connectivity and functionality of such spaces for the benefit and enjoyment of all residents, businesses, and visitors to the area.

Policies

5.1.1 Open spaces shall be dedicated as per Sections 664 – 666 of the Municipal Government Act.

5.1.2 Open space dedications should be provided based on logical connectivity to existing public lands, including environmental and municipal reserves.

5.1.3 Open space connections throughout and between comprehensive developments should be maintained.

5.1.4 Linear and curvilinear open space dedications shall adhere to policies within Section 7.3 (Pathways).

5.2 Environmental Reserve

Intent
Requiring Environmental Reserve dedications throughout the corridor provides for the preservation and protection of significant natural features and natural capital within the plan area. Specifically, those lands that meet the requirements of Section 664 of the Municipal Government Act will be considered for dedication by way of Environmental Reserve and/or Environmental Reserve Easement.

Policies

5.2.1 Lands meeting the requirements of Section 664 of the Municipal Government Act shall be dedicated to the Municipality at the time of subdivision approval.

5.2.2 Lands to be considered for Environmental Reserve dedication shall be shown on site plans at the application submission stage as per the *Outline Plan Requirements* (Appendix A).

5.2.3 Setbacks as per the results of the *Riparian Setback Matrix Model* shall be considered for dedication by way of Environmental Reserve or Environmental Reserve Easement or a combination of both.

5.2.4 Lands that do not align with the specific characteristics outlined in Section 664 of the MGA may be voluntarily provided by landowners if deemed appropriate by the Municipality.

5.3 Municipal Reserve

Intent
Addressing Municipal Reserve dedication ensures the logical dedication of lands or the value of lands that fall within the guidelines of Sections 665 and 666 of the Municipal Government Act. Such lands may be used for the development of community recreational amenities or school sites, and will be strategically placed to provide the greatest utility to residents, businesses, and visitors.

Policies

5.3.1 Municipal Reserve or the payment of monies in place of reserve or deferring reserve or any combination of these shall be determined by the Approving Authority, as per the Municipality's *Public Reserve Policy.*

5.3.2 When dedication is to be greater than 1.98 acres in total, a Municipal Reserve parcel shall be shown on submitted site plans, as per the *Public Reserve Policy*.

5.3.3 When dedication is to be provided by way of land, the Municipal Reserve parcel should be developable as per the Land Use Bylaw, and should be adjacent to or have some form of connection to other proximate Municipal and Environmental Reserve parcels.

5.3.4 If deemed appropriate by the Approving Authority, Municipal Reserve may be designed to provide a combination of developable land and linear and curvilinear pathways connecting the MR parcel to other dedicated lands, and other parcels in the development.

5.3.5 Reserve dedication in excess of the MGA's guidelines may be provided by landowners voluntarily, if deemed appropriate by the Approving Authority.

5.3.6 Municipal Reserve lands, when required, should be connected to open space networks within the plan area where possible.

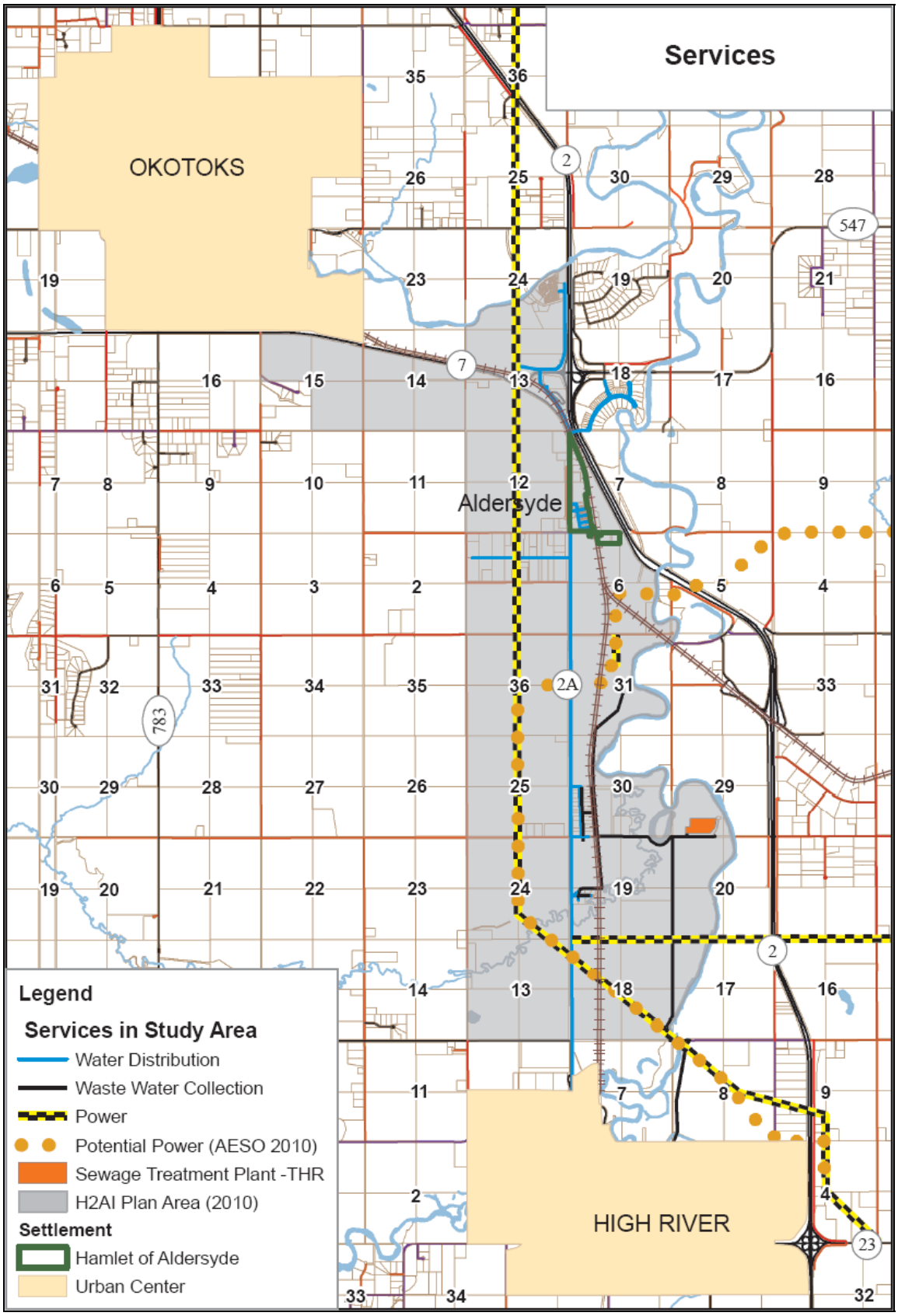
6.0 Servicing Infrastructure

Introduction
Servicing Infrastructure recognizes that while the corridor is meant to provide lands for commercial and industrial development for the MD of Foothills, servicing constraints exist and should be accounted for prior to further development occurring. Policy direction is provided to ensure only development that may be sustainably serviced may occur within the plan area.

Vision
Utilities and servicing within the corridor continue to support a dynamic residential and industrial community, with certain types of commercial being permitted. As new development is proposed, the provision of water and wastewater servicing is addressed in a logical and efficient manner that considers existing and future capacity availability and requirements.

Intent
Addressing servicing infrastructure ensures existing and future servicing and utilities throughout the corridor are developed and extended in a logical and efficient manner that is beneficial to all existing and future users. The extent of existing services is shown on Map 5.

Goals and Objectives
- To support planning, construction and maintenance of efficient, safe and sustainable utilities in the plan area.
- To establish a utility system that supports existing and future development of the area.
- To plan and manage the utilities infrastructure system in co-operation with the Province, neighboring municipalities and other partnerships, including private industry.
- To manage stormwater in an environmentally conscious manner that enhances the quality and minimizes the quantity of water being released into rivers and streams within the plan area.
- To ensure that utilities infrastructure does not encroach upon environmentally significant areas.
- To actively implement water conservation and integrated waste management systems within the plan area.
- To promote water conservation measures for existing residents and businesses within the corridor.
- To promote focused and compact development phases where cost recovery and efficiencies in utilities infrastructure may be achieved.
- To design and promote integrated utility corridors that minimizes unnecessary consumption of lands in the corridor.



Map 5: Services

6.1 Water Servicing and Distribution

Intent

Water servicing and distribution systems that are currently and will in the future be in place throughout the plan area are addressed in this section. Costs, efficiencies, and impacts on natural systems will be the focus of the water servicing and distribution systems within the corridor.

Current Water Availability

The Municipality is considering several options for long term water servicing to the corridor. The Water Allocation Agreement referenced in the 1995 Highway 2A ASP between the M.D. and the Town of High River is in the process of being revisited as of June 2010. The M.D. continues to hold a water license for approximately 50 imperial gallons per minute. The raw water available to the M.D. under this license is treated by the Town of High River prior to being distributed to various facilities in the 2A corridor.

Prior to further development occurring in the short term, successful review of the M.D./High River Water Allocation Agreement will need to be finalized or another option will need to be considered. At such time that the Agreement has been revisited or another option implemented, lands zoned DC, Industrial (excluding Industrial Natural Resources) and Commercial prior to first reading of the Bylaw for adoption of this ASP should be considered for development first (see Section 10: Managing Development).

Longer term solutions for water servicing for the corridor are outlined in the Servicing Study (Appendix E) and are generally contingent on the successful acquisition of adequate water licenses, among other things.

Policies

6.1.1 Other than Country Residential development that meets the density provisions set forth in the LUB and Interim development as deemed appropriate by the Approving Authority, ALL new development within the plan area shall be serviced by piped water.

6.1.2 Water Servicing Levies and connection fees shall be required as per the Development Area Offsite Levy Bylaw.

6.1.3 Water system easements and r-o-w alignments shall be shown on applications as per the requirements of the *Outline Plan Requirements* (Appendix A).

6.1.4 Piped water may be provided based on the options outlined in the Servicing Study (Appendix E).

6.1.5 The option(s) chosen to service the corridor with piped water shall be to the sole discretion of the Municipality.

6.1.6 Piped water should be supported by adequate water license provided by the Municipality OR the developer.

6.1.7 It is to the Municipality's sole discretion as to whether the Municipality or the developer or a combination of the two provides the water license.

6.1.8 Redesignation/Subdivision/Development approval other than for appropriate interim uses as defined by the Municipality should be considered ONLY when adequate piped water is proven to be available in accordance with policies 6.1.6 and 6.1.7.

6.1.9 The alignment and capacity of water servicing infrastructure and associated easement and r-o-w locations shall be to the satisfaction of the Municipality.

6.1.10 All new development within the plan area shall provide a comprehensive water conservation plan as per the *Outline Plan Requirements.*

6.1.11 While low water-use or no water-use interim development (as defined by the Municipality) in some parts of the plan area may be considered prior to piped water servicing being available, associated easements and r-o-w alignments necessary for future water connections may be required prior to the development of such interim uses.

6.2 Wastewater Collection and Sanitary Treatment

Intent
To address the need for wastewater collection and sanitary treatment systems throughout the plan area. Costs, efficiencies, and impacts on the corridor's natural features will be the focus of the existing and future wastewater collection and treatment system in the plan area.

Current Wastewater Collection and Treatment Availability
As of May 2010, the Municipality continues to service the corridor with wastewater collection and treatment in two ways.

1. Through the use of the Town of High River's settling ponds.

2. Through the use of on-site treatment such as septic fields and pump-out tanks.

In the short term, the Town of High River is able to adequately process the wastewater collected throughout the corridor. The Servicing Study (Appendix E) outlines future long term wastewater collection and treatment options. Identifying the fact that on-site wastewater collection and treatment is not sustainable as a long term solution, immediate improvements required include upgrading of the force-main just south of the Abild's Industrial Park.

Policies

6.2.1 Wastewater Servicing Levies and connection fees shall be required as per the Development Area Offsite Levy Bylaw.

6.2.2 Development shall connect to communal wastewater systems, unless on-site servicing is deemed appropriate by the Municipality.

6.2.3 Easements and r-o-w alignments associated with wastewater systems shall be shown on applications as per the *Outline Plan Requirements* (Appendix A).

6.2.4 The alignment and capacity of wastewater servicing infrastructure and associated easement and r-o-w locations shall be to the satisfaction of the Municipality.

6.2.5 Wastewater conveyance and collection systems should be included within water conservation plans, as prepared in accordance with the *Outline Plan Requirements* (Appendix).

6.2.6 While low water-use or no water-use interim uses (as defined by the Municipality) in some parts of the plan area may be considered prior to piped wastewater servicing being available, associated easements and r-o-w alignments necessary for future wastewater connections may be required prior to the development of such interim uses.

6.3 Stormwater Management

Intent

To address stormwater runoff throughout the plan area. The Servicing Study (Appendix E) indicates that stormwater may be dealt with through the construction of regional stormwater catchment facilities, or primarily through on-site treatment informed by Low Impact Development concepts, or a combination of the two options.

Policies

6.3.1 Stormwater levies may be required as per the Development Area Offsite Levy Bylaw.

6.3.2 Stormwater management may be dealt with through the option(s) provided in the Servicing Study (Appendix E), at the sole discretion of the Municipality.

6.3.3 Stormwater management plans should be required as a condition of ALL subdivision/development approvals, unless otherwise deemed appropriate by the Approving Authority.

6.3.4 Stormwater system design should incorporate Low Impact Development solutions such as but not limited to rain gardens, bio-swales, and naturalized storm ponds.

6.3.5 Site design should maintain as much vegetated surface as possible.

6.3.6 Living roofs may be utilized to minimize impermeable surfaces, subject to approval by the Municipality.

6.4 Shallow Utility Servicing

Intent
To address the provision of shallow utilities including but not limited to telephone, cable, natural gas, and buried power lines throughout the corridor.

Policies
6.4.1 Development in the plan area shall be serviced by shallow utilities.

6.4.2 The extension and upgrading of existing shallow utilities shall be at the expense of the developer.

6.4.3 Easement and r-o-w alignments for shallow utilities shall be to the satisfaction of the appropriate utility company.

6.4.4 Easements and r-o-ws for shallow utilities shall be provided within a site as is determined necessary by utility companies and/or the Municipality.

6.4.5 Where necessary, utility r-o-ws and easements across one site for the benefit of providing servicing to adjacent sites shall be required, as determined by utility companies and/or the Municipality.

7.0 Transportation Infrastructure

Introduction

Transportation Infrastructure addresses the major road and rail network connections that exist within the plan area. The potential to cooperatively develop vehicular and non-vehicular transit options with the urban municipalities is also addressed through goals, objectives, and policy contained within this section.

Vision

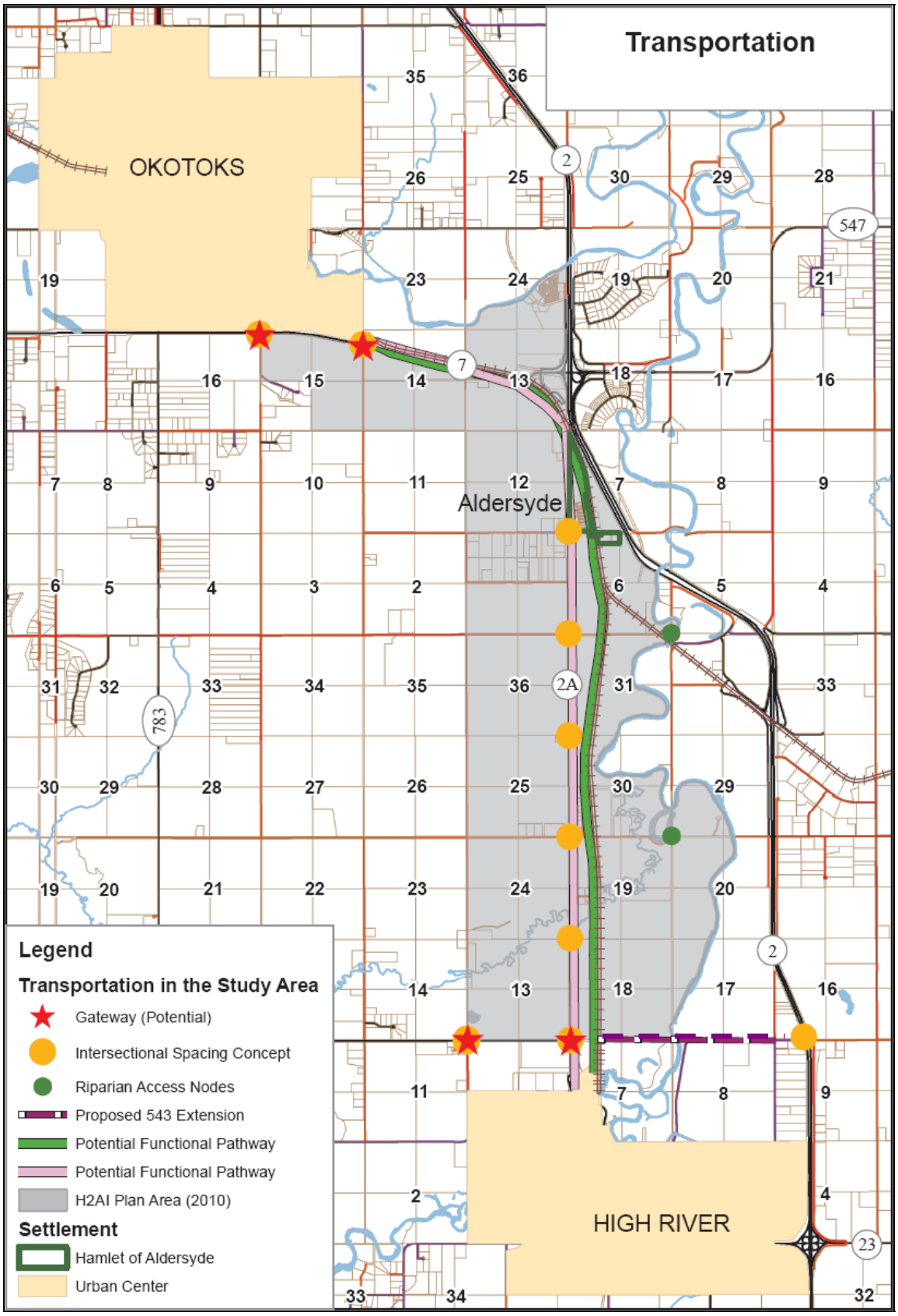
The major transportation infrastructure serving the plan area supports an active industrial, commercial, and residential community. Development of transportation infrastructure will provide residents, employees and businesses of the corridor with a variety of transit options.

Intent

Transportation infrastructure is meant to be used and developed in such a way that ensures safe, logical, and efficient access to various transit options throughout the corridor and to and from the corridor. Existing and future transportation connectivity is presented on Map 6.

Goals and Objectives

- To plan, construct and maintain efficient, safe and sustainable transportation infrastructure in the corridor.
- To establish a hierarchy of transportation infrastructure.
- To plan and manage multi-modal transportation systems in cooperation with Alberta Transportation, neighboring municipalities and other partnerships, including private industry.
- To provide appropriate setbacks from highways to enhance visual quality and to protect future right-of-way requirements.
- To allow for the orderly development of controlled access to Highway 2A in conjunction with the plans of Alberta Transportation.
- To ensure that land use is supported by appropriate transportation infrastructure.
- To promote focused and compact development where appropriate in order to achieve full cost recovery and efficiencies in maintenance.



Map 6: Transportation

7.1 Road Network

Intent
To provide a comprehensively planned road network built around the continuing function of Highway 2A as a major arterial roadway connecting the corridor with High River and Okotoks to the south and north, and to the regional, national, and international networks that result from close proximity and direct connectivity to Highway 2 to the east.

Provincial Roads

Policies

7.1.1 Subdivision and Development plans shall recognize that Alberta Transportation requires additional land for widening of Highway 2A (see Figure 2).

7.1.2 Development shall be compliant with the Highways Development and Protection Regulation (Alberta Regulation 326/2009).

7.1.3 Stormwater management plans shall ensure that highway ditching is not used to collect stormwater from development.

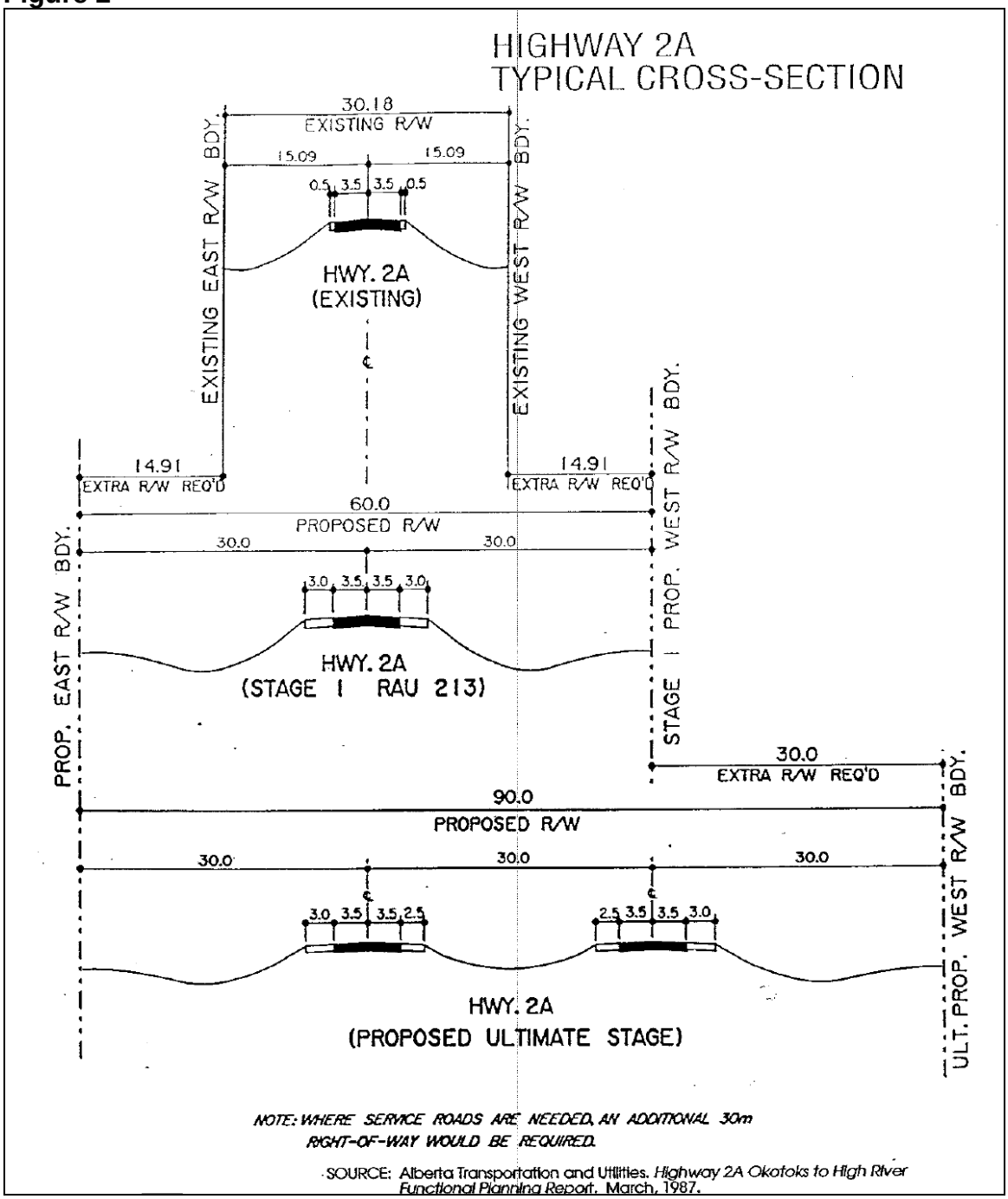
7.1.4 The functional and visual integrity of Highways 2A, 7 and 543 shall be maintained.

7.1.5 Alberta Transportation may require Traffic Impact Assessments (T.I.A) at the time of redesignation or subdivision. The T.I.A. shall be prepared by a qualified transportation engineer at the sole expense of the developer and should include but is not limited to an analysis and evaluation of:

(a) The potential impact of a proposed subdivision and/or development on the existing transportation network.

(b) A program of future expansion and/or improvement of the transportation network to accommodate the proposed growth and to preserve the function and integrity of the transportation network.

Figure 2



SOURCE: Alberta Transportation and Utilities. *Highway 2A Okotoks to High River Functional Planning Report*. March, 1987.

Municipal Roads

Policies

7.1.6 External and Internal road levies shall be required, unless otherwise stated by the Municipality.

7.1.7 Roads shall be upgraded and constructed in accordance with the municipality's *Road Standards* or as determined by the municipality.

7.1.8 Known and potential access issues should be addressed through collaboration with affected landowners and/or the Municipality/Alberta Transportation/Canadian Pacific Railway through the Outline Plan and subdivision and development processes.

7.1.9 No development including but not limited to berming or grading of the lands within the Highway 2A r-o-w may be undertaken without the consent of Alberta Transportation.

7.1.10 As per the requirements of Alberta Transportation, direct access off of Highway 2A shall be permitted at one mile intervals only (see Map 6).

7.1.11 Internal roadway design shall consider:

(c) Direct connection to the corridor's major points of ingress and egress.

(d) Safe and efficient routing in the local and regional context.

(e) Accommodation for pedestrian and bicycle movement.

(f) Accommodation for future public transit networks.

(g) Minimal impacts to natural features and natural capital.

7.2 Rail Line

Intent

To address the existing rail line and associated r-o-w owned by Canadian Pacific Railway (CPR). Being a major commercial and industrial transportation opportunity within the corridor, development along the rail line r-o-w should be considered and accounted for through the implementation of this ASP.

Policies

7.2.1 No connection to or alteration of existing connection to the rail line shall be undertaken without the consent of Canadian Pacific Railway.

7.2.2 Development proposals adjacent to the rail line r-o-w shall be considered based upon their ability to benefit from direct access to the rail line.

7.2.3 Development adjacent to the rail line r-o-w shall meet all safety requirements of Canadian Pacific Railway and the Railway Act of Alberta.

7.2.4 Roads required to cross rail line r-o-w shall meet all design and safety requirements of Canadian Pacific Railway and the Railway Act of Alberta.

7.2.5 Known and potential rail access issues should be addressed through collaboration with affected landowners, Canadian Pacific Railway, and the Municipality.

7.3 Pathways

Intent

To address and plan for existing and future pathway connections within the plan area and inter-municipally. Connection to the Town of High River pathway system and the Town of Okotoks pathway system is integral to the regional connectivity of the corridor and will benefit residents and employees of the region through the provision of non-vehicular transit options for practical and recreational purposes.

Policies

7.3.1 Applications shall show pathway connections on-site and to the regional pathway system, where appropriate.

7.3.2 Pathway r-o-w shall be required where deemed appropriate by the Approving Authority.

7.3.3 Pathway dedication shall be required to meet the pathway alignments shown on Map 6.

7.3.4 Pathway development and/or provision of a pathway levy shall be the responsibility of the developer and shall be determined by the Approving Authority.

7.3.5 The connection of corridor pathways to pathways in High River and Okotoks should be determined prior to development occurring.

7.3.6 Pathway alignment, dedication, construction, and maintenance may be coordinated between the MD of Foothills and the Towns of High River and Okotoks where appropriate.

7.3.7 The connection of internal pathways to local and regional systems should be determined at the Outline Plan stage.

7.3.8 Pathway development shall meet the requirements set out in the corridor's *Design Guidelines* (Appendix B).

7.4 Transit

Intent
To address the current reliance corridor employees have on personal vehicular transportation. It is envisioned that as corridor development increases and the number of people working within the plan area increases, public transit to and from the urban anchors (High River and Okotoks) will not only be viable but will also ensure a sufficient level of service for the corridor's existing and proposed road networks into the future.

Policies

7.4.1 Where directed by the Municipality, subdivision and development proposals should account for future transit connections through road and r-o-w design.

7.4.2 Development should take place such that distance from buildings to potential key transit stop locations is minimal.

7.4.3 The planning and implementation of transit throughout the corridor shall be coordinated with the Town of High River and Town of Okotoks, Alberta Transportation and the Canadian Pacific Railway.

8.0 Eco-Industrial Framework

Introduction
Eco-industrial development provides mechanisms with which to develop land in a responsible and mutually-beneficial manner. Environmental stewardship is not only realistic but provides greater opportunities for inter-firm synergies and potential economic gain for participants. Guidance and policy have been provided to ensure development within the plan area respects and benefits from the preservation of the corridor's environmentally significant areas.

Vision
An industrial ecosystem connects firms in the 2A corridor where wastes generated by one process provide inputs for another (cogeneration). Industrial and commercial operations share corridor administration, contracted employees, parking lots, recycling programs, and services and infrastructure. Maintaining a sustainable balance among environmental, social, and economic functions is of the utmost importance in the development of the plan area.

Intent
To ensure the development of the corridor is achieved based on collaborative business practices that work towards greater social and economic gains, while assuring the ongoing preservation of the natural environment.

Goals and Objectives
- To provide public education opportunities regarding eco-industrial development
- To support the connection of individual firms into a local industrial ecosystem.
- To minimize waste generation and maximize efficiency of alternative waste use and disposal practices.
- To maximize efficiency of material and energy use and minimize dissipative uses.
- To promote the use of renewable resources as energy inputs.
- To promote the creation of a corridor-wide reuse and recycling program.
- To ensure that development remains within the carrying capacity of and is sensitive to the natural environment (air, water, soil).
- To encourage inter-firm sharing of information systems, infrastructure, utilities, and services where possible.
- To offset emissions by supporting development of green infrastructure (i.e. one tree per parking stall, green roofs, landscaping with native foliage).
- To encourage an integrated approach to land use through co-location of complementary industry.
- To support the optimization of energy and water conservation.
- To ensure eco-industrial principles are considered and implemented through planning and development processes.

8.1 Land Use

Intent
To ensure land use considerations are addressed in an eco-industrial context to maximize the social, economic, and environmental utility of development while preserving and enhancing the natural features of the area.

Policies

8.1.1 Complementary developments should locate adjacent to or proximate to one another where possible.

8.1.2 Development that may benefit from one or a combination of any of the following concepts should locate adjacent or proximate to one another where possible:

(a) Energy cascading
(b) District energy
(c) By-product exchange
(d) Technology and information systems sharing

(e) Cogeneration
(f) Raw materials, servicing, and infrastructure sharing

8.1.3 Development shall minimize water use through conservation measures.

8.1.4 Development should utilize alternative energies including but not limited to wind and active and passive solar systems where feasible.

8.2 Regional Context

Intent
To ensure entities outside of the corridor benefit from the principles of eco-industrial development.

Policies
8.2.1 Development within the corridor is encouraged to explore opportunities for by-product exchange with businesses outside the plan area.

8.2.2 Development within the corridor is encouraged to explore opportunities for energy cascading with businesses outside the plan area.

8.2.3 Development within the corridor is encouraged to practice net zero waste practices and lifecycle management in order that dependency on the Foothills Regional Landfill is minimized.

8.3 Servicing and Transportation Infrastructure

Intent
To ensure the development of the most efficient and beneficial services and transport systems which produce as little impact as possible on surrounding land uses and significant natural features.

Policies
8.3.1 Transportation networks and associated r-o-w should be designed and constructed to produce the least possible impact on natural features within the plan area.

8.3.2 Development should ensure the integration of servicing alignments into existing and future transport network r-o-ws.

8.3.3 Parking should be shared where possible.

8.3.4 Internal road and parking surfaces should make use of permeable surfacing materials where feasible.

8.3.5 Internal and external transportation networks should incorporate loop and through roads when feasible.

8.3.6 Culs-de-sac should be avoided within the plan area unless deemed necessary by the Municipality.

8.3.7 Transportation network design should consider future public transit connections.

8.3.8 Transportation network and site design should maximize the use of the rail line within the plan area.

8.3.9 Development throughout the corridor should implement grey-water re-use should it be permitted in the future.

8.3.10 Subdivision and development design should minimize stormwater run-off.

8.3.11 Stormwater systems design should include rain-gardens and bio-swales as alternatives or supplementary to traditional systems.

8.4 Subdivision and Development Design

Intent

To ensure subdivision and development design may be addressed in an eco-industrial context. Subdividing and developing parcels within the plan area should work to minimize short and long term environmental impacts while maximizing the overall function of development throughout the corridor.

Policies

8.4.1 Subdivision design should minimize negative impacts on natural features throughout the plan area.

8.4.2 Subdivision and development design shall follow the corridor's *Design Guidelines* (Appendix B).

8.4.3 Development should maximize material flows and minimize the creation of waste where possible.

8.4.4 Net zero waste should be a goal of all existing and new development.

8.4.5 Lifecycle management should be considered in processes occurring or that shall occur in the future within the plan area.

8.4.6 Manufacturing facilities should engage in lean manufacturing practices when possible.

8.4.7 Existing and future developments should practice source waste reduction when possible.

8.4.8 Subdivision design should maximize the efficacy and function of open spaces, reserve lands, transport networks, and servicing and utility systems throughout the plan area, and with those systems connecting to the plan area.

8.4.9 Physical infrastructure such as but not limited to storage areas, shipping and receiving facilities, and parking should be shared between businesses when feasible.

8.4.10 Development may include living roofs to minimize impermeable surfaces.

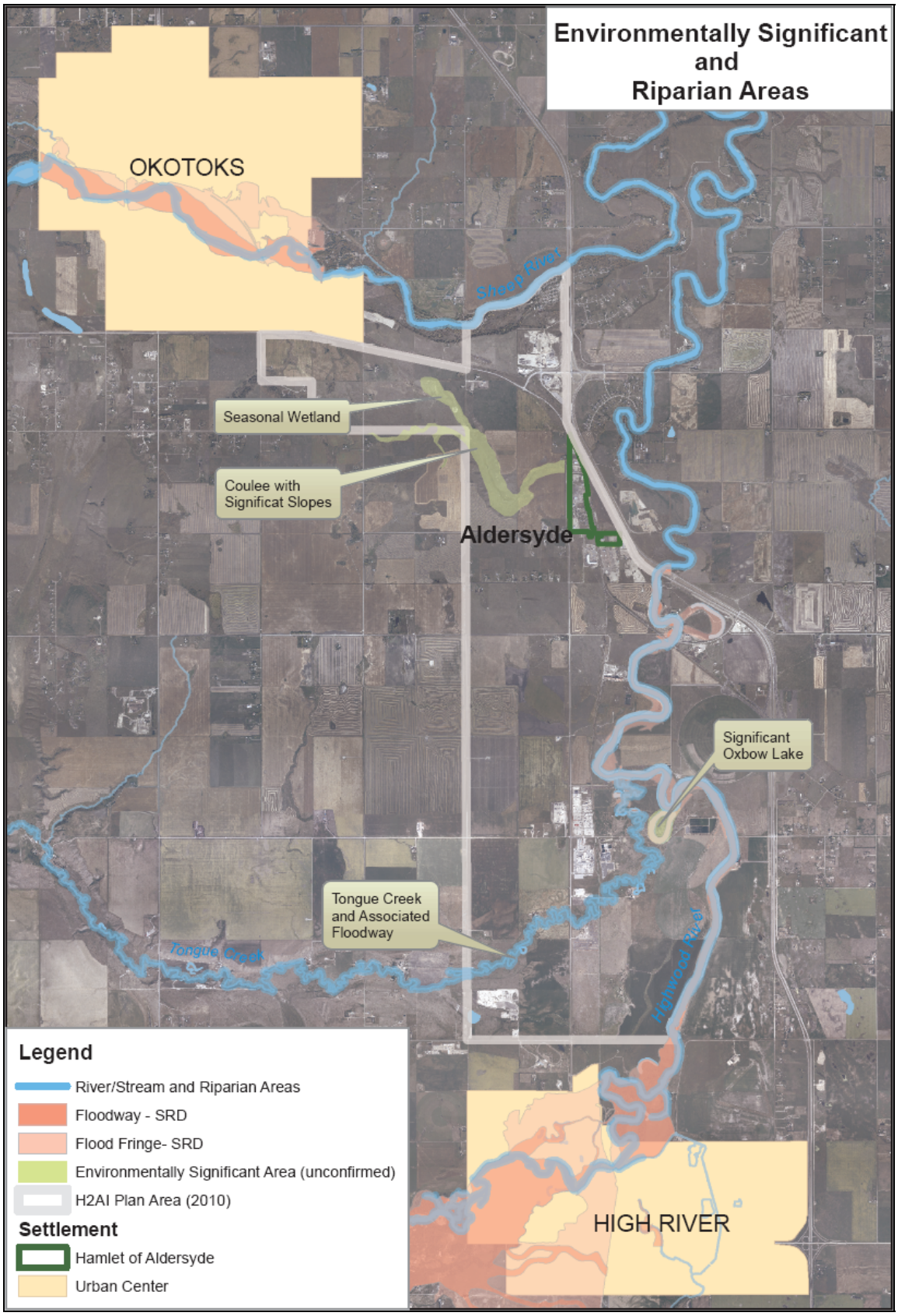
9.0 The Environment

Introduction
This section provides mechanisms with which to preserve and protect significant natural features within the corridor in coordination with the development of the plan area. Goals, objectives, and policy reflect the importance of the continued functionality of the corridor's natural features.

Vision
Through sound development principles, existing environmentally significant features within the plan area are preserved and enhanced. Residents and businesses are active in upholding the functionality of the corridor's natural capital. Consideration for the environment is supported through the H2AIASP for the benefit of all existing and future residents, businesses, and employees of the corridor and surrounding areas. Map 7 shows known and potential areas of environmental significance within the plan area.

Goals and Objectives
- To retain and protect the flood-way and flood-fringe of the Highwood River, Sheep River, and Tongue Creek.
- To conserve and enhance the integrity of perennial and seasonal streams, rivers, and other waterbodies and waterways.
- To promote the use of native vegetation and xeriscaping where appropriate to enhance air quality, provide natural land use buffers, and minimize water use.
- To minimize adverse environmental impacts through implementation of zero net waste practices.
- To ensure all new and existing developments within the plan area respect surface and sub-surface resources.
- To ensure developmental impact on the landscape is minimized by requiring Biophysical and Environmental Impact Assessments where necessary.

- To promote the reclamation of previously contaminated sites through innovative and effective remediation processes.
- To enhance the natural capital of the corridor through sound development practices.
- To enforce the use of non-polluting exterior lighting for the protection and enhancement of the nocturnal environment.
- To uphold the environmental stewardship of the region's water resources through the development and implementation of low impact stormwater infrastructure.
- To encourage the construction of energy efficient buildings.
- To promote the use of alternative energies.
- To ensure water conservation measures are implemented throughout the corridor.



Map 7: Environmentally Significant and Riparian Areas

9.1 Natural Capital

Intent
To protect natural capital within the plan area. Specifically, the preservation and enhancement of natural capital is a key principle of the plan, as it achieves positive environmental and economic results for existing and potential businesses within and outside of the corridor.

The MD's Municipal Development Plan (MDP) defines natural capital as the inference of wealth or value gained from complex environmental systems, which, when functioning optimally, continue to produce wealth or value into the future.

Policies

9.1.1 Development shall not adversely affect natural capital within the plan area.

9.1.2 Development should enhance the natural capital within the plan area.

9.1.3 Stormwater run-off shall be minimized through innovative stormwater systems design, including but not limited to rain gardens, bio-swales, and naturalized storm ponds.

9.1.4 Development occurring proximate to the corridor's waterbodies and watercourses shall make use of the municipality's *Riparian Setback Matrix Model* and adhere to the setbacks determined by the model.

9.1.5 Development shall be phased in such a way as to preserve those agricultural lands to the west of Highway 2A until all other developable lands have been developed.

9.1.6 Subdivision and Development design shall protect and preserve natural capital.

9.1.7 Emissions as a result of industrial activity should be minimized.

9.2 Environmentally Significant Areas

Intent
The purpose of addressing ESAs within the plan area is to ensure the long term preservation and functionality of such areas for the benefit of local and regional residents, businesses and visitors.

The MDP describes Environmentally Significant Areas (ESAs) as areas that are believed to contain special features or characteristics or are part of a system which in turn gives rise to special biological attributes and are significant to the

MD from an environmental perspective. A more comprehensive definition of an Environmentally Significant Area can also be found in Appendix D of the MDP. The corridor is home to significant features as defined by Alberta Environmental Protection, such as Tongue Creek and the Highwood River and Sheep River, and associated flood prone areas and oxbow lake features.

Policies

9.2.1 Subdivision and development shall protect and preserve ESAs within and adjacent to the plan area (see Map 7).

9.2.2 Stormwater system design shall include measures to improve the quality of run-off water prior to the run-off entering back into the watershed.

9.2.3 Subdivision and development shall preserve the functional integrity of ESAs within and adjacent to the plan area.

9.2.4 Subdivision and development shall address cumulative effects within the plan area.

9.2.5 Biophysical Assessments including Environmental Impact Assessments (EIAs) shall be required on lands proximate to significant natural features and natural capital within and adjacent to the plan area or as determined by the municipality.

9.2.6 Environmental Site Assessments shall be required on lands known to have been contaminated or lands that are suspected to have been subject to contamination.

9.2.7 Remediation of contaminated lands shall be required in accordance with the Province of Alberta Environmental Protection and Enhancement Act.

9.2.8 Subdivision and development shall minimize impacts on surface and groundwater resources.

9.2.9 Those lands within flood way as identified by Alberta Environment and/or independent surveying to the satisfaction of the Municipality shall not be developed.

9.2.10 Those lands within flood fringe as identified by Alberta Environment and/or independent surveying to the satisfaction of the Municipality should not be developed unless deemed appropriate by the Approving Authority.

9.3 Riparian Areas

Intent
To address the riparian areas throughout the corridor and outline the steps that must be taken to ensure the long term protection and enhancement of the corridor's riparian zones.

The MDP describes riparian areas as those lands adjacent to a watercourse where the vegetation and soils show evidence of being influenced by the presence of water.

Policies
9.3.1 Subdivision and development shall be subject to the requirements of the MD's *Riparian Setback Matrix Model (RSMM)* policy and shall adhere to the setbacks recommended resultant to RSMM testing or as determined by the Approving Authority.

9.4 Dark Skies

Intent
To address and mitigate the potential for light pollution throughout the plan area. On April 16th of 2009 the MD adopted a Dark Sky Bylaw as part of the municipality's larger *Dark Sky Initiative.* The initiative and bylaw are meant to raise awareness regarding the negative effects light pollution can have on many nocturnal systems, while providing a means with which to mitigate the potential for light pollution resulting from future development.

Policies
9.4.1 Development shall adhere to the Dark Sky Bylaw.

9.4.2 ALL exterior lighting NOT encompassed within the Dark Sky Bylaw shall be required to be compliant with the intent of the bylaw.

10.0 Managing Development

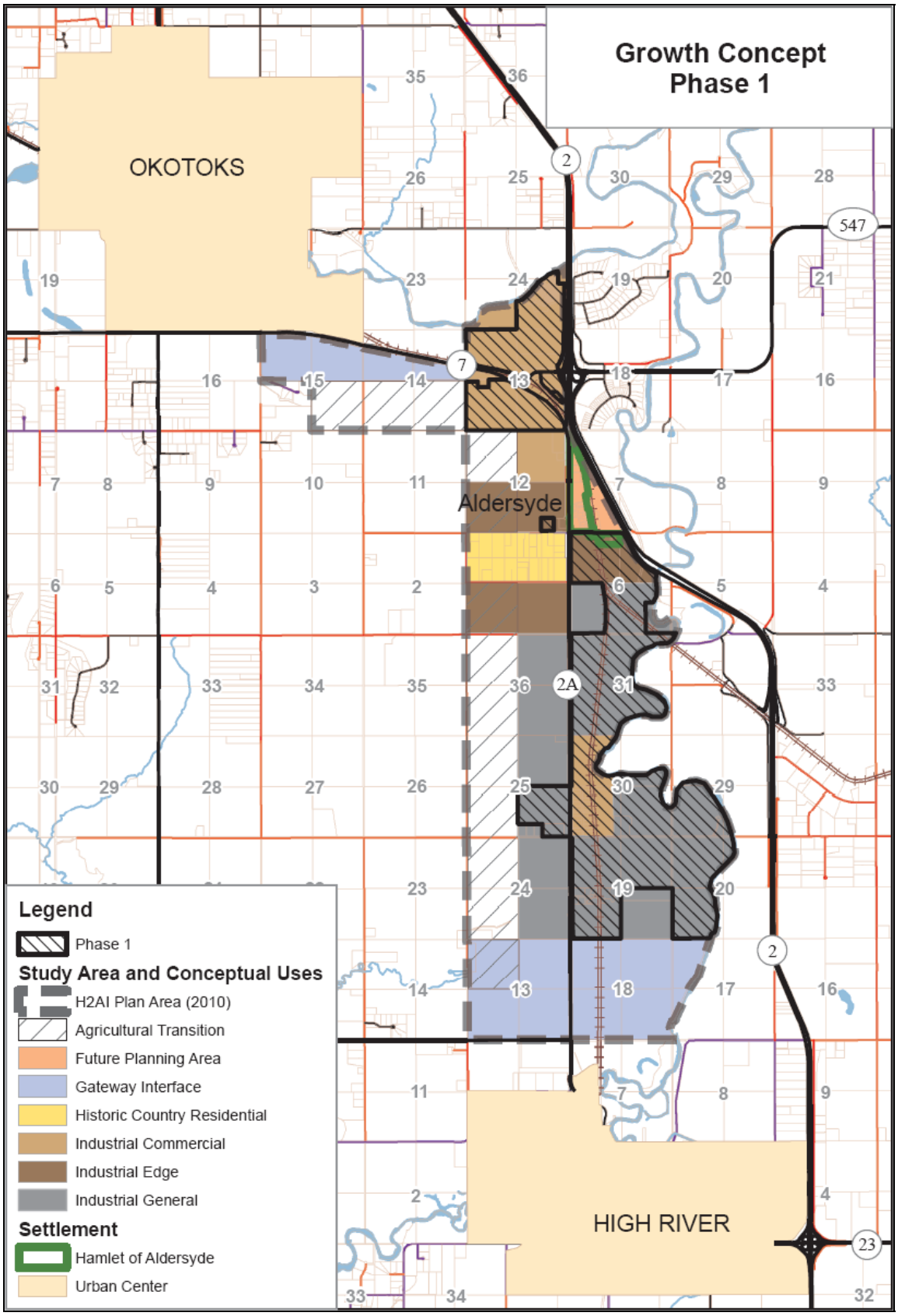
Introduction
Managing development within the corridor identifies the most cost-effective and logical development patterns, while accounting for existing and recently approved subdivision and development. Policy is provided to ensure ad-hoc development does not occur, which could result in unnecessary financial burdens being placed on landowners, private developers, and the MD of Foothills.

Vision
The plan area continues to grow in a predictable and logical manner in which servicing and transportation infrastructure provides future phases of development

with a supportive and sustainable foundation. Infill and redevelopment potential provide immediate opportunities for growth, while lands outside the currently serviced areas continue to produce agriculturally until such time that a need for further development triggers expansion of the corridor's infrastructure. The growth concept for the plan area is shown on Map 8.

Goals and Objectives

- To encourage the orderly and efficient development of the plan area in a logically sequenced and sustainable manner.
- To ensure the available water resources within the corridor are not over-allocated prior to additional water resources being secured.
- To ensure that utility, servicing, and transportation infrastructure is accessible and extended logically and efficiently.
- To coincide with an integrated land use strategy that provides planning flexibility while minimizing land use conflict and maximizing efficiencies.
- To connect and integrate with existing and future development around planned growth nodes.
- To promote infill and redevelopment where opportunities exist.
- To ensure the extraction of aggregate resources takes place prior to those lands with known deposits being developed.



Map 8: Growth Concept

10.1 Phasing

Intent
The purpose of a comprehensive phasing concept is to ensure the most logical and efficient development of the plan area into the future. Consideration for the existing developed areas of the corridor, available water resources, productive agricultural lands, and a need for the extension of servicing and infrastructure will provide a logical growth pattern.

Policies

10.1.1 Subdivision and Development should follow the phasing concept as presented in Map 8.

10.1.2 Subdivision and Development should occur first on those lands with Direct Control, Industrial (excluding Industrial Natural Resource), and Commercial zonings that were in place prior to 1st reading of this ASP (Bylaw XX/2010), as shown on Map 8 (Phase 1).

10.1.3 Subdivision and Development applications within Phase 1 should be considered based on a combination of available piped water resources and other relevant attributes as determined by the Approving Authority.

10.1.4 Subsequent phases of land use redesignation, subdivision and development on those lands outside of Phase 1 shall be considered only when additional piped water resources are secured to the satisfaction of the Approving Authority.

10.1.5 Should additional piped water resources become available, the planning and development of subsequent phases should be subject to amendment of this plan.

10.1.6 Lands with known and potential aggregate resources should be developed only after extraction of such resources and appropriate reclamation of those lands.

10.1.7 Lands identified as being within the Agricultural Transition policy area should be developed for industrial and/or commercial uses last.

10.2 Servicing and Infrastructure Considerations

Intent
To address the existing servicing capacities and constraints of the plan area, and the required upgrading and service extension costs associated with the future development of the corridor. Current service availability throughout the corridor is shown on Map 5 (page 44).

Policies

10.2.1 Development other than low or no water-use Interim development, as defined by the Municipality, shall occur only when adequate water/wastewater servicing is available.

10.2.2 Should a developer or the Municipality finance the upgrading and/or extension of services or infrastructure that would normally be financed by an adjacent developer, cost recovery requirements shall apply to the benefitting developer.

10.2.3 Servicing and infrastructure levies shall be informed by the Servicing and Network studies (see Appendices D and E) and required as deemed appropriate by the Approving Authority.

10.3 Coordination of Development

Intent

The coordination of growth addresses the financial aspects of servicing and infrastructure from areas of existing development to those areas not yet serviced or developed.

Policies

10.3.1 The Municipality may require levy contributions for the upgrading, extension and associated construction of servicing and infrastructure that is required to take place before, during, or after development occurs.

10.3.2 Levy contributions shall be informed by the Servicing and Network studies (see Appendices D and E) and required as deemed appropriate by the Approving Authority.

10.4 Decisions on Development

Intent

To address and inform the municipality's decisions on new development. A focus will be to provide direction to potential developers regarding the timing and appropriateness of their applications, which should ultimately assist the Municipality in ensuring the growth of the corridor occurs in a logical and efficient manner.

Policies

10.4.1 Developers shall meet with the municipality prior to application being made in order that comments can be provided regarding the timing and appropriateness of the subdivision and/or development concept.

10.4.2 Developers shall provide an analysis of how their application(s) adhere to and uphold the policies contained within this ASP, as per the *Outline Plan Requirements* (Appendix A).

10.4.3 Subdivision and Development applications should not be accepted for submission until deemed complete as per the *Outline Plan Requirements* and the Municipality.

11.0 Implementation

Introduction
The policies contained within this ASP shall be monitored over time via the MD's adopted *Implementation Strategies* in order to ensure the policy objectives are being met and the plan area's development is taking place in accordance with the ASP.

Specifically, the *Implementation Strategy* will allow each of the ASP policies to be measured based on a variety of analysis techniques. The most common forms of analysis with which the effectiveness of the ASP will be measured include:

Benchmarking analysis
Based on the goals and objectives set out in the ASP, quantitative measurements can be carried out and compared to the information collected previous to the plan's adoption. This comparison may indicate whether specific targets are being met or if relevant policies need to be revisited and potentially revised. Please see Appendix C (H2AIASP: Implementation Strategy) for more information.

S.M.A.R.T analysis
Similar to the process undertaken during the drafting of this ASP, goals, objectives, and policies will be analyzed based on whether or not they remain

Specific, **M**easureable, **A**cceptable, **R**ealistic, **T**imeframes

Within the *Implementation Strategy* there are a number of other ways in which the effectiveness of this ASP can be measured and addressed.

While it has been indicated in Section 1.5 (Timing of the Plan) of this ASP that no specific time has been considered for full build-out of the plan area it is recommended that a major review of the plan take place every five years, with evaluation of the plan policies occurring on a continual basis. Should the analysis of one or more policies result in a need for minor or major amendments to the ASP itself, any such amendments shall be carried out in accordance with the MGA.

11.1 Implementation Strategy

Intent
To outline the process undertaken by the municipality to ensure the successful implementation of this ASP. The Municipality has developed an *Implementation Strategy*, a mechanism with which to ensure municipally produced plans are realized over time.

Policies

11.1.1 The Municipality shall ensure implementation of this ASP based on the information contained within the associated *Implementation Strategy* (see Appendix C).

11.1.2 Future amendments to this plan should be informed by the information and process provided by the *Implementation Strategy* (Appendix C).

11.1.3 Bylaws, plans, goals, objectives, and policies contained in other documents that may affect the implementation of this ASP should be amended to align with the intent of the ASP goals, objectives, and policies.

11.2 New Approvals Process

Intent
To provide mechanisms with which to achieve the implementation of this ASP. The primary ways implementation will take place are through the *Outline Plan Requirements*, Land Use amendment/redesignation, subdivision and development processes.

Policies

11.2.1 The timing and extent of development shall be determined by Section 10 of this plan and Outline Plan and Land Use redesignation/subdivision processes.

11.2.2 The Outline Plan and Land Use and Subdivision and Development approvals processes shall work to achieve the policies within this ASP.

11.2.3 Land use redesignation and subdivision and development applications should only be accepted if accompanied by an Outline Plan that is determined to be complete by the Municipality.

11.2.4 All subdivision, development, and land use applications received on or after the date of third reading of the bylaw for this ASP shall be evaluated using the goals, objectives and policies of the H2AIASP Bylaw XX/2010.

11.3 Existing Planning Approvals

Intent
To address existing planning approvals granted by the municipality that lie within the plan area boundaries.

Policies
11.3.1 All subdivision, development, and land use applications received before the date of the third reading of Bylaw XX/XX shall be evaluated using the goals, objectives and policies of the Highway 2A ASP Bylaw 128/95.

11.4 Current Land Use Districts

Intent
To address those land uses in place prior to the drafting of this ASP. Specifically, this section is meant to outline the function of the current land uses in the plan area, and how they will be informed by the land use concept and associated policies contained within this ASP.

Current Land Uses
Map 9 outlines the plan area land uses prior to the adoption of this ASP. Should no subdivision or development proposals be made on a property, the land use that existed prior to this ASP's adoption will stay in force into the foreseeable future.

Land Use Concept and Policy Areas
Two options are outlined below which address proposals that meet the H2AIASP Land Use Concept and Policy Areas, but are not listed as permitted or discretionary under the current LUB.

Option A
Should an application for development that is deemed to satisfy the requirements of the ASP be made on a property that does not permit said development as permitted or discretionary, the applicant's lands may be rezoned to the appropriate land use supportive of the ASP policy area the subject lands fall within.

Implementing Option A would require new zonings be inserted into the LUB which mirror the policy areas presented in Section 3.0.

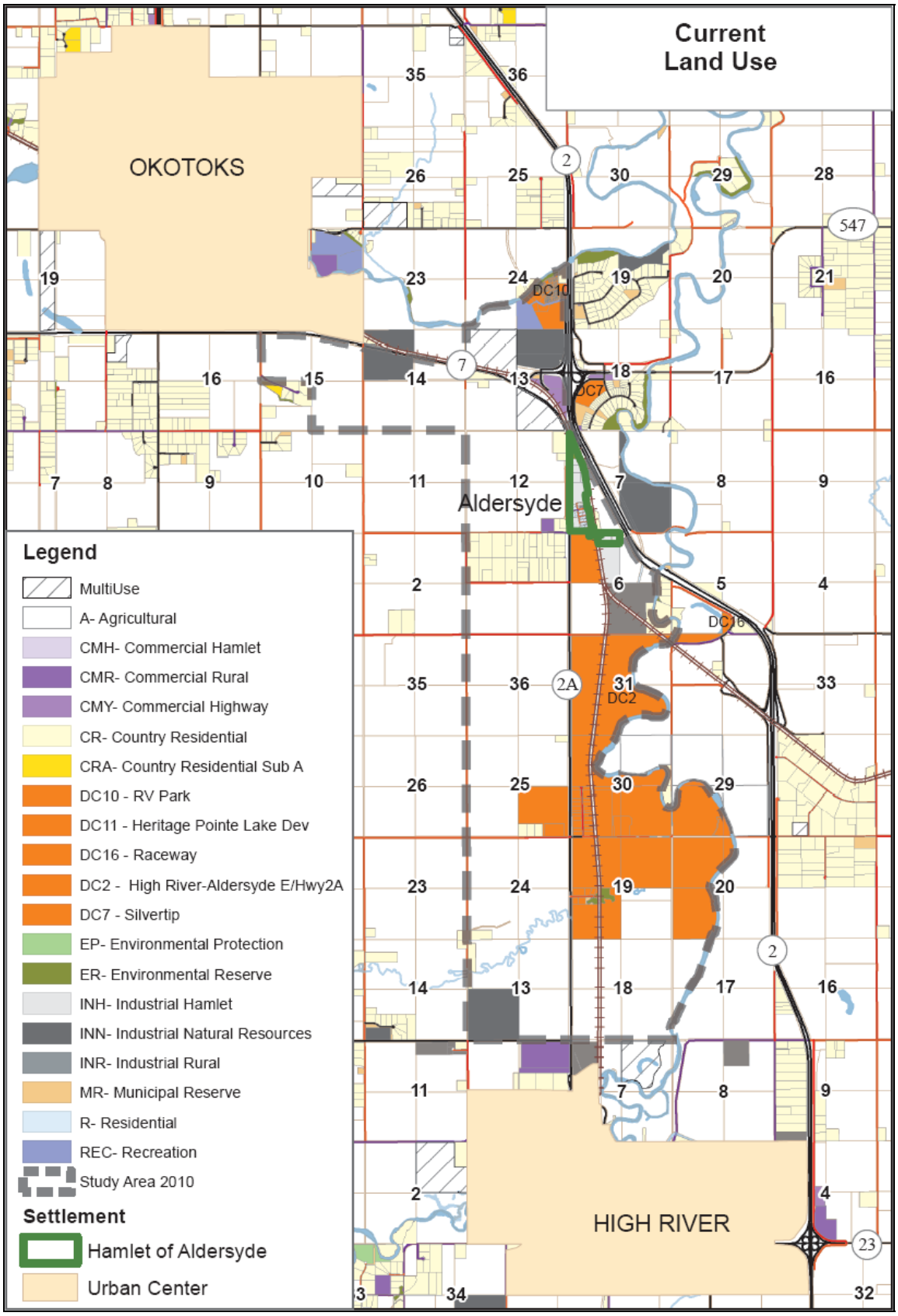
Option B
Should an application for development that is deemed to satisfy the requirements of the ASP be made on a property that does not permit said development as permitted or discretionary, the Municipality could amend the land use of the applicant's lands to support the use in question.

Implementing Option B would require one of the following:

i. Ongoing amendments to the current Industrial, Commercial, and Direct Control zonings in the LUB in order to allow for those uses deemed appropriate by the Approving Authority.

ii. Comprehensive revision to the current permitted/discretionary uses in existing zonings of the LUB.

It should be noted that the Approving Authority shall make the final decision as to which of the options will be implemented once the revised ASP has been adopted.



Map 9: Current Land Uses

Policies

11.4.1 Revisions and/or amendments to the LUB necessary to align with the intent of this ASP should be completed immediately following third reading of the Bylaw for the adoption of this ASP.

11.5 Supporting Information

Intent

To provide the Approving Authority a mechanism with which to require additional information regarding land use, subdivision, and outline plan applications. The ability to require more information works to ensure the municipality has adequate knowledge of a given proposal to determine whether or not it satisfies the goals, objectives, and policy contained within this ASP.

Policies

11.5.1 Developers may be required to provide information considered above and beyond the normal Outline Plan requirements, should it be determined that such information is necessary for the Approving Authority to establish if a proposal achieves the intent of this ASP.

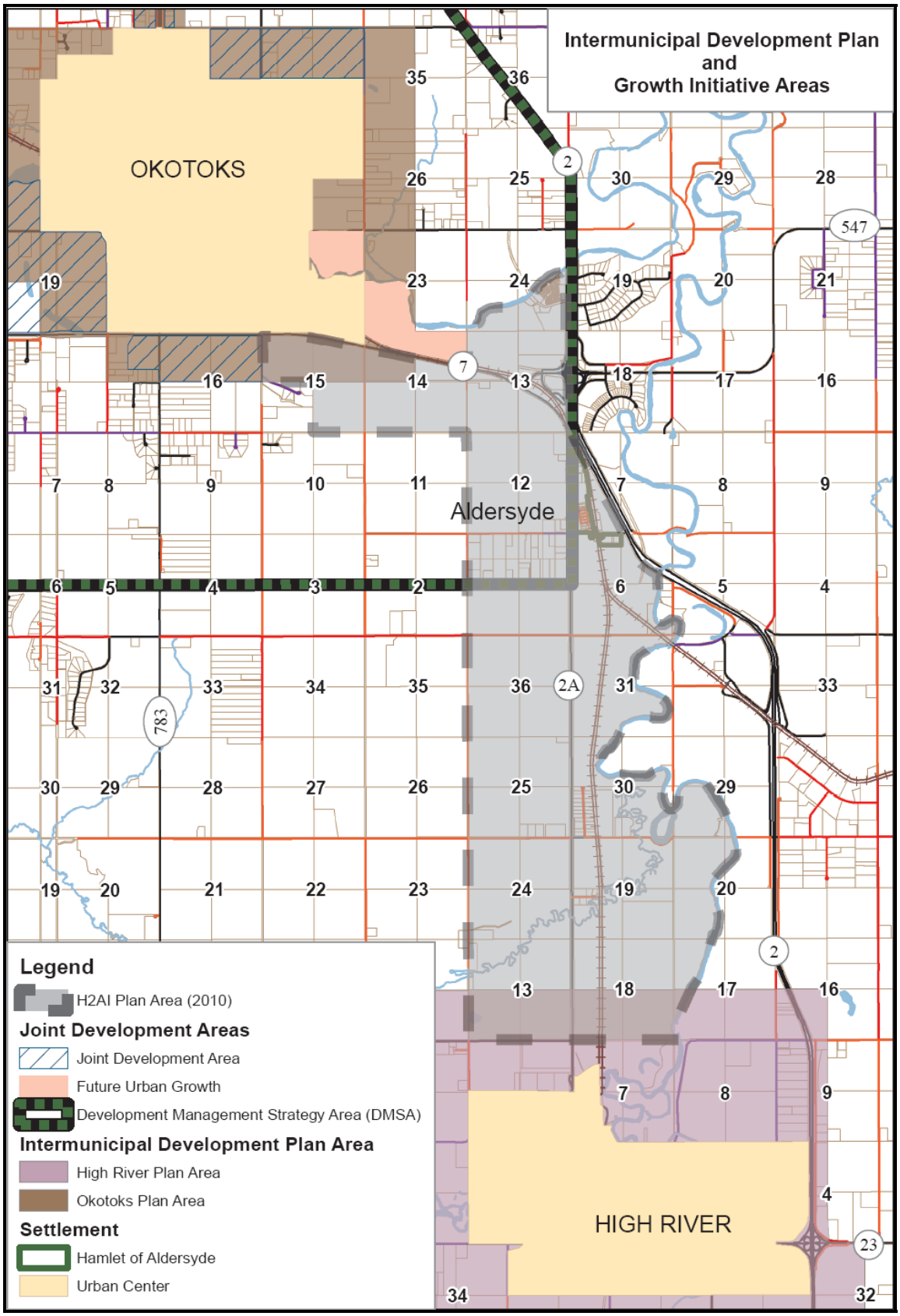
11.5.2 The Approving Authority may require information considered above and beyond the normal Outline Plan requirements, *after an approval is granted*, should it be determined that such information is necessary to inform subdivision and development design.

11.5.3 Additional costs resultant of further information being required by the Approving Authority shall be borne by the developer.

11.6 Inter-municipal Coordination

Intent

To ensure the circulation of land use, subdivision, and development approvals and associated Outline Plans to the Town of High River and the Town of Okotoks. Transparency with the plan area's urban anchors provides for a cooperative and mutually beneficial decision making process in which the MD ensures the ASP goals, objectives, and policy are achieved while considering the comments provided by our urban neighbors. IDP and Gateway Interface policy areas are shown on Map 10.



Map 10: IDP and Growth Initiative areas

Policies

11.6.1 Applications received within the plan area shall be circulated to the Town of High River and the Town of Okotoks for review and comment, prior to a decision being made by the MD of Foothills Approving Authority.

11.6.2 Proposed changes to the H2AIASP (Bylaw XX/2010) that may affect lands within the associated IDP and GI areas shall be referred to the respective Town of High River/MD of Foothills Intermunicipal Committee (IMC) or Town of Okotoks/MD IMC for review and comment prior to a decision being made by the MD of Foothills Approving Authority.

11.6.3 Should planning, transportation, or servicing matters affecting the Town of High River and/or Town of Okotoks arise as a result of the goals, objectives, and policy of the H2AIASP (Bylaw XX/2010), the issue shall be referred to the IMC for review and comment prior to a decision being made by the MD of Foothills Approving Authority.

11.7 Interim Uses

Intent

To address the interim use of lands within the plan area before adequate servicing and infrastructure makes the ultimate intended development feasible and appropriate. Specifically, lands not currently benefitting from adequate servicing may be considered for forms of interim development deemed appropriate by the Approving Authority.

11.7.1 Interim uses may be considered on parcels that do not have adequate services available for their ultimate intended use as determined by the Municipality.

11.7.2 Interim uses may be allowed only if they do not compromise future subdivision or development of the land and do not compromise water/wastewater availability for those properties that were zoned Industrial, Commercial, or Direct Control prior to 1st reading of this ASP (Bylaw XX/2010).

11.7.3 Proposals for interim uses shall indicate the estimated amount of time the use shall take place, and any potential impact the use may have.

11.7.4 Interim uses may include but are not limited to agricultural operations, outdoor and indoor storage, distribution of materials and goods, and resource extraction.

11.7.5 The suitability of proposed interim uses shall be determined by the Approving Authority.

12.0 Interpretation

12.1 Definitions

12.1.1 General Definitions

Approving Authority: means the Subdivision Authority, Development Authority, or the Subdivision and Development Appeal Board of the Municipal District of Foothills No. 31.

Cogeneration: can generally be described as the process in which waste heat produced by an industrial activity is used to produce usable energy, usually in the form of electricity.

Co-location: can generally be described as the practice of locating many similar businesses proximate to one another in order that processes, human and technological resources, and by-product may be shared.

Corridor (2A Corridor): means the Plan Area of this ASP.

Council: means the Council of the Municipal District of Foothills No. 31.

District energy: can be described as the distribution of thermal energy through the use of a pipeline distribution system *(Canadian District Energy Association).*

Eco-industrial (industrial ecology): can generally be described as a community of businesses working collaboratively for the greatest economic gain, while providing net positive impacts to the surrounding natural environment.

Energy cascading: can generally be described as the use of residual heat from primary processes involving liquid or gas byproduct that may be redirected and utilized later on in offsetting energy requirements from other sources.

Environmentally Significant Areas: can generally be described as those areas that are believed to contain special features or characteristics or are part of a system which in turn gives rise to special biological attributes and are significant to the MD from an environmental perspective.

Environmental Impact: can generally be described as a positive or negative impact on the environment as it existed prior to the activity which may impact the environment (as defined by the Environmental Protection and Enhancement Act) now and into the future.

LEED: means Leadership in Energy and Environmental Design. Specifically, LEED represents an internationally recognized third party certification program for the design, construction, and operation of high performance green buildings (Canada Green Building Council).

Live/Work/Play: can generally be described as a place where suitable shelter, desirable employment, and diverse recreational opportunities exist in a complementary and readily accessible manner.

Low Impact Development: can generally be described as a form of site design and development that minimizes development impacts on air, land, and water. Specifically, site design and development forms will work to preserve pre-development site drainage conditions and on-site hydrologic functions.

Low water use development: can be described as a development type that uses equal to or less than 3.7 cubic metres of water per hectare of land per twenty-four hour period.

MD (Municipality): means the Municipal District of Foothills No. 31 administration, and elected officials.

Natural Features: can generally be described as those landscape features of a site or area created by geologic processes.

Natural Capital: is the inference of wealth or value gained from complex environmental systems. These systems, when functioning optimally, continue to produce wealth and value into the future.

Nuisance: means activities that result in obnoxious noises, odours, airborne emissions, vibrations, exterior lighting, or any other adverse condition as experienced within or outside of the site on which the activity is taking place.

Outline Plan: means a Plan submitted to the satisfaction of the municipality either prior to or accompanying a land-use redesignation or amendment, subdivision, or development application, that outlines the appropriateness and consistency of the subject proposal to the Approving Authority, in accordance with the Outline Plan requirements as outlined in Appendix A.

Piped Water: can generally be described as a centrally treated and distributed regional and/or community based water system.

Proximate: means, in the context of the corridor, directly beside, or near enough to another entity to allow for the viable sharing of various on-site resources.

Riparian Areas: are lands adjacent to a watercourse where the vegetation and soils show evidence of being influenced by the presence of water. Riparian areas

are the green zone around a watercourse, providing a vital transition between surface water and drier uplands. Riparian areas play a role in the healthy functioning of both.

Synergy: can be described as cooperation among groups that may lead to greater combined effects than the sum of individual efforts.

Transit Oriented Development: can generally be described as walkable and concentrated mixed use development that is focused around a transit station, which in turn provides enhanced ridership and a reduction in reliance on personal automobiles.

Triple Bottom Line: can generally be described as the pursuit of a fair and equitable balance between social/cultural, environmental, and economic goals and objectives.

12.1.2 Land Use Definitions

Brownfield: can be described as an abandoned, vacant, derelict or underutilized commercial or industrial property where past actions have resulted in actual or perceived contamination and where there is an active potential for redevelopment (Government of Canada 2010).

Greenfield: can be described as a vacant property with no actual or perceived contamination, usually located outside urban centres and without municipal services (Government of Canada 2010).

General Commercial: means the use of land, buildings, or structures for which the primary intent is profit acquired from the sale of a good or service or both.

General Industrial: means the use of land, buildings, or structures for an industrial activity which does not, in the Approving Authority's opinion, normally create a significant negative Environmental Impact or nuisance beyond the boundaries of the site on which the associated activity takes place. General industrial uses include activities that are compatible and in some instances complementary to proximate land uses and involve, but are not limited to manufacturing, storing, distributing, wholesaling, testing, servicing, processing, repairing or salvaging of goods and materials, excluding those activities and uses specifically outlined in other categories or definitions.

High Intensity Industrial (heavy industrial): means the use of land, buildings, or structures for an industrial activity which, in the opinion of the Approving Authority, creates significant adverse impacts beyond the boundaries of the site on which the associated activity takes place. Heavy industrial uses include activities involving, but not limited to manufacturing, storing, distributing, wholesaling, testing, servicing, extracting, processing, repairing or salvaging of

goods and materials, which may be conducted outside of the confines of a building.

Institutional use: means the use of land, buildings, or structures for the purposes of government, spiritual, educational, correctional, regulatory or similar uses providing for the provision of knowledge and informational goods and services.

Interim (temporary) use: means the use of land that involves low capital investment in buildings or structures, can be readily removed once the ultimate intended use of that land is deemed appropriate, can be regulated under pre-established timelines under the land use controls in effect and will not in any way adversely affect the ultimate intended use for the site. Interim uses may include, but are not limited to indoor and outdoor storage, distribution, and any other use as defined above that are determined to be appropriate by the Approving Authority.

Lean manufacturing: can be described as an assessment of each aspect of the manufacturing process with the objective to eliminate waste, increase efficiency, and create value for the consumer. Aspects of the manufacturing process include the selection of materials, design of the product, and production processes including assembly and the distribution of the finished product (Government of Canada 2010).

Lifecycle management: can be described as a product production philosophy that seeks to minimize the environmental burdens a product or service may have throughout its life cycle, from creation of the product or service to the point at which the product or service is ready for disposal.

Low Intensity Industrial (light industrial): means the use of land, buildings, or structures for an industrial activity which does not, in the Approving Authority's opinion, create negative Environmental Impact or nuisance beyond the boundaries of the site on which the associated activity takes place. Light industrial uses include activities involving, but not limited to manufacturing, storing, distributing, wholesaling, testing, servicing, processing, repairing or salvaging of goods and materials, which are primarily conducted within the confines of a building.

Medium Intensity Industrial (medium industrial): means the use of land, buildings, or structures for an industrial activity which may, in the Approving Authority's opinion, create moderate impacts beyond the boundaries of the site on which the associated activity takes place. Medium intensity industrial uses include activities involving, but not limited to manufacturing, storing, distributing, wholesaling, testing, servicing, processing, repairing or salvaging of goods and materials, which may be conducted partially outside of the confines of a building.

Net zero waste: can generally be described as the practice of reusing by-product from primary production processes in such a way that any waste required to be transported to waste management facilities is minimal.

Office use: means the use of land, buildings, or structures for the purposes of executive, professional, research, administrative or similar affairs of business.

Open Spaces: means the use of land for passive recreational pursuits not requiring the development of buildings or structures deemed significant by the Approving Authority. Open spaces may incorporate playgrounds, parks, pathways, and open-air sports fields and may be private, quasi-public, and public.

Pathways: can generally be described as linear or curvilinear features of a specified surface and width which provide for the conveyance of pedestrians and non-motorized recreational devices from one point to another for functional or recreational purposes.

Primary use: means, in the Approving Authority's opinion, the main activity or use for which a site, and the majority of the building(s) or structure(s) on-site, is used.

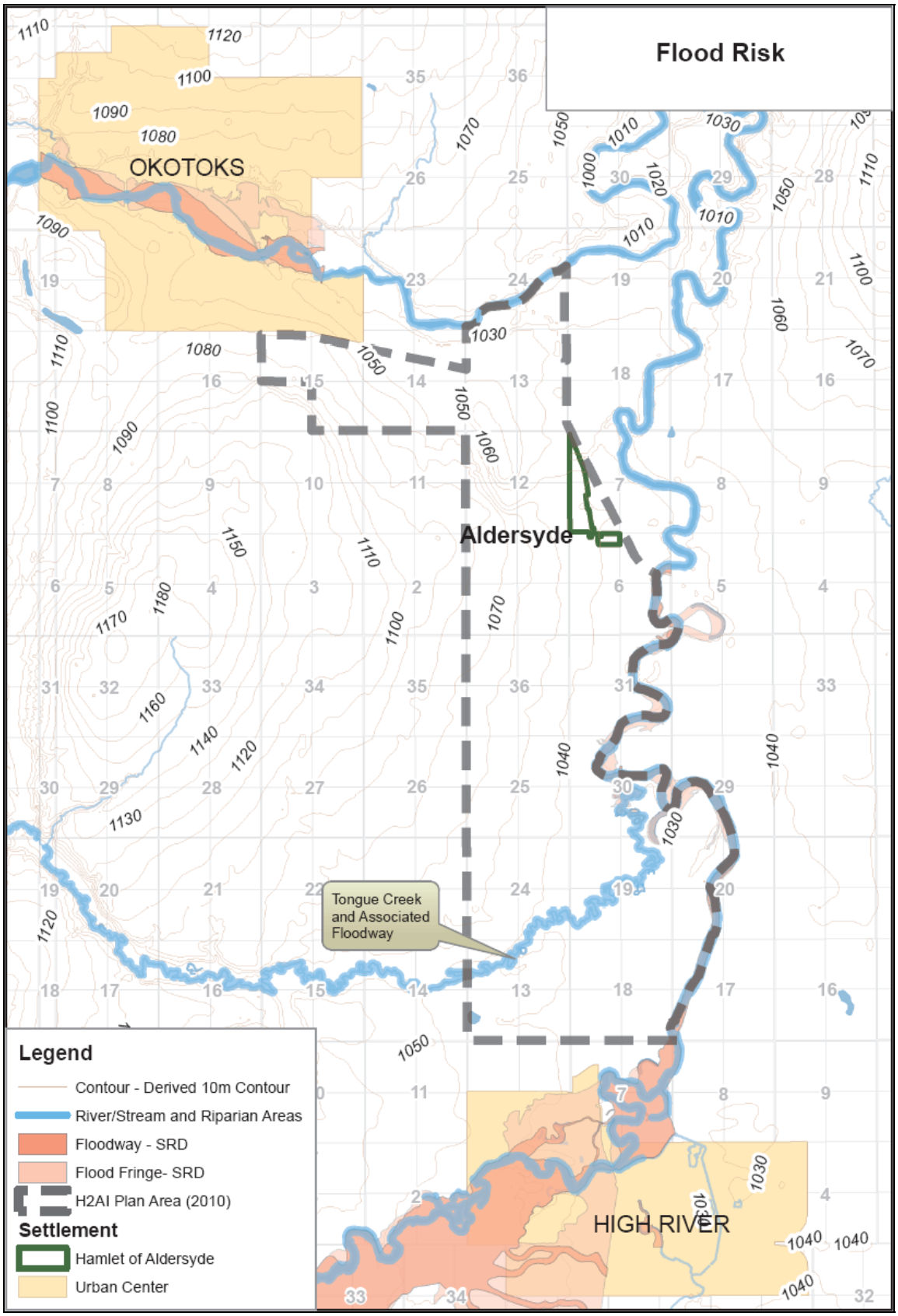
Public use: means the use of land, buildings, or structures for the proposes of accommodating public or quasi-public services, utilities, or facilities including but not limited to municipal, provincial, or federal government services.

Recreational use: means the use of land, buildings, or structures for the purpose of passive or active leisure activities. Recreational uses may include, but are not limited to, parks, playgrounds and pathways, open spaces, golf courses, driving ranges, and multi-use private, quasi-public, and public recreational facilities.

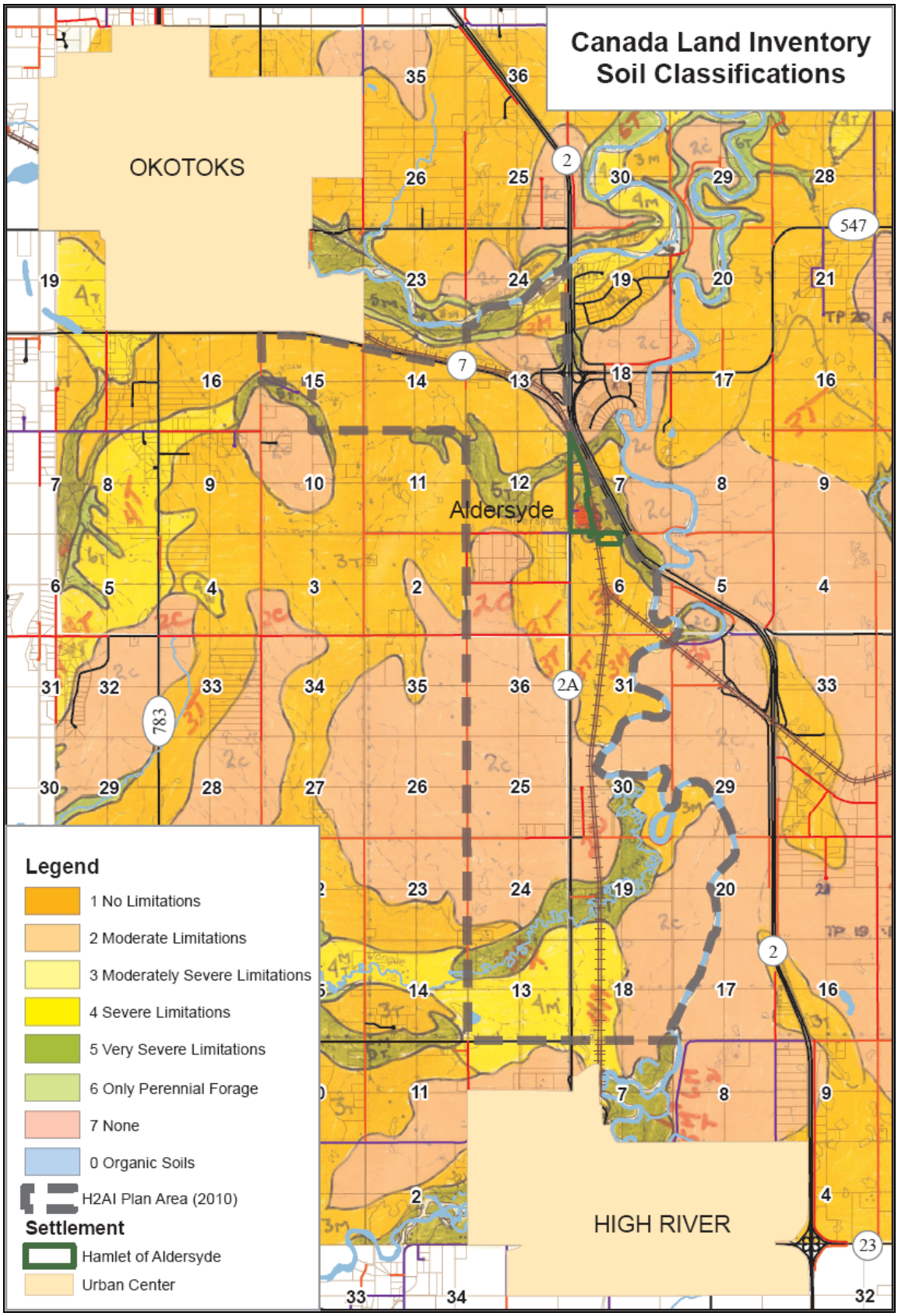
Secondary use: means, in the Approving Authority's opinion, an activity other than that defined as a primary use, for which a site, building(s) or structure(s) on-site are used for. Secondary uses may include, but are not limited to sales, storage, service, and distribution.

Source waste reduction: can be described as the decrease or elimination of waste at the point of generation (Government of Canada 2010).

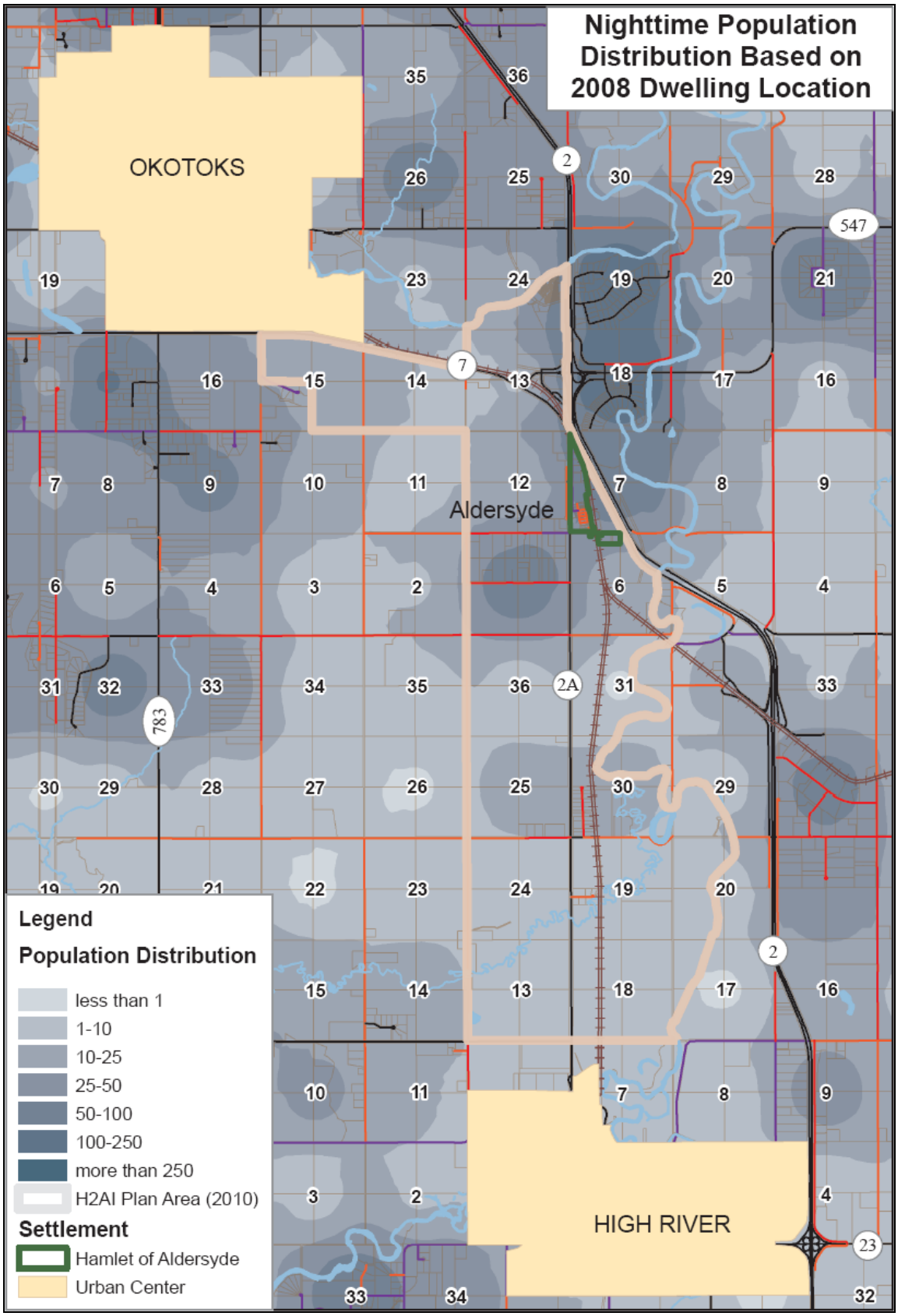
Supplementary Maps



Map 11: Flood Risk Areas



Map 12: Canada Land Inventory (CLI) Soil Classifications



Map 13: Nighttime Population Distribution

Appendices