

MAY 2026



Foothills Logistics Centre

OUTLINE PLAN



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1.0

INTRODUCTION |



1.0 Introduction

1.1 Purpose of this Plan

This Outline Plan is prepared pursuant to the Highway 2A Industrial Area Structure Plan (H2AIASP). It is a non-statutory plan intended to describe the developer's rationale and motivation to establish a comprehensively planned Transportation and Logistics Center within the Highway 2A corridor referred to as the Foothills Logistics Centre.

1.2 Development Rationale

The subject lands are located within Foothills County, at the northernmost point of the H2AIASP policy area. They are located immediately northwest of the Highway 2 – Highway 547 interchange, and are bounded by the Sheep River and recreational / business uses (Country Lane Estates) to the north; by 79 Street E and Highway 2 to the east; by 393 Ave E and Highway 7 to the south; and by the Sheep River Natural Area and commercial / industrial uses (Warner Business Park) to the west.

The subject lands contain mostly flat topography, with two shelves that cascade down toward the Sheep River at their northernmost point. The plan area boasts both views of the Rocky Mountains and access to the Sheep River, as well as connections to the existing businesses and amenities within the Highway 2A corridor, the Town of High River, and the Town of Okotoks. This site contains lands that have been historically disturbed for agricultural uses, and more recently utilized for aggregate mining/ extraction operations alongside an asphalt plant and associated warehouse/industrial buildings. This Outline Plan envisions a new phase of development following the depletion of these resources and reclamation of these lands, that can accommodate a transportation and logistics hub at a critical nexus point for several automotive shipping movement corridors.

According to the H2AISAP, the subject lands are situated within an Industrial Commercial (IC) policy area, which is intended to allow industrial and commercial forms of development to take place proximate to one another in a manner that is mutually beneficial and complementary, and flagged as an 'Enhanced Area' within the H2AIASP Design Guidelines. Implementation of the ASP's IC policy area within this Outline Plan will ensure that the uses are consistent with the aims expressed through this policy, and that all building designs and screening requirements adjacent to Highway 2 are implemented with due care and consideration.

The Outline Plan's implementation framework contemplates the immediate development of the proposed street and circulation network with large parcel sizes that can accommodate either the immediate development of logistics and distribution buildings of different scopes and sizes, future subdivision into smaller parcel sizes, or a hybrid, if that is what the market ultimately dictates, with Business Park (BP) and Highway Commercial (HC) land uses in accordance with the County's Land Use Bylaw. Concurrently, development taking place in the northern portion of site will include a stormwater pond and features to support full site servicing, and a range of community uses in concert with the existing Recreation (REC) land use.

This site location provides strong positioning for the intended use of a transportation and logistics center, capitalizing on the significance of the Greater Calgary Area (GCA) as a stop-over point for goods movement oriented both east-west and north-south, with lower rental rates than other major metropolitan areas in Canada such as Vancouver, Winnipeg, Toronto, and Montreal: Highway 2 is a major north-south goods movement corridor extending from Canada’s Northwest Territories through the United States and all the way to Mexico. The subject site is located immediately adjacent to Highway 2.

- + Highway 7 does represent a slight deviation from Highway 1, which is the major east-west goods movement corridor serving Canada from coast to coast. However, truck drivers will often look to circumvent the City of Calgary and its increased traffic on this route, and this location presents Foothills County with an opportunity to accommodate this desired circumvention while simultaneously gaining a foothold on this industry within County borders.
- + It is also important to note that the GCA is a key rest point for east-west trucking routes, as truck drivers are limited to 13-hour daily maximums on their drives, and the GCA is located approximately 13 hours from both Vancouver to the west and Winnipeg to the east. Taking this into consideration, along with the much better ‘Class A’ rental rates relative to other major metropolitan areas in Canada (as shown in Figure 1 below), the investment potential for this site within the industry is significant.



FIGURE 1 | CANADA TRUCK SHIPPING CONTEXT

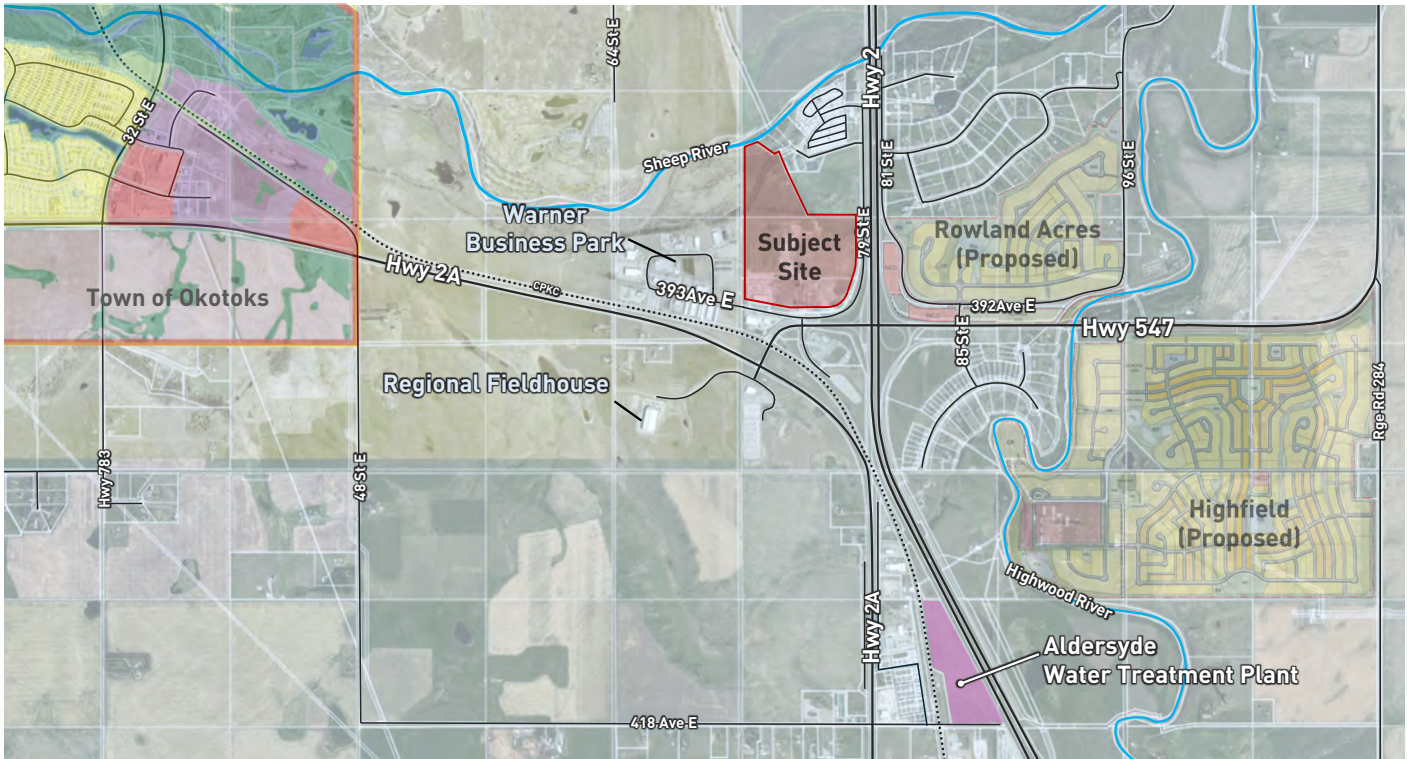


FIGURE 2 | LOCAL CONSIDERATIONS

Additionally, the site presents an opportunity for Foothills County to see an immediate and impactful return on investment for large-scale regional servicing projects coming on board in the near future. With the current development of a Water / Wastewater Treatment Plant a short distance south of site (immediately east of the Hamlet of Aldersyde and west of Highway 2), major projects within the Highway 2 corridor will pay immediate dividends for efforts undertaken to supply the area with potable water and waste water servicing.

As an added benefit, the close proximity of the Foothills Logistics Centre site location to existing developments such as Warner Business Park (west of site), and the Regional Fieldhouse (southwest of site, across Highway 2A) make this area a optimal location within the Highway 2A corridor to extend services to with immediate impact.

1.4 Primary Development Considerations

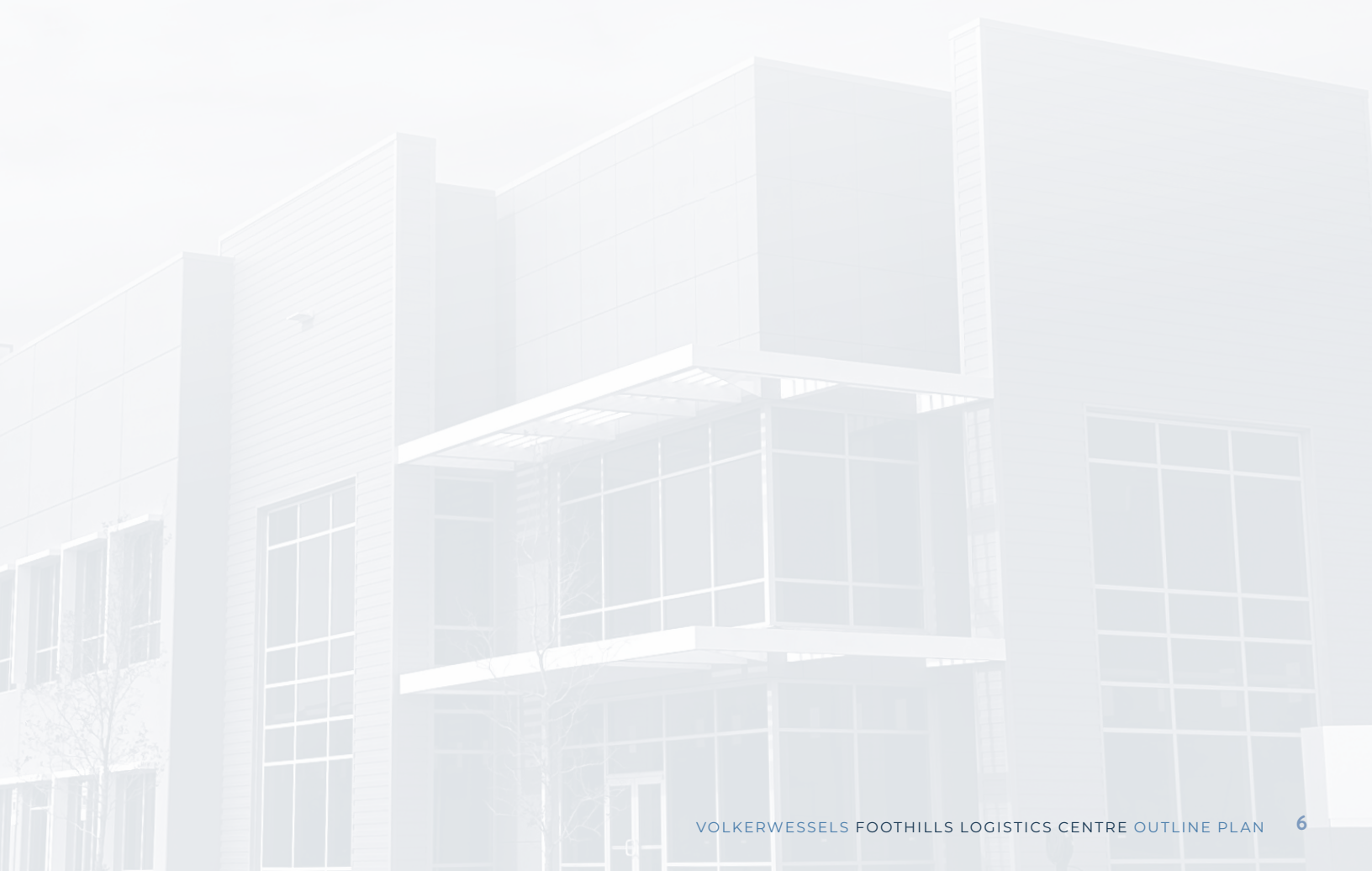
The Foothills Logistics Centre is proposed as a comprehensive transportation and logistics development project with the following key consideration:

- + No structural development is to take place within the Sheep River floodway, although this area may be enhanced with low impact nature pathways to provide better access to the river.
- + The land use strategy for the Foothills Logistics Centre envisions community recreational uses in the north and retail / hospitality uses at the southern boundary fronting 393 Avenue E, with the majority central portion of site dedicated to larger scale transportation and logistics
- + Transportation upgrades will be constructed by the developer within public road ROWs with intersections onto 393 Avenue E designed in accordance with the requirements of Alberta Transportation and Foothills County.
- + Development will depend on access to potable water servicing via anticipated upgrades within Foothills County. Preliminary communications with the County indicate that the upgrades providing water servicing are expected by 2026.
- + Development will depend on access to sanitary servicing via anticipated upgrades within Foothills County, which will require a connection to an off-site lift station. Preliminary communications with the County indicate that the upgrades providing sanitary servicing are intended by 2027.
- + Stormwater service will be managed by a stormwater management facility on the northern portion of site, located outside of the Sheep River floodway.
- + Existing asphalt plant operations located along the west boundary of site will be maintained for an estimated 20+ year time horizon, after which it is envisioned that these parcels will transition to uses seen throughout the remainder of the subject site. The reason for the continued operations is due to the plant's strategic location for the development of growth and construction operations throughout the Greater Calgary Area over this period.
- + Building design, screening, and landscape buffers will be consistent with the requirements provided in the H2A IASP.
- + When the asphalt refinery land becomes available, it can be incorporated into the Foothills Logistics Centre through future amendments to this Outline Plan and the Foothills County Land Use Bylaw.
- + Site development will be sensitive to the input provided by Foothills County, the Town of Okotoks and stakeholders in the surrounding area. Consultation with all interested parties will begin prior to the anticipated Council hearing, and will continue through the application process.

1.5 Outline Plan Objectives

The Objectives of the Foothills Logistics Centre Outline Plan are to:

- + Summarize a baseline review of existing conditions within the plan area to identify development opportunities and significant constraints which require appropriate mitigation strategies.
- + Establish a preliminary site plan and land use concept alongside an integrated strategy to facilitate supporting transportation and utility servicing infrastructure, as well as a design for proposed community amenities included on site.
- + Demonstrate potential for future development that will require subsequent subdivision applications.
- + Establish an overall phasing strategy for development within the plan area based on the availability of utility servicing, transportation infrastructure, and market demand.
- + Rationalize the project in accordance with the County's adopted statutory and non-statutory policy framework including the Municipal Development Plan, the Highway 2A Industrial Area Plan (and Design Guidelines), and the regulatory provisions of the Land Use Bylaw.



2.0

EXISTING SITE |
CONDITIONS



2.0 Existing Site Conditions

2.1 Site Location

As shown in **Figure 3: Regional Context**, the Outline Plan area is located immediately northwest of the Highway 2 – Highway 547 interchange and is bounded by the Sheep River and a mix of recreational and business uses to the north (eg. Country Lane Estates); by 79 Street E and Highway 2 to the east; by 393 Ave E and Highway 7 to the south; and by the Sheep River Natural Area and commercial / industrial uses to the west (eg. Warner Business Park). This positions the site at the northernmost point of the H2A/ASP plan area.

FIGURE 3 | REGIONAL CONTEXT

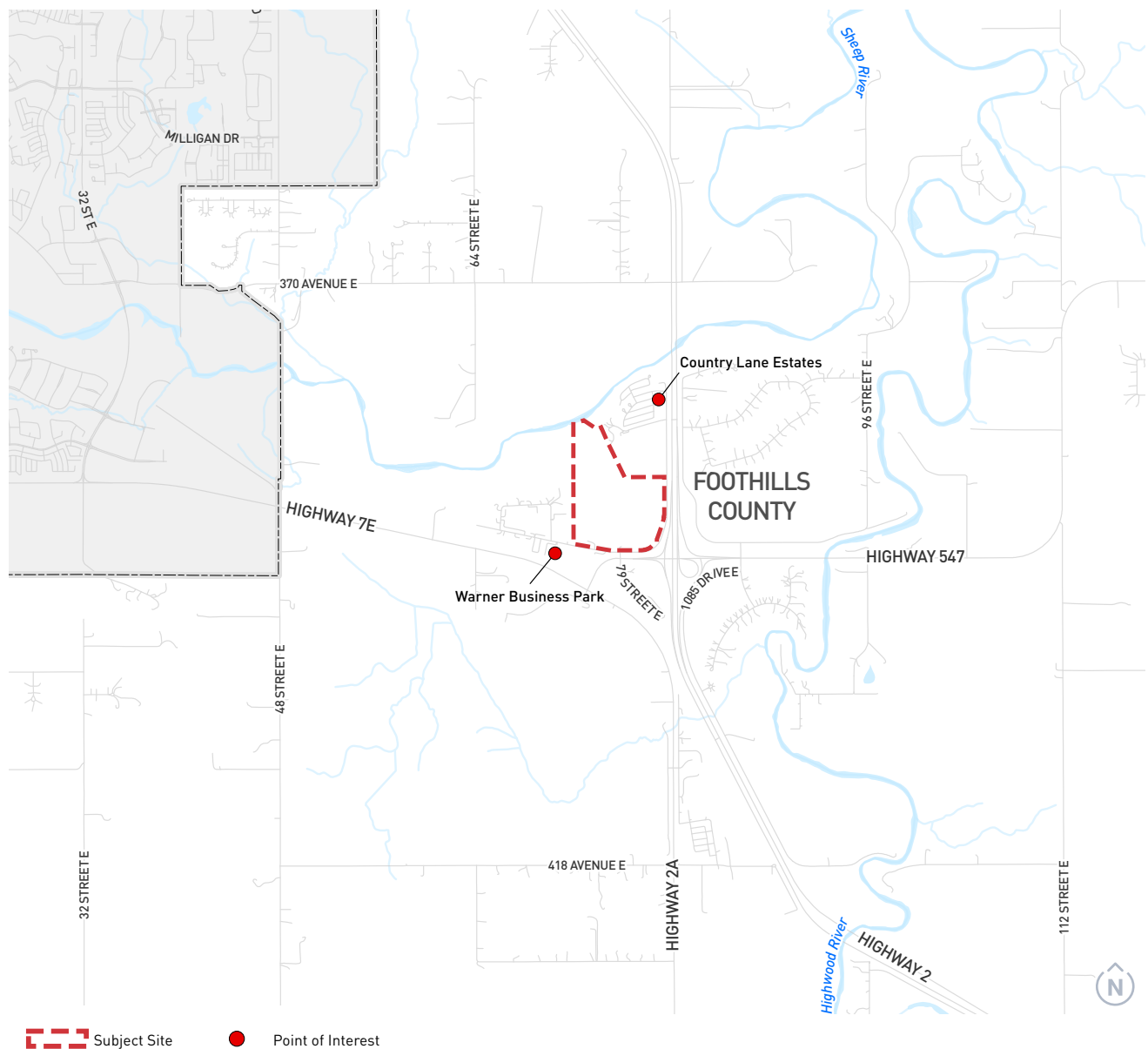
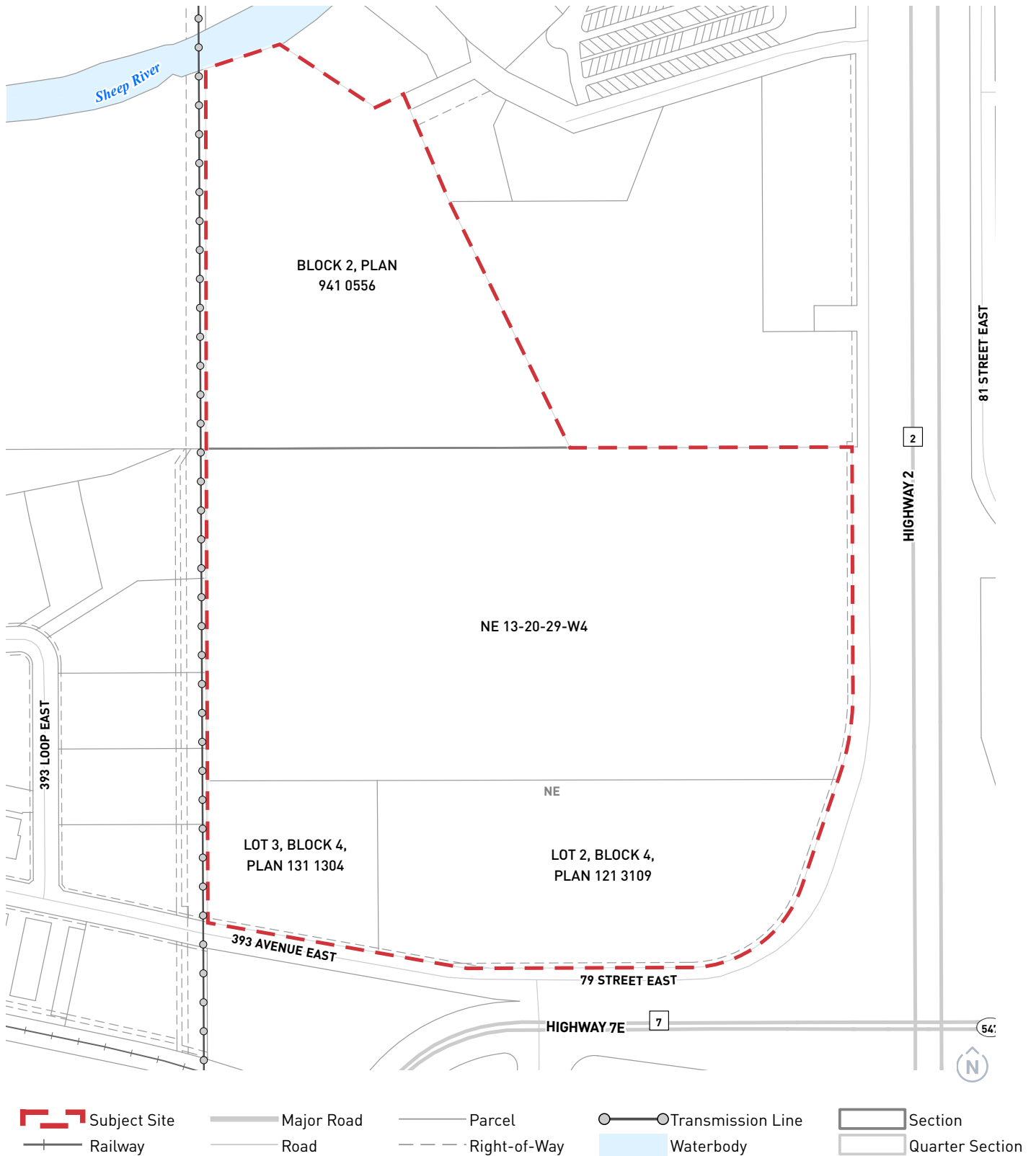


FIGURE 4 | LEGAL DESCRIPTIONS



2.1.1 Legal Descriptions

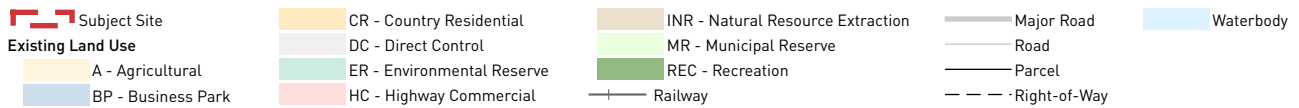
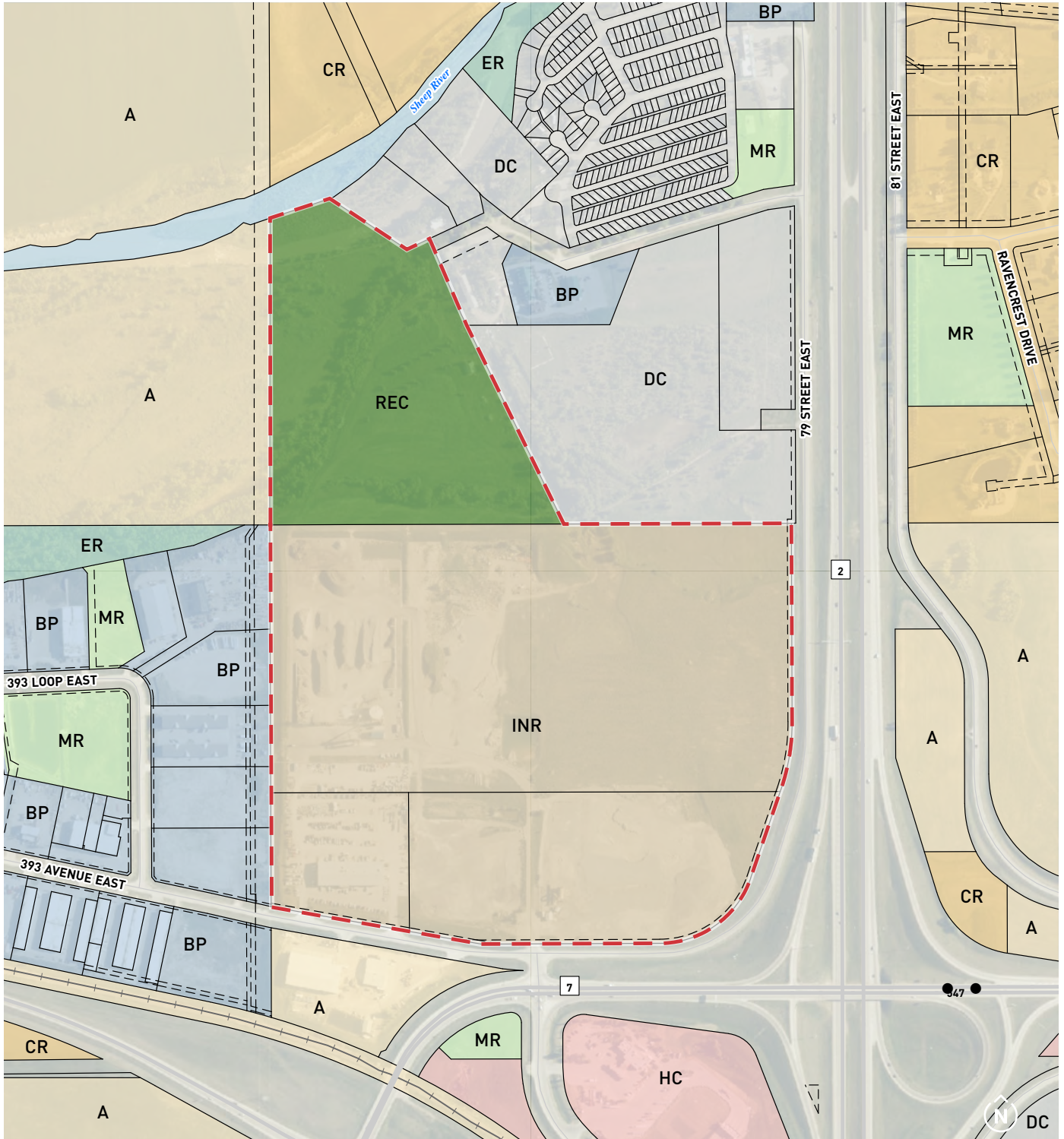
As shown in **Figure 4: Legal Descriptions**, the Plan area is located on portions of two (2) quarter-sections, and spans four (4) titled parcels as described in **Table 1 - Legal Descriptions**. The subject lands also contain a Utility Right-of-Way (Registered as 071 553 891) running just within the eastern boundaries of both NE 13-20-W4 and Lot 2, Block 4, Plan 121 3109. Additionally, a transmission line runs directly parallel to the subject lands along the entirety of their western boundary.

Table 1 - Legal Descriptions

Legal	Area (±ha)	Area (±ac)
NE 13-20-29-W4	29.36	72.63
Block 2, Plan 941 0556	14.04	34.69
Lot 2, Block 4, Plan 121 3109	10.73	26.50
Lot 3, Block 4, Plan 131 1304	3.67	9.07
TITLED AREA	±57.8	±142.89
Rights of Way	0.73	1.81

**Calculated based off areas described in Certificates of Title*

FIGURE 5 | EXISTING LAND USE



2.1.2 Existing Land Use

As shown in both **Figure 5: Existing Land Use** and in **Table 2 - Existing Land Use**, there are currently two different land use districts on the subject lands, as per the Foothills County Land Use Bylaw (LUB). The northernmost parcel (Block 2, Plan 941 0556) is zoned under the Recreation (REC) district, while the remaining three parcels are zoned under the Natural Resource Extraction (INR) district.

The Foothills County LUB provides the following definitions for these two land use districts:

- + **Recreation (REC) District:** Intended to accommodate a wide range of public/private parks and recreational activities, primarily aimed at passive and active outdoor activities and includes buildings for community recreation and accessory uses to facilities like golf courses. While some of the activities intended for this parcel, as expressed by the client, would be consistent with these uses, they will be seeking an amendment to the LUB to accommodate the uses being proposed and reserve dedications that are required on site.
- + **Natural Resource Extraction (INR) District:** Intended to accommodate industrial uses related to non-renewable natural resource extraction and processing. The District was formally named Industrial Natural Resource District and includes all lands zoned Industrial Natural Resource District in the County. With the resources on the Subject Lands coming close to depletion, this district will no longer be suitable to the proposed activities for the portion of this site that is not continuing to support asphalt refinery operations, and an amendment to the LUB will be required to accommodate the desired change.

TABLE 2 - Existing Land Use

Legal	Existing Land Use
NE 13-20-29-W4	INR
Block 2, Plan 941 0556	REC
Lot 2, Block 4, Plan 121 3109	INR
Lot 3, Block 4, Plan 131 1304	INR

Figure 5: Existing Land Use also depicts the land uses surrounding the subject lands:

- + The lands to the west are a mixture of Agricultural (A) and Business Park (BP) districts, the latter of which supports the uses within the Warner Business Park
- + The lands to the south, across 393 Avenue, are a mix of Agricultural (A), Municipal Reserve (MR), and Highway Commercial (HC) districts, the latter of which presently supports a Restaurant and Gas Station
- + The lands to the east, across Highway 2, are a mix of Agricultural (A), Municipal Reserve (MR), and Country Residential (CR) districts.
- + The lands to the north / northeast are Direct Control (DC) and Business Park (BP) districts, primarily to support the recreational uses of Country Lanes Estates.

FIGURE 6 | EXISTING STRUCTURES



2.1.3 Existing Structures

Existing structures within the site mainly support the existing asphalt plant and maintenance compound contained within Lot 3, Block 4, Plan 131 1304 and the western portion of NE 13-20-29-W4. These structures are anticipated to remain in place and operating for the foreseeable future (likely 20+ years).

Other existing structures within Block 2, Plan 941 0556 have or will be removed to accommodate the ongoing remediation on site, following the depletion of aggregate sources and the discontinuation of their extraction.

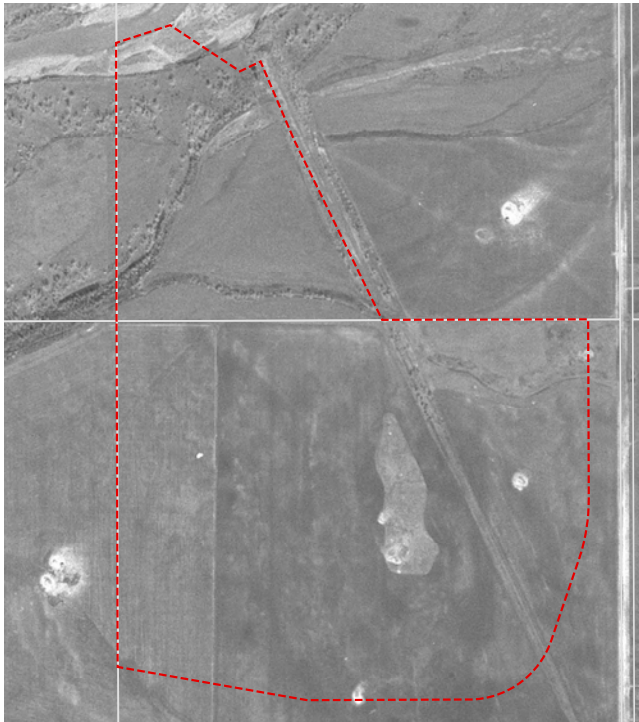
2.1.4 Current Servicing

The subject lands are presently unserviced for both potable water and waste water.

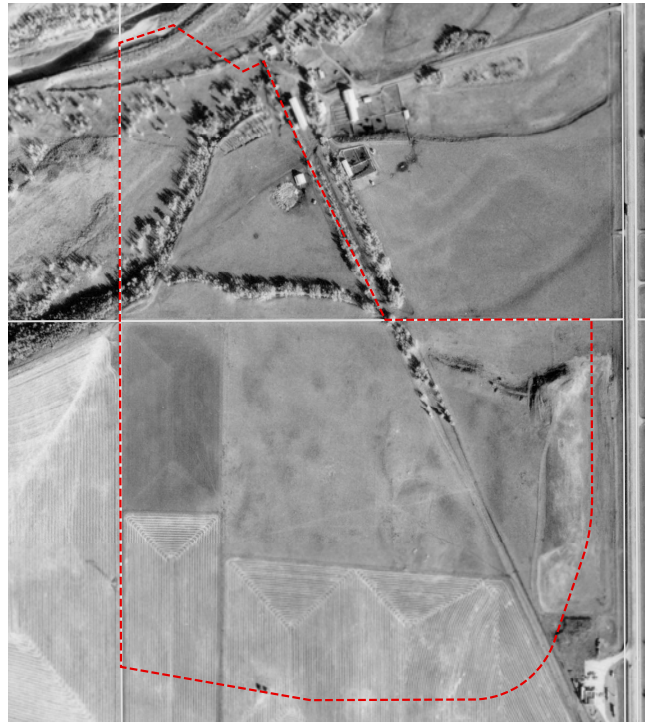
It is important to note that section 6.1.1 of the H2A IASP states that “other than Country Residential development that meets the density provisions set forth in the LUB and Interim development as deemed appropriate by the Approving Authority, ALL new development within the plan area shall be serviced by piped water.”

While the required municipal water and wastewater infrastructure is not currently available within the Outline Plan area, the project team understands the County’s intentions to ensure these services become available within the short term. The developer wishes to secure policy and land use approvals alongside the County’s installation of the anticipated regional water and wastewater services.

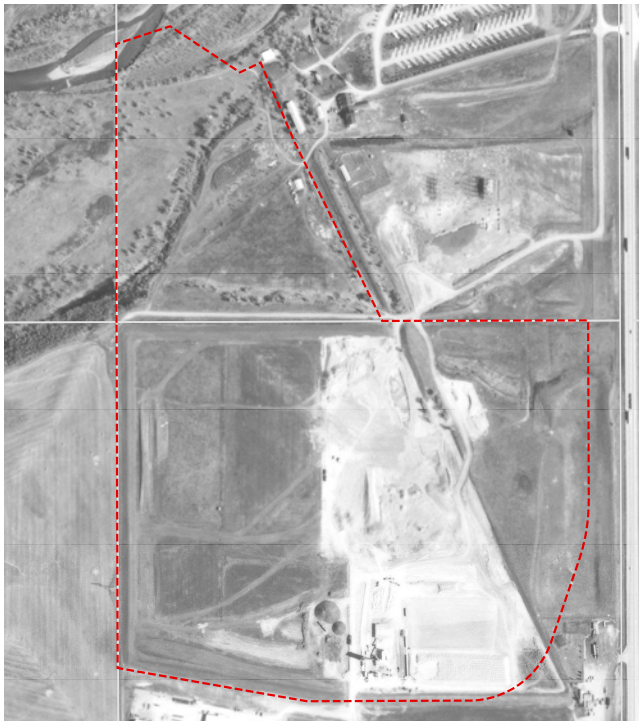
FIGURE 7 | HISTORICAL AIR PHOTOS



1950



1982



2003



2020

2.2 Physical History & Heritage

The subject lands contain an active aggregate mining/extraction operation alongside an asphalt plant and associated warehouse/industrial buildings with ± 16.7 ac at the north end of lands located within the Sheep River floodway. The aggregate resources on site are nearing depletion and, as such, the land owner, Volker Stevin, is considering 'higher and better' end uses for the land holdings. The asphalt plant and associated buildings have a remaining expected lifespan of approximately 20+ years, at which point they are expected to transition to uses in line with what it proposed for the balance of the site. Previous to the aggregate operations on site, the majority of the land and soils were disturbed for agricultural uses.

Lands closer to the Sheep River have been used for more recreational parks and open space uses in the past, when the area was known as Golden Sands Park. Part of the plan vision to rehabilitate Plan 9410556 Block 2 for recreational / natural preserve uses is a reflection of these previous uses.

A development permit is in place for the ongoing remediation of NE 13-20-29-W4 and Lot 2, Block 4, Plan 121 3109. It is understood that one of the conditions of approval (defined as a requirement that must be maintained throughout the 36-month period with the permit issued on January 23, 2024) states that operations will not be deemed complete until reclamation and rehabilitation of the property have been completed, with proof of final sign-off from Alberta Environment required to be provided to the County. To advance this process, the developer has completed both a Phase I and Phase II ESA, and carried out the remediation work identified as necessary. Further information can be found in the Phase I and Phase II ESAs, as referenced in Section 7.0 of this Outline Plan.

The developer has engaged Alberta Environment to finalize this process, and understands that Alberta Environment's approval will be required prior to subdivision of the subject lands. Please refer to Section 6.3 of this Plan (Proposed Subdivision) for more detail.

FIGURE 8 | TOPOGRAPHY



2.3 Natural Features Identification

2.3.1 Topography

As shown in **Figure 8: Topography**, the lowest elevation for the site is located at its northernmost point, where it intersects the Sheep River, and it gains in elevation as it moves south. There are two prominent topographical gains, which primarily impact the north parcel (located within SE 24-20-29-W4):

- + The land is mostly flat from the Sheep River to the first elevation gain. This area is all designated as floodway, so development will be restricted and any impacts will be limited to improvements at the discretion of the County and Province.
- + From the first elevation gain to the second (immediately north of the parcel boundary for the parcel legally described as NE 13-20-29-W4), this shelf of land has seen very little impacts from previous agricultural and industrial uses, and has been identified as a preferred location for the necessary stormwater management infrastructure.
- + The remainder of the site (NE 13-20-29-W4) is mostly flat, and generally slopes downward to the east-southeast. There is a minor depression in the northeast corner of this parcel which would have to be accounted for in the engineering and design of this site to accommodate the intended uses.

In consideration of these significant elevation gains, **Figure 8: Topography** also indicates the areas where the subject lands are impacted by steep slopes of greater than 15%:

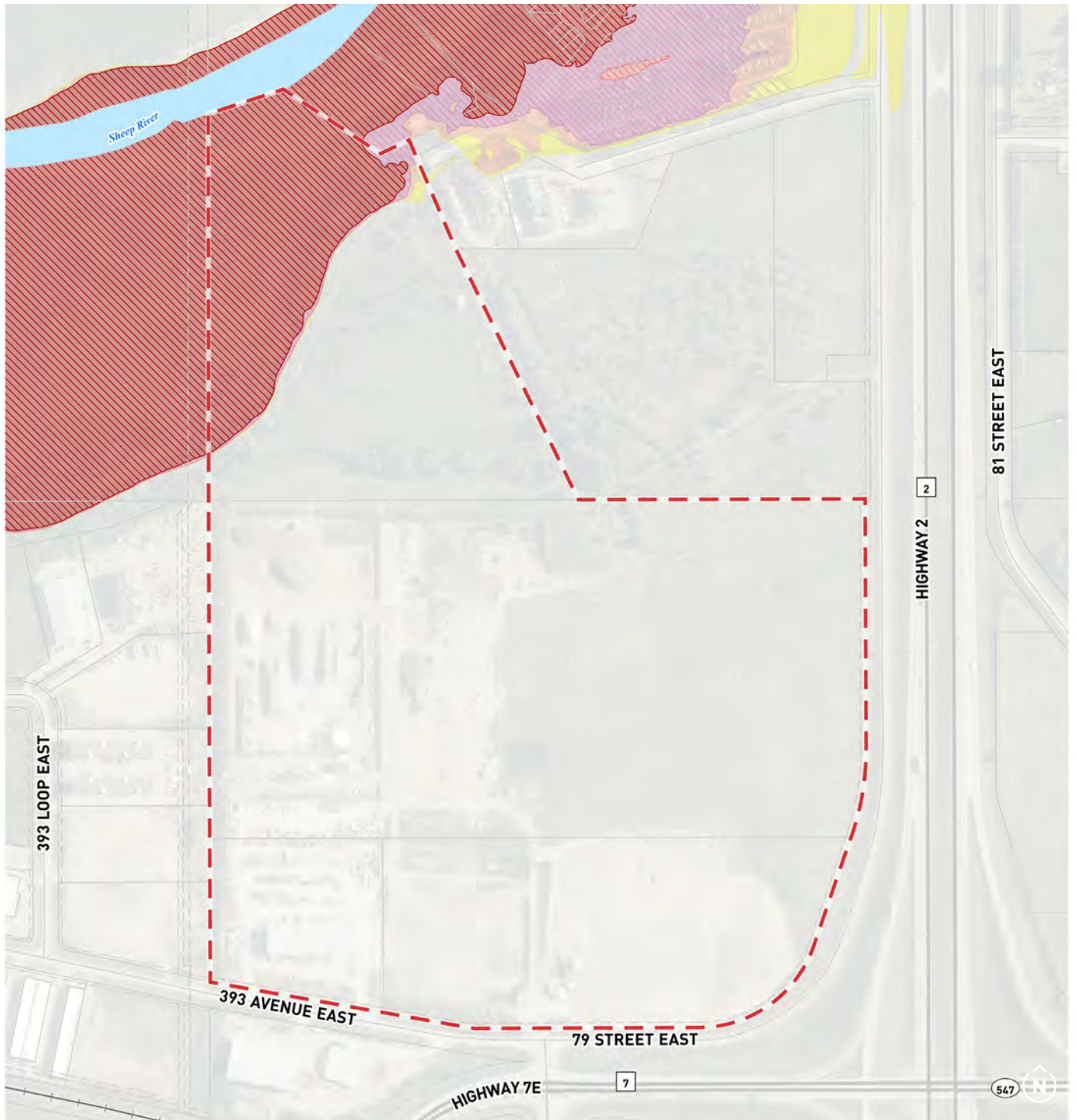
- + The steep slopes located within SE 24-20-29-W4 will remain undisturbed and, as such, will have all development set back by the required amount. The Geotechnical Evaluation provided by Englobe in support of this submission has recommended a development setback of up to 12 metres from these slopes, while also providing options to reduce the setback distance by flattening the slope through backfilling. Please refer to the project site's Geotechnical Evaluation (see section 7 of this Outline Plan) for further details.
- + The steep slopes located within NE 13-20-29-W4 will be impacted by the intended grading and stabilization to allow the proposed uses on site. A site grading plan will be provided prior to development that confirms the proposed changes, and we understand that these will be subject to County approval.

The site is also narrowly impacted by the Sheep River watercourse setback requirements, which prohibit development within 30 metres of the south bank of the Sheep River. This area is within the Sheep River floodway, which extends much further south and – as such – this setback requirement is already more than adequately accounted for.

Policy 2.4.1.1

The developer shall complete a Site Grading Plan to the satisfaction of the County, to be completed at the Subdivision stage.

FIGURE 9 | FLOOD MAPPING



- | | | | | | |
|--|--|--|--|--|---|
|  Subject Site |  Flood Fringe |  Railway |  Major Road |  Parcel |  Waterbody |
|  Floodway |  Road |  Right-of-Way | | | |

Map based off Province of Alberta Flood Awareness Map Application floods.alberta.ca

2.3.2 Flood Hazard Considerations

The subject site is intersected by the Sheep River at its northern boundary, and the ± 16.7 ac area extending south from this point is designated as floodway by the provincial government, as shown in **Figure 9: Flood Mapping**. Development is restricted in this area and any interventions (i.e. trail improvements) shall be appropriately sensitive to the existing ecology, and approved by the necessary municipal and provincial bodies. The remainder of the site is otherwise outside of any Environmentally Significant Areas identified within the H2AISP.

Policy 2.3.2.1	<i>Development within the 1:100 year flood hazards area as identified by the Alberta government shall be restricted unless approved by both the County and the Province.</i>
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2.3.3 Environmental Features

A Biophysical Impact Assessment (BIA) was undertaken by ISL Engineering and Land Services, which included evaluations of the following site features based on a combination of desktop reviews and on-site fieldwork: terrain; topography and soils; geology; hydrogeology and geomorphology; vegetation; wildlife and wildlife habitat; wetland and aquatic resources, and; historical resources. Their recommendations for interventions to enable the intended development on site were focused primarily around two issues: wildlife activity in the area, and wetlands in the area.

- + Activity impacting area wildlife is regulated by the **Alberta Wildlife Act and Migratory Bird Convention Act**. Identified species that may be impacted include migratory / nesting birds, raptors and owls, amphibians and bats. Construction should occur outside of sensitive times for the species identified (February – September): if construction is to take place during this period, the area should be preemptively swept and monitored for activity from the identified species. Should evidence of such activity be found, mitigative measures (such as setbacks, fencing, etc.) are identified within the BIA.
- + Two wetlands were identified within the subject lands, and activity impacting them is regulated by the **Water Act**:
 - » A wetland has been identified within the northern portion of the lands proposed to be dedicated as Environmental Reserve (ER). Given the recommended setback area would be contained within the proposed ER dedication, no additional development setbacks are recommended.
 - » A wetland has been identified within the portion of the lands proposed to be redesignated as Business Park (BP), and will be disturbed as a result of the proposed development. Discharge and removal of this wetland will require a Water Act approval, and as such no setbacks are recommended.

Full details of methodology and findings are provided in the BIA as referenced in Section 7.0 of this report.

Policy 2.3.3.1	<i>The developer shall follow the recommendations and requirements of the 2025 Biophysical Impact Assessment (BIA) authored by ISL Engineering, to the satisfaction of the County.</i>
Policy 2.3.3.2	<i>Should construction take place on site between the months of February and September, the developer shall follow the monitoring and mitigation measures outlined in the 2025 BIA, to the satisfaction of the required regulatory bodies.</i>
Policy 2.3.3.3	<i>Approvals for the discharge and removal of Wetland 1, as identified in the 2025 BIA, shall be secured at the subdivision stage, to the satisfaction of the County and provincial approving bodies.</i>



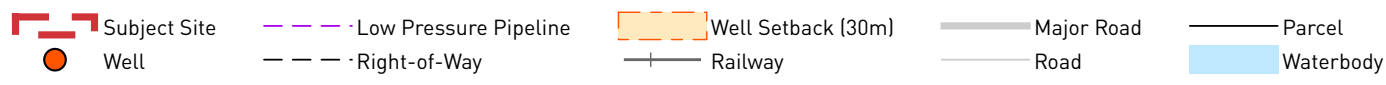
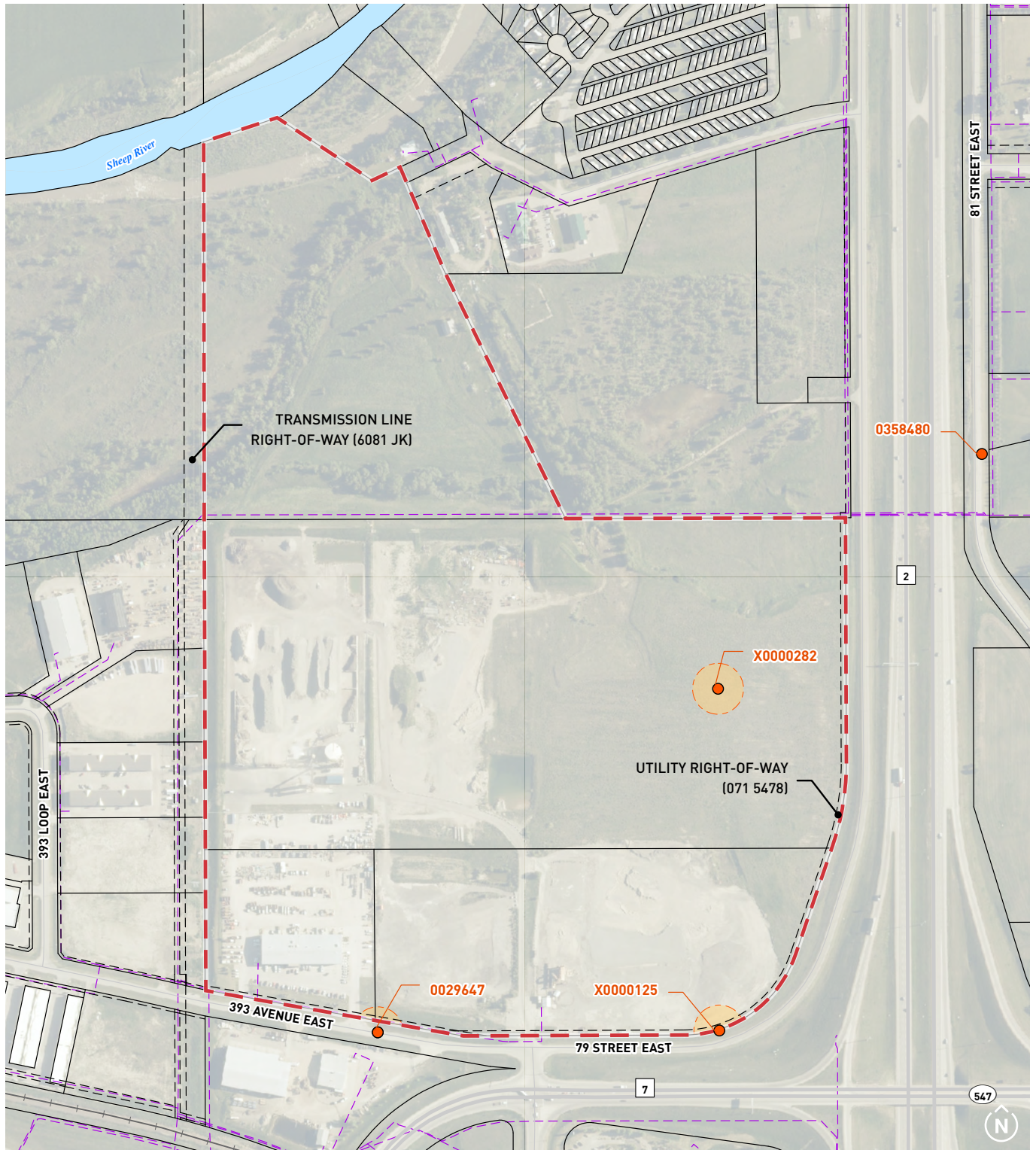
2.3.4 Preliminary Geotechnical Evaluation

The Preliminary Geotechnical Evaluation provided in support of this submission assesses the subsurface conditions of the Outline Plan area for storm pond and overall site development. The subsurface conditions generally consist of sand and clay deposits overlying sedimentary bedrock. While the referenced evaluation should be considered in its totality, some key features are highlighted below:

- + The subject site is suitable for the proposed land development provided the recommendations within Englobe’s report are followed. Site specific geotechnical evaluations will be required for any structural development to generate specific recommendations with respect to design parameters.
- + Any weak soils if encountered should be over excavated and replaced by engineered fill if structure developments are planned within any weak soil zone.
- + All organic topsoil, deleterious soils and vegetation should be removed from areas to be filled and cannot be re-used used for site grading. Prior to construction, any organic soil, vegetation, and poor-quality fill material encountered should be removed from areas under proposed buildings or parking areas.
- + The sandy soil layer encountered at the site is considered problematic from a geotechnical standpoint. It has very low bearing capacity and is prone to sloughing and significant water seepage. This soil should be carefully considered in all future design and construction activities, such as excavation, dewatering, pile installation, as well as slope stability and seepage analysis.
- + A deep foundation is the most appropriate choice for the proposed industrial development. Given the relatively shallow depth of bedrock, averaging 5 meters below the existing grade, rock-socketed bored cast-in-place piles are the most feasible option.
- + A shallow foundation on native soil is not suitable for the proposed industrial development due to the presence of loose sand layer extending to bedrock. However, for light structures such as retaining walls, strip footings could be used to support such loads.
- + The subgrade conditions at the site are considered suitable for slab-on-grade support and the proposed vehicle routes and parking areas, provided certain precautions are undertaken
- + The surficial on-site silt and silty clay soils encountered throughout the site should be considered highly front susceptible which will result in frost heave displacement in the soil when frozen.

Policy 2.3.4.1	<i>The developer shall prepare a Site Grading Plan at the subdivision stage to the satisfaction of the County.</i>
Policy 2.3.4.2	<i>The developer shall prepare an updated Geotechnical Evaluation at the subdivision stage that addresses necessary site-specific mitigations in the Site Grading Plan to the satisfaction of the County.</i>

FIGURE 10 | DEVELOPMENT CONSTRAINTS



2.4 Infrastructure on Site

2.4.1 Well Sites

The subject lands have potential impacts from three well sites either within or immediately outside the site boundaries, as identified in **Figure 10: Development Constraints**. All three well sites have their status listed as abandoned, and do not carry a H₂S release rate (which is the indicator for sour gas), so impacts to development as a result of minimum setbacks will be minimal. Please see **Table 3** for additional information on these individual well sites.

Development surrounding abandoned well sites is regulated by AER Directive 079, which requires a minimum 5 metre development setback. However, Directive 079 lists the 5-metre setback only as an absolute minimum and notes that municipalities and operators often require greater setback distances than this to allow for adequate space for a drill rig to access the wellbore in the case that additional work must be conducted on site: based on industry experience, operators often look for a 15-30 metre setback and adequate access to the well site. The ultimate setback requirements will be determined prior to development and adhered to for the placement of any permanent structures.

TABLE 3: Wellsite Information

Well Name	License #	Quarter Section	Status	License Status
DRUMHELLER SAM #1	X0000125	09-13-020-29-W4M	ABANDONED	RecExempt
HOME ET AL OKOTOKS 10-13-20-29	0029647	10-13-020-29-W4M	ABANDONED	RecCertified
RANCHMEN'S #1	X0000282	16-13-020-29-W4M	ABANDONED	RecExempt

2.4.2 Utility Right-of-Way

The subject lands are intersected by Utility Right-of-Way 071 5478 (along the eastern and southern boundary) and Utility Right-of-Way 131 1303 (along the southern and eastern boundary), which accommodate existing overhead powerline corridors extending beyond this site in both directions.

2.4.3 Low Pressure Pipelines

The subject lands are intersected by low pressure pipelines moving in an east-west alignment adjacent to the south boundary of the northernmost parcel (Block 2, Plan 9410556). Any development in this area will require communications with, and approval from, the impacted license-holders.

Policy 2.4.3.1	<i>All development within 30m of an abandoned wellsite shall require consultation with operator for appropriate access, and integrating this access will be done in consultation with said operator prior to subsequent development application approvals.</i>
Policy 2.4.3.2	<i>All development impacting low-pressure pipelines indicated in Figure 10: Development Constraints, or within Utility Right-of-Way 071 5478 shall require the consent of the relevant utility partners and must ensure that design and implementation is to the satisfaction of said utility partners and the County</i>
Policy 2.4.3.3	<i>Abandoned wellsites within Outline Plan area shall be identified through conspicuous on-site markings.</i>
Policy 2.4.3.4	<i>Abandoned wellsites within Outline Plan shall be identified in figures to be included in future Subdivision and Development Plan applications.</i>



2.4.4 Historical Resources

As per the requirements of Section 37(2) of the Historical Resources Act, an Historical Resources Impact Assessment (HRIA) was required for the subject lands. Since the lands situated in proximity to the Sheep River were considered most likely to contain evidence of previous human settlement and the former aggregate mining operations would have already heavily disturbed the lands located within NE 13-20-29W4, the Assessment focused its investigation primarily within the northern portion of the subject lands.

An initial review determined that there were no requirements pursuant to Indigenous Traditional Use Sites, Historic Structures, or Provincially Designated Historic Resources. However, an assessment for palaeontological resources was required.

To satisfy these requirements, Lifeways of Canada (Lifeways) undertook fieldwork on August 13, 2025 to perform this assessment under frost-free and snow-free conditions. No additional historic resources were observed during the HRIA. Given the negative results, and the extent of disturbance observed throughout the project area due to previous aggregate extraction, Lifeways determined that Historic Resources Act Approval with no additional fieldwork pertaining to the archaeological resources is recommended for the project site.

The HRIA was submitted to the Historical Resource Management Branch on October 20, 2025. While the Historical Resources Act approval was recommended, further review is required before it is officially granted as of the present submission of this Outline Plan document.

For more details, please see the full HRIA as referenced in Section 7.0 of this Outline Plan.

Policy 2.4.3.1

Excavation on site shall not occur until Historical Resources Act approval has been granted to the satisfaction of the Province of Alberta.

3.0

DEVELOPMENT |
CONCEPT



3.0 Development Concept

The Foothills Logistics Centre is envisioned as a transportation and logistics hub within Foothills County, servicing the Calgary Metropolitan Region and beyond as a major port-of-call for truck-shipping routes moving through both north-south and east-west trade corridors. The proposed development is aligned with the Highway 2A Industrial ASP, the County's primary policy for the Outline Plan area, and represents an immediate and strategically sound return on investment for major utility servicing projects that are presently underway within the County. This Outline Plan's design has been developed with the following project targets determining final outcomes:



Create a transportation and logistics center that can operate as a hub for regional, national, and international shipping routes with large and versatile parcels.



Provide an effective and attractive gateway to the south end of the subject site, and incorporate strong design measures and visual appeal in the area adjacent to Highway 2.



Establish a highly effective internal road structure, prioritizing clean and efficient access/exits from the site and functional, operational circulation within and among internal site uses.



Protect and preserve the flood prone areas adjacent to the Sheep River, while enhancing all naturalized areas through the incorporation of regional recreational uses.

FIGURE 11 | DEVELOPMENT CONCEPT



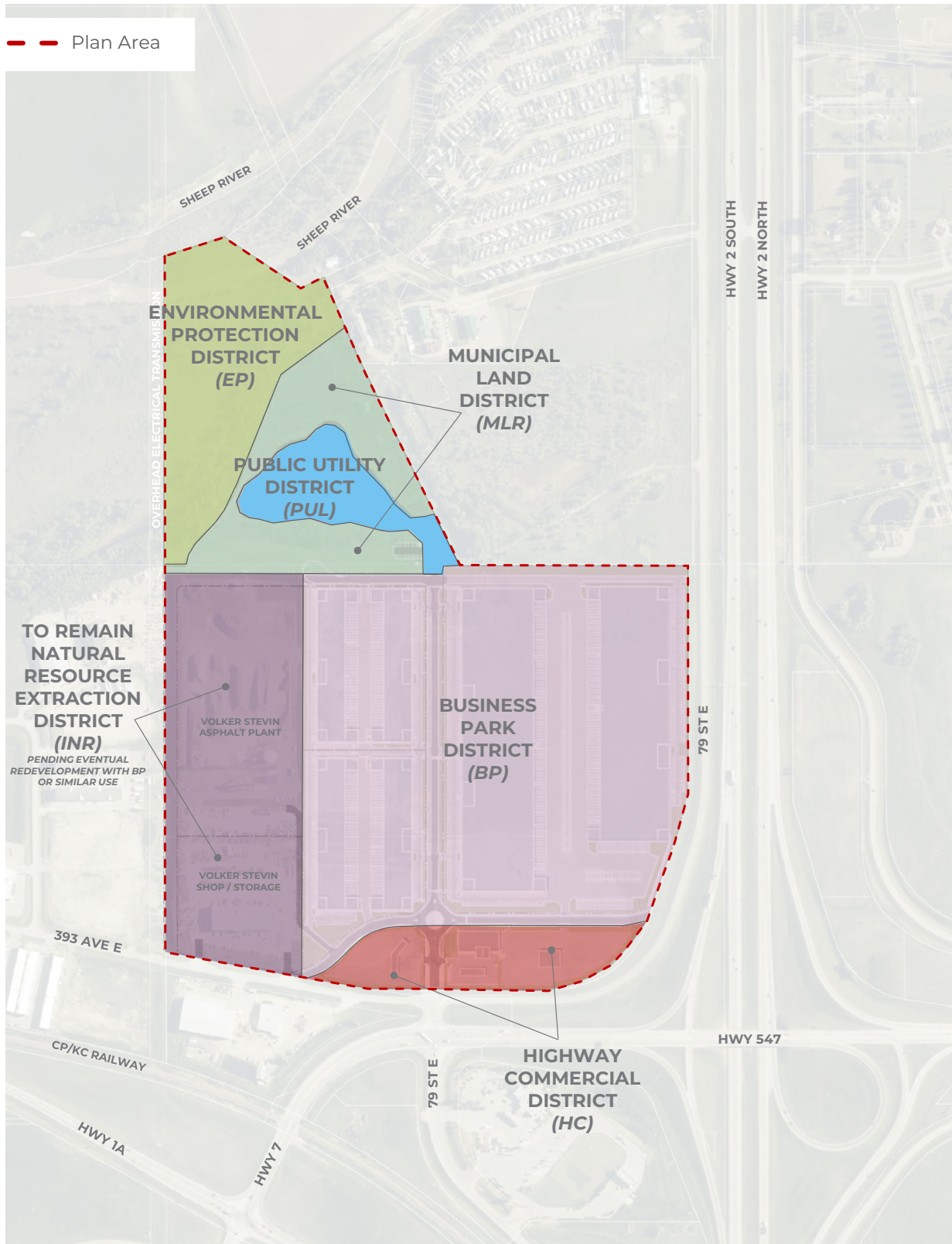
The Foothills Logistics Centre will establish an internal subdivision road network, and include a mix of commercial, industrial, and open space / public utility parcels as generally illustrated in **Figure 11: Development Concept**.

Highway Commercial uses will front 79 Street E and Highway 7, and back on to the internal leg of 393 Avenue E.

Industrial uses will front both the internal spine road and the east & west boundaries of their individual lots (the existing asphalt plant operation and Highway 2 respectively), with the back end of buildings directed to the center of their individual parcels.

All portions of the site proposed to contain businesses (commercial or industrial) will be situated above the Sheep River floodway area.

FIGURE 12 | LAND USE CONCEPT



3.1 Proposed Land Use Concept

3.1.1 Business Park District (BP)

Purpose: To accommodate a combination of business and industrial activities within a comprehensively planned development in accordance with an approved area structure plan or outline plan. Business parks are encouraged to be located within the Highway 2A corridor on lands covered by the Highway 2A Industrial Area Structure plan in accordance with the Industrial Commercial land use concept.

Outline Plan Application: Accommodating the transportation and logistics / shipping uses envisioned as the heart of the site, both spatially and functionally. This district is the preeminent land use for industrial-commercial uses in the surrounding area, and while these tend more toward smaller land assemblies and building footprints, this district implies more controls against the standard industrial uses that this development intends to separate itself from through general design and architectural controls

Design Considerations: According to Section 14.1.5 of the County's Land Use Bylaw (LUB), unless otherwise determined by the Approving Authority, the minimum parcel size for BP parcels is:

- i. 929.0 m² (10,000 ft²) for lots serviced by a municipal or communal piped sewer and water system.
- ii. 1,858 m² (20,000 ft²) for lots serviced by a piped water system, and an advanced package sewage treatment system.

Site Specific Zoning Amendment: An amendment shall be applied to any parcels zoned as Business Park within the Outline Plan area, accommodating the following provisions:

- + **Maximum Height of Structure**, as defined in section 14.1.6.5 of the Foothills County LUB, will be raised from 12 m to 16 m.
- + The following uses will be moved from Discretionary Uses (LUB Section 14.1.4) to Permitted Uses (LUB section 14.1.3):
 - » Business Office
 - » Industrial, storage and warehousing
 - » Industry, general
 - » Industry, light
 - » Manufacturing, light
 - » Utility services, minor
 - » Warehousing and storage

3.1.2 Highway Commercial District (HC)

Purpose: To accommodate a diverse range of commercial uses along highways and major transportation corridors intended to provide services to the travelling public and tourist and include businesses that require a high degree of visibility and/or ease of access to transportation routes.

Outline Plan Application: Accommodating the commercial uses proposed at the south end of the subject site, providing an attractive gateway feature to the site and benefiting both travelers and nearby residents.

Design Considerations: According to Section 15.3.5 of the County's Land Use Bylaw (LUB), unless otherwise determined by the Approving Authority, the minimum parcel size for HC parcels is the lesser between:

- + The area on title at the time the LUB was passed; or
- + 1.0 ac.

3.1.3 Natural Resource Extraction (INR) District

Purpose: To accommodate industrial uses related to non-renewable natural resource extraction and processing.

Outline Plan Application: Accommodating the existing asphalt plant operations on the west portion on site to remain for the next 20+ years.

3.1.4 Municipal Land/Reserve District (MLR)

Purpose: To allow for schools, parks, community facilities on municipally owned recreational or education properties, and land dedicated as school reserve, municipal school reserve, community reserve, public reserve, and reserve pursuant to the Municipal Government Act or its predecessors

Outline Plan Application: Incorporating green spaces and passive uses in spaces strategically located to best accommodate activities on site while fulfilling County requirements for MR allotments.

Dedication Requirement: Foothills County's Municipal Reserve Policy, which satisfies the requirements of Section 666(1) of the Municipal Government Act, sets the County's regulations for what land must be provided for Municipal Reserve (MR), or if/when money can be provided in place of MR (cash-in-lieu). This regulation dictates that reserves greater than 1.98 ac must be shown as a separate lot on the site plan. MR requirements on this site may be satisfied through a combination of both MR dedication and cash-in-lieu, depending on the individual parcel envisioned to be created at the subdivision stage. Additional details on the requirements for MR dedication are provided in Section 3.4.2 of this report, which indicates that due to the gross developable area of 126.19 acres within the plan area, 12.62 acres must be dedicated as MR, as currently proposed.

3.1.5 Public Utility District (PUL)

Purpose: To accommodate public and private utilities and facilities needed to serve the development.

Outline Plan Application: Providing a location for utility infrastructure to support site uses.

3.1.6 Environmental Protection (EP) District

Purpose: To provide for the preservation and protection of land determined to be environmentally significant

Outline Plan Application: Providing a district for the area dedicated to Environmental Reserve within the plan area.

Table 4 - Proposed Land Use Statistics

Land Use District	HA	AC	%
Business Park (BP)	27.88	68.88	48.4
Highway Commercial (HC)	4.06	10.04	7.3
Natural Resource Extraction District (INR)	11.07	27.35	19.2
Municipal Land/Reserve (MLR)	5.46	13.49	9.5
Public Utility (PUL)	2.67	6.60	4.6
Environmental Protection (EP)	6.76	16.71	11.7

Policy 3.1.6.1	<i>The final configuration of all land use districts and dedications shall be generally in accordance with Figure 12: Land Use Concept.</i>
Policy 3.1.6.2	<i>A concurrent Land Use Bylaw amendment for the Foothills Logistics Centre shall be submitted with this Outline Plan application.</i>

FIGURE 13 | TRANSPORTATION IMPROVEMENTS



3.2 Transportation

3.2.1 Existing Conditions

To inform the design of the proposed development, conditions of the surrounding area were considered and acted upon to support any ultimate traffic analysis for the site. The existing asphalt plant operations are currently accessed via 79 Street by way of Highway 7. This same point of entry currently provides access to both Country Lane Estates to the east (via 79 Street), and the Warner Business Park to the west (via 393 Avenue). In support of the presently proposed Outline Plan, certain areas have been identified as requiring certain structural or operational interventions, as depicted in **Figure 13: Transportation Improvements**.

1. To accommodate the requirements for the level of development envisioned for the site, a secondary / emergency access route will be required. **The west boundary of the Outline Plan area extending north from 393 Avenue was identified for the location of a future secondary site access.** An interim 'emergency access' will be provided to 79 Street E within the northeast corner of the Plan area.
2. The existing connection to the Outline Plan area off of Highway 7 was identified as being too small to support the intended operations, while also being highlighted in community engagement efforts as being undesirable for access to both Warner Business Park occupants and County Lane Estates Residents. **A reorientation of the existing street network to create a more suitable stacking distance north of Highway 7 through an extension of 79 Street was identified as a critical requirement of operations for the site and its immediate neighbours.**
3. To accommodate the extension of 79 Street north into the subject site, a reorientation of its existing alignment moving east and then north toward Country Lane Estates was also identified. **A reorientation of the 79 Street alignment through the subject site was identified as a requirement for functional movement for the site and surrounding area.**
4. Both junctions of the Highway 2 / Highway 7 interchange are currently programmed without any traffic signals, which will not be sufficient for the traffic expected to be generated both as a result of the proposed development and anticipated background traffic growth. **A signalization of the junctions of Highway 2 and Highway 7 will be required.**

3.2.2 Traffic Impact Assessment (TIA)

ISL Engineering completed the Foothills Logistics Centre Transportation Impact Assessment (TIA) to determine near and long-term requirements, and expected traffic volumes, for the Outline Plan area. An analysis of the transportation infrastructure and intersection configurations was used to inform the future transportation network strategy for the Outline Plan area. From the TIA's projections, the Foothills Logistics Centre generated 336 trips in the AM peak and 420 trips in the PM peak at full build-out (both 2035 and 2045).

To support the identified requirements for improvements to the surrounding transportation network, the following changes were identified and implemented into the Transportation strategy, as generally illustrated in **Figure 14: Transportation Concept**.

- + 79 Street has been extended north into the subject site as a 2-lane roadway (+/- 24.6 m ROW), where it intersects with an altered alignment of 393 Avenue.
- + To improve traffic flow and honour the requests made of community members through public consultation, a two-lane round-about (+/- 39 m) will be installed at the intersection of 393 Ave and 79 Street.
- + Retail traffic entering and exiting the two Highway Commercial parcels proposed south of the roundabout intersection will access 393 Ave E / 79 Street E via stop controlled right-in, right-out intersections.
- + The realignment of 79 Street extending east from the roundabout intersection toward Country Lane estates (19.0 m ROW) will be configured through the subject site, with a landscape screening buffer installed on the site's east boundary.
- + A central spine road extending north from the round-about intersection (+/- 24.6 m ROW) will provide primary site entries to the site's Business Park District (BP) parcels.

Table 5 - Traffic Network Improvements provides a summary of the actions required in the 2035 and 2045 time horizons.

Table 5 – Traffic Network Improvements

Intersections	2035	2045
External		
Hwy 2 / Hwy 7 (east junction)	None	Add traffic signal*
Hwy 2 / Hwy 7 (west junction)	Add traffic signal*	Add southbound left turn bay*
Hwy 7 / 79 Street	None	None
Hwy 7 / Hwy 2A	Upgrades per the HWY 2A / HWY 7 Corridor Review (4 lanes HWY 2A, dual southbound left, dual eastbound left)*	No additional upgrades
Internal		
79 Street Retail Access	Revise: Stop controlled (East RI, West RO)	No additional upgrades
79 Street / 393 Ave	Roundabout	No additional upgrades
79 Street (between 393 Ave and Hwy 7)	2-lane Industrial Street (Urban, City of Calgary) or 2-lane Industrial (Rural, Rocky View County)	No additional upgrades
393 Avenue	2-lane Industrial Street (Urban, City of Calgary) or 2-lane Industrial (Rural, County)	No additional upgrades

*Note: The external upgrades are required due to background traffic growth

Policy 3.2.2.1	<i>The developer shall construct a traffic signal in place of the stop sign located at the west junction of HWY 2 / HWY 7, in accordance with the recommendations of the Traffic Impact Assessment (ISL Engineering) to the satisfaction of the County and Alberta Transportation and Economic Corridors (ATEC).</i>
Policy 3.2.2.2	<i>The developer shall construct an alternative alignment for 79th Street E, as generally illustrated in Figure 14: Transportation Concept to the satisfaction of the County and ATEC.</i>
Policy 3.2.2.3	<i>The developer shall construct a road upgrade for the portion of 393 Avenue linking HWY 7 to 79 Street E, as generally illustrated in Figure 14: Transportation Concept, in accordance with the recommendations of the Traffic Impact Assessment (ISL Engineering) to the satisfaction of the County and ATEC.</i>
Policy 3.2.2.4	<i>The developer/landowner shall execute a Development Agreement to the satisfaction of the County and ATEC for the construction of all necessary external transportation infrastructure required to service the Plan Area and/or payment of off-site levies associated with the development of the transportation infrastructure which will benefit the development.</i>

FIGURE 14 | TRANSPORTATION CONCEPT

- Plan Area
- 2 – Lane Road ($\pm 19\text{ m ROW}$)
- 2 – Lane Round About ($\pm 39\text{ m diameter}$)
- 2 – Lane Road ($\pm 24.6\text{ m ROW}$)
- 4 Key Transportation Improvement (as per Section 3.2 of this Plan)



3.2.3 Local Transportation Improvements

The Foothills Logistics Centre will be accessed by a new paved internal road constructed by the developer in accordance with municipal engineering design standards as generally illustrated in

Figure 14: Transportation Concept.

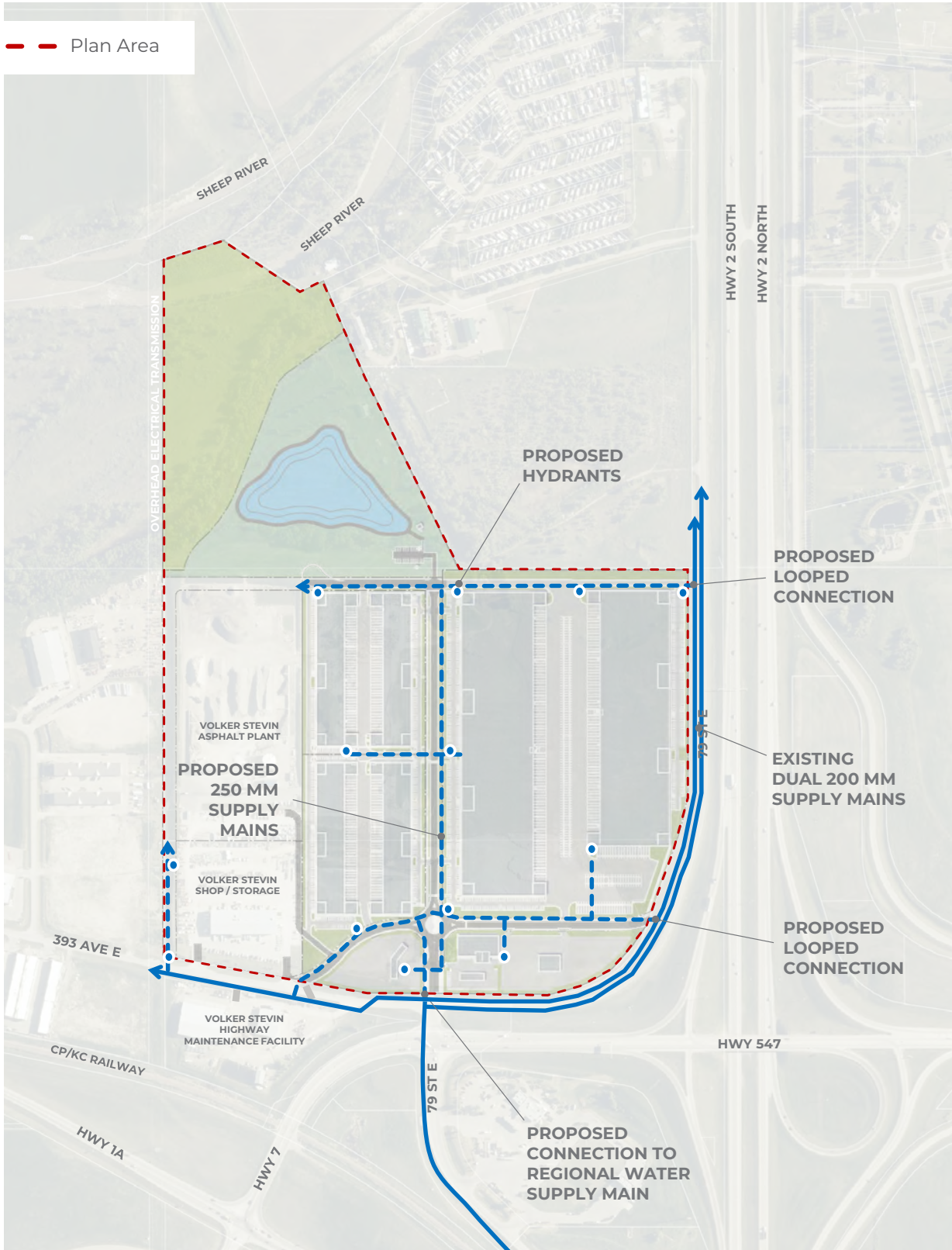
Policy 3.2.3.1	<i>Access within the Plan area shall be generally in accordance with Figure 14 Transportation Concept.</i>
Policy 3.2.3.2	<i>The internal subdivision road shall be designed and constructed by the developer with a paved surface in accordance with the County's engineering standards.</i>
Policy 3.2.3.2	<i>Landscaping will not be provided within the roundabout.</i>
Policy 3.2.3.4	<i>The developer/landowner shall execute a Development Agreement to the satisfaction of the County for the construction of all necessary transportation infrastructure required to service the Plan Area and/or payment of off-site levies associated with the development of the transportation infrastructure which will benefit the development.</i>
Policy 3.2.3.5	<i>In the event that the County seek to introduce transit services to the Outline Plan area, subsequent subdivision and development approvals should consider connections in road and right-of-way design.</i>

3.2.4 Street Lighting

In order to preserve the rural character and maintain dark skies, in accordance with County policy direction and policies seen elsewhere in this Outline Plan, street lighting is not anticipated in the interior Business Park (BP) parcels within the interior Outline Plan area. However, illumination will be required within the Highway Commercial (HC) parcels at the south end of the Outline Plan area and at the roundabout access intersection of 393 Ave E and 79 Street E, subject to the requirement of Alberta Transportation and Economic Corridors.

Policy 3.2.4.1	<i>Installation of street lighting is not expected within the interior Business Park District (BP) parcels within the Outline Plan area to respect the 'dark skies' character of the surrounding area and County policy direction.</i>
Policy 3.2.4.2	<i>If required, the roundabout access intersection of 393 Ave E and 79 Street E may be illuminated in accordance with the County's Street Lighting Policy.</i>

FIGURE 15 | WATER SERVICING CONCEPT



3.3 Utility Servicing Considerations

As depicted in the Servicing Report prepared By ISL Engineering (referenced in Section 7.0 of this Outline Plan), potable water and sanitary sewer servicing will be provided by Foothills County's regional utility servicing network. Extension of this utility network into the plan area will be provided by the developer in accordance with all applicable provincial and municipal regulatory requirements and engineering design specifications.

Development within the Plan area is expected to require 73 m³ average daily demand (ADD) with the expected fire flow requirement at approximately 27,000 L/minute (i.e., 450 L/second). The County's current network planning basis provides 200-250 L/second at system hydrants, which is below the Early Suppression Fast Response (ESFR) fire control threshold. Therefore, on-site measures, including dedicated fire-water cisterns and fire pumps/boosters, will be necessary to meet fire code requirements.

The developer has engaged senior level County staff to arrive at the understandings expressed in this Outline Plan, and the findings expressed herein represent the most informed assumptions available to both sides at the time of submission. Until such time as final servicing alignments for the site are determined, the internal site alignments as depicted in **Figure 15: Water Servicing Concept** and **Figure 16: Sanitary Servicing Concept** are conceptual and represent the developer's understanding of current conditions. Specific design of the sanitary service network within the plan area and final on-site Right-of-Way / Easement alignments will be confirmed at the subdivision approval stage in accordance with County standards and regulations.

3.3.1 Potable Water Servicing

All new developments within the Plan area must be serviced by piped water. Water servicing for the Foothills Logistics Centre is planned to be provided through Foothills County's Aldersyde Water Treatment Plan program. Phase 1 will deliver roughly 1,000 m³ of potable water per day, with a commissioning target for late Spring 2026, sufficient to meet domestic needs at full build-out.

The Aldersyde area currently relies on a regional water main running north from High River to Aldersyde, which services portions of Aldersyde and Cargill. This main provides an estimated capacity of approximately 5.61 L/second—adequate for existing uses but insufficient for full build-out demands. According to discussions with the County to support the creation of this Outline Plan, the system is expected to be upgraded in 2026 to meet future requirements. Within the site, water servicing will be looped to ensure redundancy and fire protection, as multiple hydrants are required. Until backbone upgrades occur, interim measures such as private hydrants, fire pumps, and sprinkler systems may be necessary to achieve required fire flows. **Figure 15: Water Servicing Concept** illustrates how the regional water main could connect to the Plan area.

Potable Water servicing within the site is expected to enter the site via a Loop Connection to the potential Regional Main from the primary site access along 79 Street E. Internal circulation via 300mm PVC will extend north from this connection and split east and west at the 79 Street–393 Avenue intersection, and north through the central spine road, and connect once again at the northern limits of Lot 5. Individual buildings will be serviced at the indicated locations via WAT 100mm PVC.

FIGURE 16 | SANITARY SERVICING CONCEPT



Policy 3.3.1.1	<i>The developer shall construct a potable water distribution network within the Foothills Logistics Centre as generally illustrated in Figure 15: Water Servicing Concept to the satisfaction of the County.</i>
Policy 3.3.1.2	<i>All potable water infrastructure shall be designed and constructed by the developer in accordance with the County's Development Agreement process, standards, and applicable regulatory approval requirements.</i>
Policy 3.3.1.3	<i>The design of the potable water service within the Outline Plan area shall accommodate appropriate flows to support fire suppression in accordance with County Standards and applicable regulatory requirements.</i>
Policy 3.3.1.4	<i>Pursuant to Policy 3.3.1.3, wherever necessary the developer shall provide on-site measures to meet ESFR fire control threshold requirements to the satisfaction of the County.</i>
Policy 3.3.1.5	<i>The developer/landowner shall execute a Development Agreement to the satisfaction of the County for the construction of all necessary servicing infrastructure required to service the Plan Area and/or payment of off-site levies associated with the development of the servicing infrastructure which will benefit the development.</i>

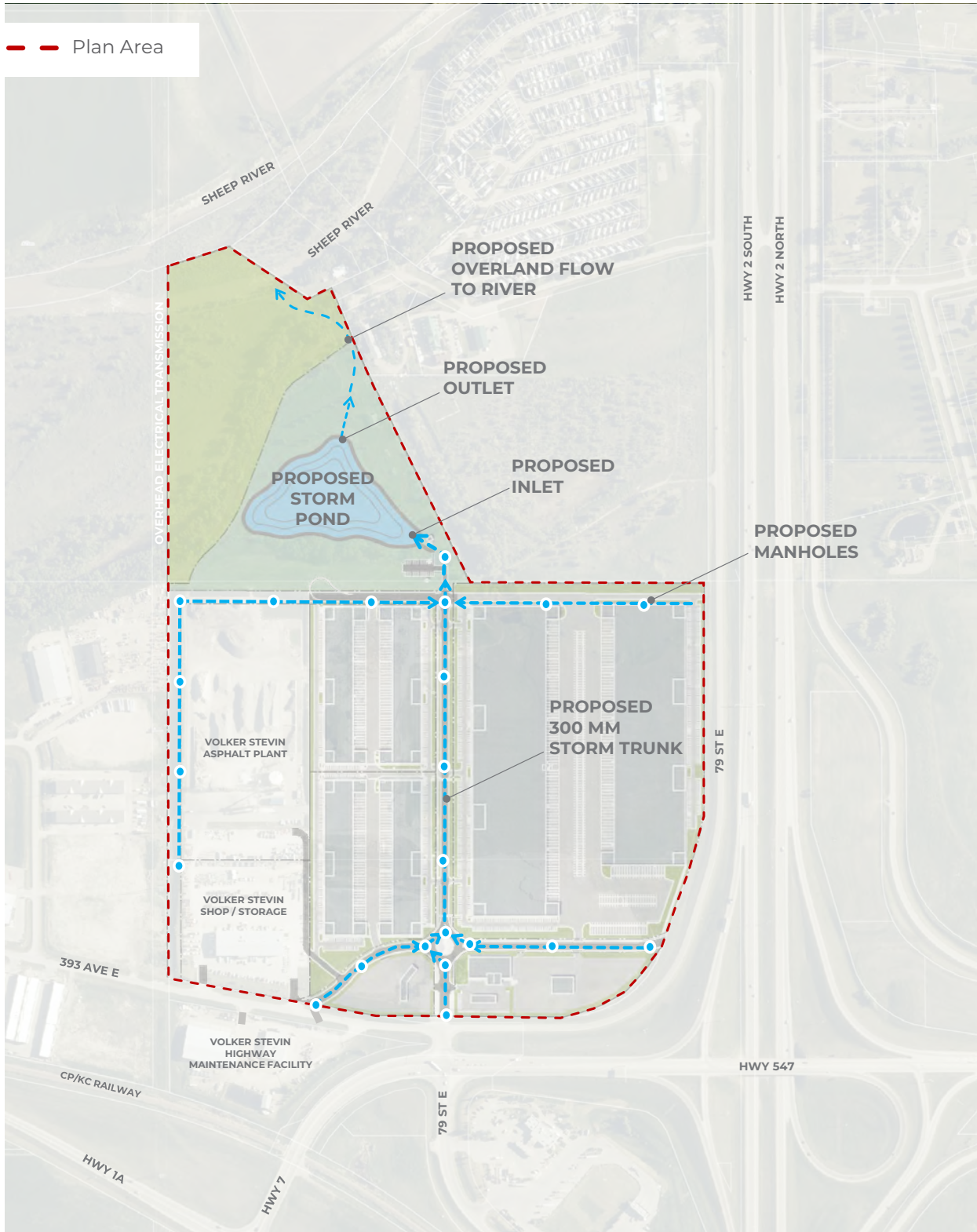
3.3.2 Sanitary Servicing

No municipal sanitary sewer system currently exists in the Aldersyde area, and the site is not connected to any regional infrastructure. Foothills County is advancing plans for regional sanitary servicing, evaluating two options: a joint conveyance to the High River Waste Water Treatment Plant or a County-led Aldersyde Waste Water Treatment Plant, with the preferred alternative expected by year-end 2025 and construction proceeding into 2026. Until permanent infrastructure is available, wastewater will need to be managed through temporary measures such as pump-and-haul operations, with alternative solutions like on-site treatment units or septic systems considered if early occupancy occurs before upgrades are completed.

The intention for this site is to prepare development for the eventual connections to sanitary servicing. **Figure 16: Sanitary Servicing Concept** depicts intended alignments, which would ultimately have to be confirmed as regional servicing connections are likewise confirmed. As with the intended potable water alignment, a connection to the potential regional sanitary main alignment is envisioned along the primary entry site entry along 79 Street E. The specific design of the sanitary service network within the Outline Plan area shall be confirmed at the subdivision approval stage in accordance with County standards and regulations.

Policy 3.3.2.1	<i>The developer shall construct a sanitary servicing network within the Foothills Logistics Centre as generally illustrated in Figure 16: Sanitary Servicing Concept, to the satisfaction of the County.</i>
Policy 3.3.2.2	<i>All wastewater infrastructure shall be designed and constructed by the developer in accordance with the County's Development Agreement process, standards, and applicable regulatory approvals.</i>
Policy 3.3.2.3	<i>For any development on site occurring prior to the commencement of fully operational regional wastewater servicing connections, the developer shall provide temporary measures to manage wastewater on site to the satisfaction of the County.</i>
Policy 3.3.2.4	<i>The developer/landowner shall execute a Development Agreement to the satisfaction of the County for the construction of all necessary servicing infrastructure required to service the Plan Area and/or payment of off-site levies associated with the development of the servicing infrastructure which will benefit the development.</i>

FIGURE 17 | STORMWATER CONCEPT



3.3.3 Stormwater Management

This Outline Plan establishes a conceptual strategy, as originally produced by ISL Engineering, to establish how stormwater management will be accommodated for the first developmental phase within the Plan area. The concept design depicted in **Figure 17: Stormwater Concept** outlines locations for potential stormwater infrastructure that will facilitate effective site drainage.

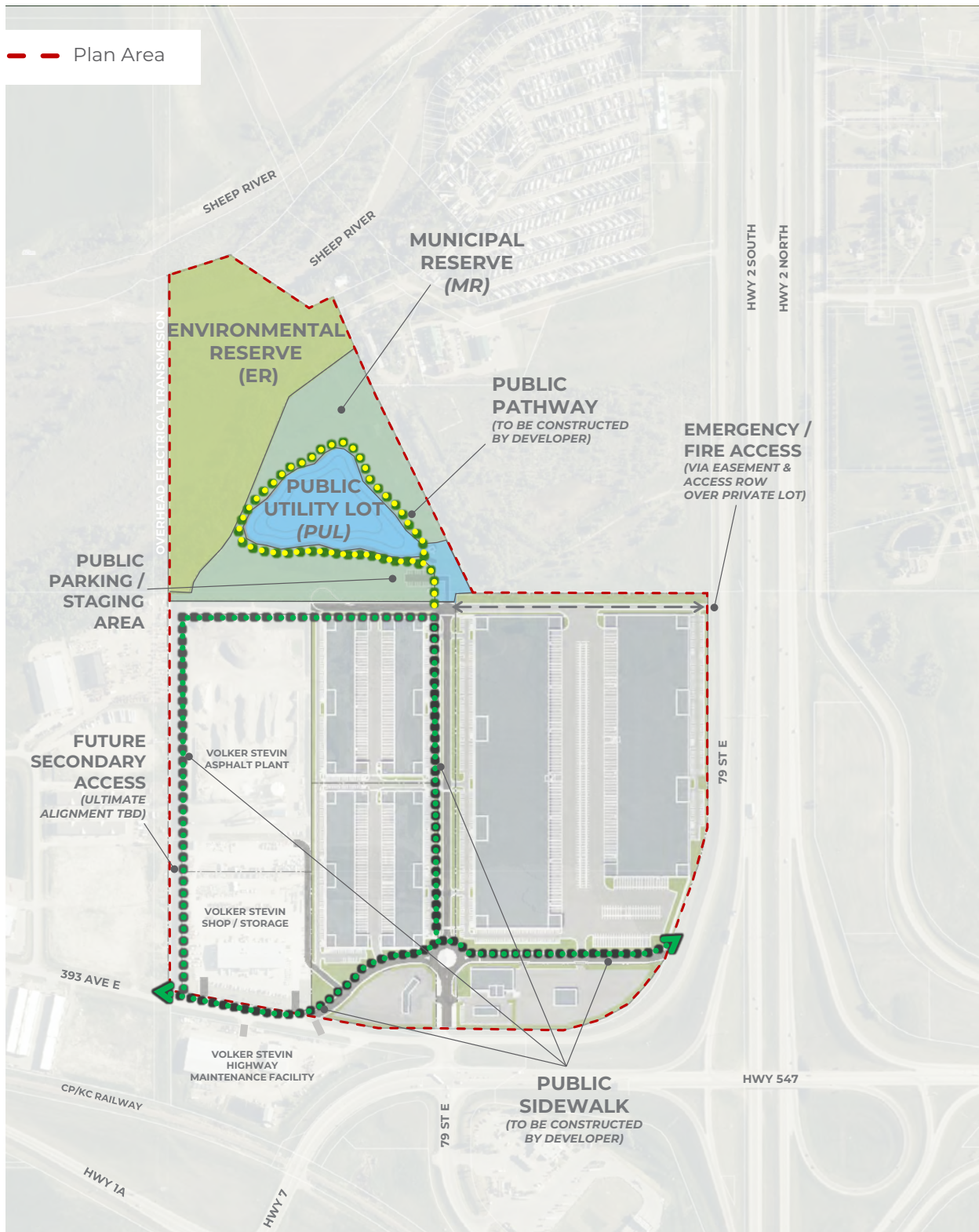
The site naturally slopes from south to north, and this natural gradient has been leveraged to minimize grading requirements. Accordingly, the stormwater pond has been positioned to the north side of the site to take advantage of this slope, allowing for gravity driven drainage and reducing overall earthworks. The stormwater pond is designed to manage increased runoff from site development, covering an area of 2.02 hectares. Its capacity is based on a controlled release rate of 5 liters per second per day. With a 5:1 side slope and maximum water depth of 1.5 m, the pond design maximizes storage efficiency and incorporates controlled discharge mechanisms for effective water management. This stormwater pond will be capable of accommodating the total runoff from the site, effectively eliminating uncontrolled discharge into adjacent areas. All discharge will be directed to the Sheep River in accordance with Alberta Environment quality standards.

The site's grading concept incorporates a minimum of 1% slope along roadways, facilitating proper water flow toward designated drainage points. Additional considerations include the use of low-impact development (LID) techniques, such as vegetative swales or permeable surfaces, where feasible, complying with Alberta Environment and Parks (AEP) and municipal stormwater management guidelines. Stormwater catchment areas have been conceptually planned around strategically placed catch basins to provide effective water retention and flow control. These catch basins will primarily be located within parking and shipment areas, where surface runoff will be directed into the storm system. The site's grading concept incorporates a minimum of 1% slope along roadways, facilitating proper water flow toward designated drainage points. Stormwater on site will be retained to be reused primarily for landscape irrigation. Other uses within buildings may be explored at the building design and implementation stages.

It is acknowledged that the stormwater facility depicted in the adjoining figure is conceptual only, and the developer will be required to provide a detailed stormwater management plan at the subdivision stage. All stormwater infrastructure will be designed and constructed by the developer in accordance with County standards and regulations.

<p>Policy 3.3.3.1</p>	<p><i>The developer shall construct a stormwater management system within the Plan area as generally illustrated in Figure 17: Stormwater Concept to the satisfaction of the County.</i></p>
<p>Policy 3.3.3.2</p>	<p><i>The design of the drainage system shall include a series of Best Management Practices (BMPs) designed in accordance with all applicable regulatory requirements and applicable engineering design standards to retain surface drainage within the site, improve its quality and eventually release it to downstream areas at pre-development rates.</i></p>

FIGURE 18 | OPEN SPACE CONCEPT



Policy 3.3.3.3	<i>All stormwater management infrastructure on site shall be designed and constructed by the developer in accordance with County engineering standards and provincial regulatory requirements.</i>
Policy 3.3.3.4	<i>The developer/landowner shall execute a Development Agreement to the satisfaction of the County for the construction of all necessary servicing infrastructure to service the Plan Area and/or payment of off-site levies associated with the development of the servicing infrastructure which will benefit the development.</i>
Policy 3.3.3.5	<i>Registration of overland drainage rights-of-way and easement agreements shall be provided by the developer at the subdivision stage to the satisfaction of the County.</i>
Policy 3.3.3.6	<i>The developer shall provide a detailed stormwater management plan that prioritizes stormwater recapture strategies on site at the subdivision stage to the satisfaction of the County.</i>

3.4 Open Space Considerations

The treatment of open space within the Plan area is intended to primarily accommodate requirements for development within the floodway zone of Sheep River, and to provide opportunities for relaxation and recreating within the remainder of the site. While landscaped areas in the internal areas of the business lots on site will be determined at the detailed design stage, pedestrian movement throughout the plan area will be accommodated via pathways, trails and sidewalks, as generally illustrated in **Figure 18: Open Space Concept**. Irrigation for landscaped areas is expected to be maintained through recapture of stormwater on site. Two (2) public areas of open space are proposed within the Outline Plan area as generally illustrated in **Figure 18: Open Space Concept**. These lands include Environmental Reserve (ER) and Municipal Land / Reserve (MLR) designations. These sites may be accessed via the north-south road alignment through the center of the site, with parking accommodated within the lands identified as MLR, adjacent to the stormpond and proposed emergency access to Country Lane Estates.

3.4.1 Environmental Reserve (ER) Lands

The 16.71 ac area directly south of the Sheep River at the northern portion of the plan area will be dedicated as Environmental Reserve (ER) and redesignated as Environmental Protection (EP) district to accommodate and adhere to the County and Province’s requirements for developing within the floodplain. The developer will prepare an Environmental Management Plan at the subdivision stage to describe the intended uses and maintenance requirements within the EP lands. Any activities within this area will be minimal (e.g. trail improvements, signage, etc.), and at the discretion of the Foothills County Council, as per the requirements of the *Municipal Government Act*.

Policy 3.4.1.1	<i>Environmental Protection (EP) land use area will be as generally illustrated by Figure 18: Open Space Concept.</i>
Policy 3.4.1.2	<i>All development activities within the Environmental Protection (EP) land use area must adhere to provincial regulations. The developer shall prepare an Environmental Management Plan for the EP land use area at the subdivision stage, to the satisfaction of the County.</i>



3.4.2 Municipal Land/Reserve (MLR)

The lands within Block 2, Plan 941 0556 not dedicated as Environmental Reserve (ER) or designated as a Public Utility Lot (PUL) will be dedicated as Municipal Reserve (MR) and redesignated as Municipal Land/Reserve (MLR) as illustrated in **Figure 18: Open Space Concept**. This 12.62 ac parcel will support passive recreational uses with features that may include pathways, benches, and playgrounds for the benefit and enjoyment of both nearby workers and residents, as well as providing a destination for the wider County community to visit. The developer will prepare a Landscaping Plan at the subdivision stage to ensure the specific plantings and pathway infrastructure meets the intent of the H2AASP's design standards. Costs required to construct the MLR space within the Plan area shall be provided by the developer.

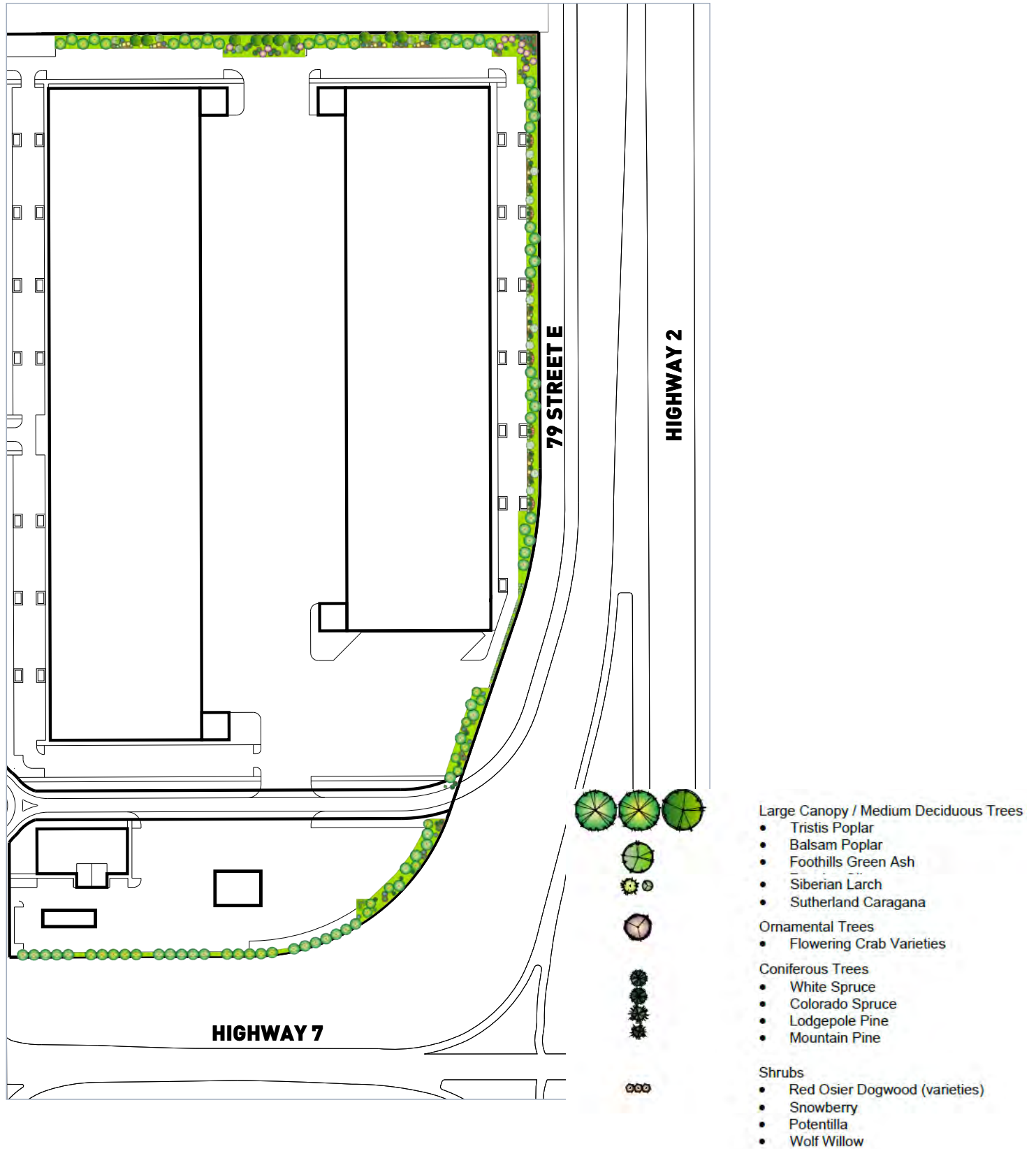
Pursuant to section 5.3.3 of the H2AASP, Foothills County staff have requested a developable lot as municipal reserve, in a location better situated to accommodate future development. In response to this, the developer and County staff have engaged in advanced discussions to provide an additional parcel along the south boundary of site, in addition to the MR dedication currently provided, should future development conditions be met. For more information on this arrangement, please see section 6.4.5 of this Outline Plan.

Table 6 – Proposed Municipal Reserve (MR) Disposition

	Area (±ha)	Area (±ac)
Total Plan Area	57.8	142.89
Gross Developable Area	51.07	126.19
MR Requirement (10% NDA)	5.11	12.62
Proposed Phase 1 MR Dedication	5.11	12.62
Future Phase(s) MR Dedication	0	0
Total MR Outstanding	0	0

Policy 3.4.2.1	<i>The developer shall prepare a Landscaping and Maintenance Plan at the subdivision stage to ensure the landscaping and pathway alignments adhere to the H2AASP's design standards.</i>
Policy 3.4.2.2	<i>All pedestrian infrastructure within the MLR area should be designed to meet City of Calgary standards, to the satisfaction of the County.</i>
Policy 3.4.2.3	<i>Consultation between the County and the developer shall occur prior to any subsequent land use and/or subdivision applications within the Outline Plan area being approved by the County, to ensure that the H2AASP's policies and the County's MLR policies are appropriately applied within this area to the satisfaction of the appropriate bodies.</i>

FIGURE 19 | LANDSCAPING / SCREENING CONCEPT



3.5 Highway Landscaping / Screening

To meet the standard for site screening adjacent to major roads and highways as outlined within the H2AASP Design Guidelines, a preliminary Landscaping / Screening Concept has been prepared to provide details for a landscape plan to be installed along portions of the north and east boundaries of the Outline Plan area, as illustrated in **Figure 19: Landscaping / Screening Concept**. The Landscape Plan is included as a technical report in this submission (see Section 7.0 of this Outline Plan), and can be viewed in greater detail separate from this figure. This Landscape Plan will incorporate stormwater recapture to irrigate a mix of trees and hardy, drought-resistant native plantings to provide an aesthetically pleasing site exterior facing out toward Country Lane Estates and Highway 2A. Future development phases will likewise be required to provide detailed Landscape Plans that assure alignment with the direction provided by the H2AASP Design Guidelines. Please note that the requirements for implementation of landscape screening is further detailed within Section 6.6.4 of this Outline Plan.

<p>Policy 3.5.1</p>	<p><i>The developer shall prepare a Landscaping and Maintenance Plan at the subdivision stage to address the landscaping and screening buffer to be constructed by the developer along the highway frontages as generally illustrated on Figure 19: Landscaping / Screening Concept, to the satisfaction of the County.</i></p>
<p>Policy 3.5.2</p>	<p><i>The developer shall prepare a Water Conservation Plan at the subdivision stage to demonstrate how the Landscaping / Screening Buffer will be maintained without the use of potable water provided by the municipality.</i></p>

3.6 Emergency Response Considerations

Fire response within the Outline Plan area will be coordinated through regional 911 / dispatch and provided in accordance with the existing intermunicipal agreements and established service areas.

Policing is expected from the RCMP Detachment in the Town of Okotoks with support from the Foothills County Community Peace Officers.

Emergency Response will be addressed by the 911 system with dispatch of ambulance service from the EMS facility in the Town of Okotoks.

The specific response details will be established at the subdivision stage.

POLICY | ALIGNMENT

4.0



4.0 Policy Alignment

The subject site receives its policy direction from two statutory policies, the Foothills County Municipal Development Plan 2010 (MDP), and the Highway 2A Industrial Area Structure Plan (H2AIASP).

4.1 Municipal Development Plan (MDP), 2010

The Foothills County MDP, adopted in 2010, is the preeminent land use planning policy for Foothills County, though it is superseded by impacting statutory policies at the regional and intermunicipal level. It is a strategic document that guides both statutory and non-statutory plans including the Land Use Bylaw (LUB), the Growth Management Strategy, District Plans, Area Structure Plans (ASPs), Area Redevelopment Plans (ARPs), Outline Plans, and more. The vision statement for the MDP is as follows:

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

The development proposed within this Outline Plan aligns with several of the MDP’s listed Principles for Planning, as outlined below:

4.1.1 Plan for Growth

- + **Highway 2A Corridor Industrial Development** – Not only is business development expected to continue in this area, it has been identified as the preferred area within the County for this type of development to preserve the rest of the County lands for preferred rural land uses.. The industrial development envisioned for the plan area capitalizes on investments made by the County to utilize this location to its full potential.
- + **Regional Economic Benefit** – The Highway 2A corridor is located within the Greater Calgary Area, which is one of the key economic hubs within Western Canada and is growing at an impressive rate—with no signs of slowing down. The Foothills Logistics Centre would capitalize on this location by providing a prime location to support the operations of regional automotive shipping routes.
- + **Catalyst for Growth and Connections** – As one of the first major commercial-industrial developments in the Highway 2A corridor, which is primed for rapid development once full water servicing is made available, the Foothills Logistics Centre can be a keystone project that sets the standard for circulation and design standards, and can operate in concert with existing large-scale operations such as the Cargill Protein Processing Plant and the Saddlebrooke Solar Farm.



4.1.2 Preserve Rural Character and Sustain Natural Capital

- + **Rural Identity** – The location of this project within the Highway 2A corridor will preserve the character of Foothills County by restricting industrial development to the area(s) the County has identified. By hosting operations in this location with the proper screening and setbacks along Highway 2, the County’s dark skies and rural vistas will be maintained—as well as the natural capital that they promote.
- + **Community Benefit** – The portion of the subject lands that fronts the Sheep River will be developed with the goal of giving something back to the wider community. While development will be limited to trail improvements in the flood management area, additional walking trails and recreational features will be provided, surrounding the proposed stormwater management facility.

4.1.3 Prioritize Environmental Conservation and Emphasize Area Improvements

- + **Riparian Buffer & Floodway Maintenance** – An appropriate edge treatment will be established adjacent to the Sheep River and the associated natural drainage areas within the subject lands, and any activity within the associated flood management zone will be suitable to the associated requirements.
- + **Preservation of Natural Features** – Development of the subject lands will be carried out thoughtfully to ensure the environmentally sensitive features, wildlife habitats, and natural capital within the site and its surrounding area are both respected and protected.
- + **Rehabilitation of Disturbed Lands** – As Volker Stevin has benefited from aggregate extraction operations in this space in recent

times, they are committed to not only returning the lands to their previous state, but improving upon them through both exciting economic opportunities and the creation of a recreational destination that the wider community can enjoy along the Sheep River.

4.1.4 Implement Innovative and Cost-Effective Infrastructure

- + **Improved Access and Transportation Connections** – New transportation infrastructure will be designed and constructed in accordance with the County's and the Province's applicable engineering design standards, and nearby stakeholders will continue to be engaged on how best to ensure positive connections to the surrounding area.
- + **Utility Servicing Supports** – The H2AISP contemplates a future long term regional style water distribution system to service the area and notes that all new developments must connect to piped water. With regional servicing projects expected to reach completion by 2026 (potable) and 2027 (sanitary), this proposed development represents an immediate and impressive return on this major investment from the County.

4.1.5 Incorporate Community Feedback through Clear and Open Engagement Process

- + **Transparent Presentation of Development Vision** – Surrounding residents and businesses have invested in the County and in their community, and they deserve to know what the future holds for the subject lands. As such, the project vision, with conceptual drawings to illustrate the intent, will be shared with them early and often.

- + **A Two-Way Dialogue** – To date, key area stakeholders have been informed of the project details and acknowledged what has been proposed. A formal open house event involving interested parties was held on February 13, 2025 to discuss the project and solicit feedback about technical issues and achieve measurable community support for the project.
- + **Highest and Best Use** – Communication and Engagement efforts will reflect the desire to achieve optimal land uses for the site which provide the greatest benefit to residents, businesses, and employees in and around the plan area.

4.1.6 Adhere to High Quality Development Practices and Aesthetic Standards

- + **Adherence to Design Guidelines** – The developer will adhere to the requirements set out in the H2AISP Design Guidelines to ensure the form of the Foothills Logistics Centre reflects an attractive and high-quality appearance. As the site is located in one of the H2AISP's designated 'Enhanced Areas,' site design will be held to a greater standard.
- + **Thoughtful Landscape Design and Screening Protocols** – Landscaping requirements, screening, and aesthetic standards will be developed with the understanding that this site is located directly adjacent to a major highway and will be visited by community members.
- + **Effective and Attractive Site and Building Design** – The developer has a strong portfolio of past projects that illustrate their understanding of attractive building articulation and variance, efficient use of space within the site, and pedestrian accessibility that they will draw upon in the design of this site.

FIGURE 20 | H2AISP FUTURE LAND USE CONCEPT

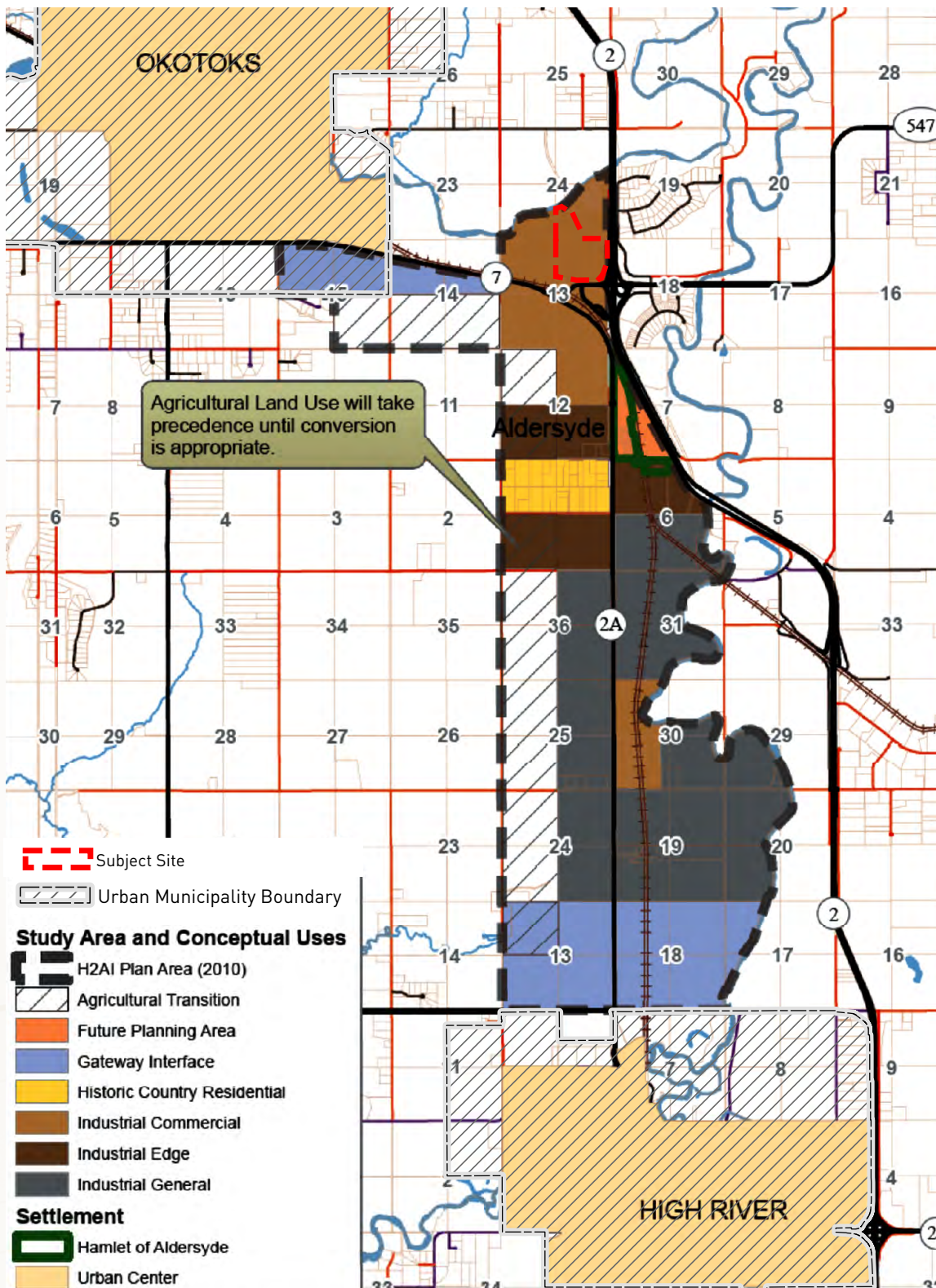


Figure taken from Highway 2A Industrial ASP, p. 26

4.2 Highway 2A Industrial Area Structure Plan (ASP), 2011

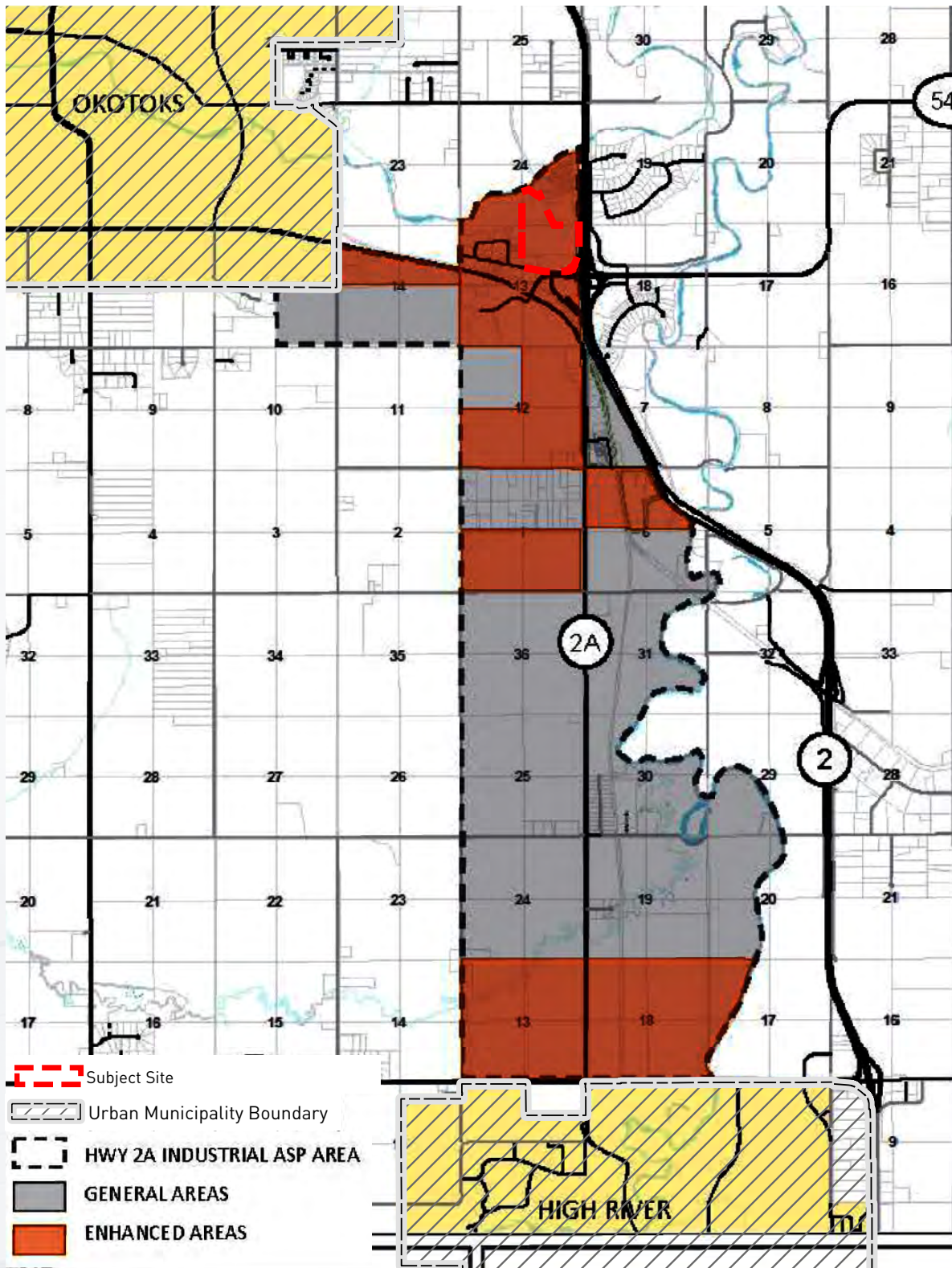
Foothills County adopted the H2A IASP in October 2010 to establish a development strategy for the Highway 2A corridor extending between the Towns of Okotoks and High River. The objective of this ASP is to establish a sub-regional business corridor for surrounding communities, spurring economic opportunity within the area for various industries and neighbouring municipalities.

The Outline Plan area is located near the northern boundary of the Highway 2A Industrial ASP (H2A IASP) plan area. The H2A IASP is critical for Foothills County, as it aims to centralize the commercial, industrial and business opportunities in a key corridor supported by strong transportation and infrastructure connections—and in doing so, allows the remainder of the County to more effectively preserve its dark skies, rural vistas, and conservational approach.

The overall vision for the H2A IASP policy area is to ensure socially, economically, and environmentally sound development opportunities for the residents and businesses that choose to locate within the 2A corridor. The H2A IASP accomplishes this by developing its goals and objectives through a strong emphasis on sustainability and the Triple Bottom Line, which gives equal focus to Social/Cultural elements, Environmental elements, and Economic elements.

In observation of a 'Triple Bottom Line Approach,' 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.

FIGURE 21 | H2AISP DESIGN GUIDELINES AREAS



The Land Use Concept for the H2AIIASP designates the subject lands as an Industrial Commercial (IC) policy area, which 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 complementary. The uses that this application proposes are aligned with this policy direction, and would complement the existing adjacent uses seen in both Warner Business Park to the west and the Petro-Canada truck stop to the south.

Additionally, the H2AIIASP Design Guidelines indicate that the subject lands are designated as an Enhanced Area, as shown on the H2AIIASP Design Guidelines Areas. As such, we understand that this application will be subject to a higher standard and carries additional design standards than the balance of the H2AIIASP policy area designated as General Areas. Some areas where these greater requirements are reflected are in elements such as aesthetic standards, pedestrian accessibility, building design, and landscaping requirements.

The policies of the H2AIIASP direct growth within the plan area in a logical, efficient, and sustainable manner through the provision of measurable and achievable goals, objectives, and policies. The ASP looks to ensure that development in the Plan area benefits the County as a whole. Further, the H2AIIASP recognizes that continued development within the 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 growth. Future development within this Outline Plan is expected to adhere to the H2AIIASP's Guiding Principles, which are captured in the policy's overall vision:



Individual objectives pertaining to each foundation of this Triple Bottom Line Approach are listed within the H2A IASP. The following section addresses how these will be enacted within the Foothills Logistics Centre:

4.2.1 Social/ Cultural Goals and Objectives

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.”

- + The Outline Plan includes an open space area with attractive park features and connections to the Sheep River, for the benefit of employees of the Foothills Logistics Centre’s businesses as well as the surrounding community.

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.”

- + The Outline Plan includes a concentration of industrial services at its heart, with immediate connections to commercial uses to the south and recreational open space uses to the north, and connective pathways that link the entire site.

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.”

- + The Outline Plan includes open spaces for users to enjoy and recreate throughout the site, with an expansive park space to the north that enhances connections into the Sheep River ER area.



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”

- + The Outline Plan incorporates inviting gateway features along the entry to 393 Avenue in the south and a passive recreational connection to Country Lane Estates to the north, while providing an attractive and aesthetically pleasing edge along Highway 2 at its eastern boundary.

4.2.2 Environmental Goals and Objectives

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.”

- + The Outline Plan provides for the efficient capture, storage, and purposeful usage of stormwater on site for internal irrigation wherever possible.

Open Spaces

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

- + The Outline Plan respects all environmentally sensitive areas identified through the Biophysical Impact Assessment, and any historically significant assets uncovered through the Historical Resource Impact Assessment, while providing improvements to the programming and access of the Sheep River’s flood-prone area on site. Additionally, the Outline Plan reclaims and restores this site from its previous aggregate resource extraction uses.

Transportation Options

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

- + The Outline Plan provides suitable pedestrian connection options for the movement between various uses on site and enhances connection to the Sheep River, and will support any future public transit options identified by the affected municipalities to and from the Hamlet of Aldersyde, and/or the Towns of Okotoks and High River.

4.2.3 Economic Goals and Objectives

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.”

- + The Outline Plan enables the development of both industrial and commercial uses with an environmentally sensitive site design. The specific business uses intended for the site are regional in focus, and will be a catalyst for further economic growth in the 2A corridor.

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.”

- + The Outline Plan improves the existing transportation infrastructure by establishing stronger connection to Country Lane Estates to the north and enhancing the intersection and primary site entry along 393 Avenue at its south boundary.

Utilities and Servicing

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

- + The Outline Plan provides an immediate return on a substantial investment the County is making in its water and wastewater servicing, as a major development on a large assembly that will tie in to servicing from the moment it connects to site.

4.2.4 Policy Area

In addition to adhering to the foundational objectives listed within the H2AASP, the Outline Plan adheres to the Industrial Commercial (IC) policy area, which is intended to allow industrial and commercial forms of development to take place proximate to one another in a manner that is mutually beneficial and complementary.

To ensure compliance with the IC policies contained within the H2AASP, the following measures of policy will also apply directly to this Outline Plan’s context:

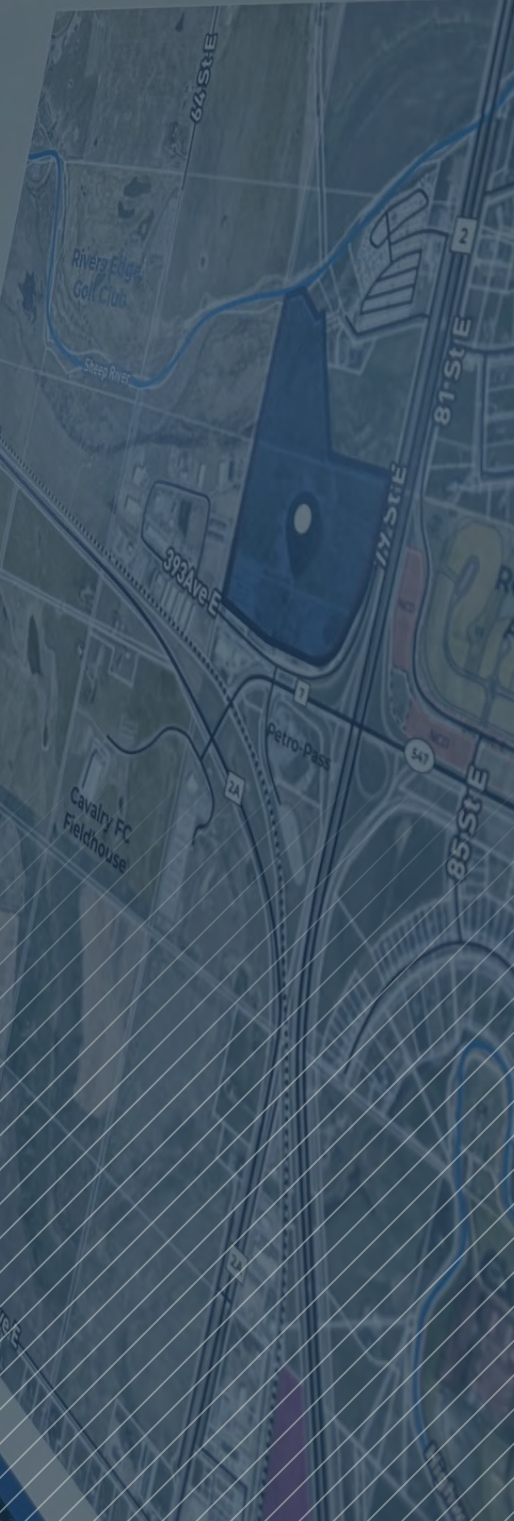
Policy 4.2.4.1	<i>All industrial activity shall be contained indoors within the Industrial Commercial areas, unless outdoor activity is deemed ancillary or appropriate by the Approving Authority.</i>
Policy 4.2.4.2	<i>Outdoor storage in Industrial Commercial areas is not permitted unless screened in accordance with the ‘Enhanced Design Guidelines’ found within the H2AASP Design Guidelines.</i>



COMMUNITY CONSULTATION

Opportunities

- The existing Highway 2A Industrial Area Structure Plan policy supports the uses proposed at this site
- The site has excellent highway frontage and visibility that can support inter-regional scale goods movement routes
- Foothills County is constructing water and wastewater services within this area that this project would be able to effectively tie into
- The project is a relatively large assembly of land that provides the opportunity to plan comprehensively for both industrial and recreational uses
- Development on this site can improve access and roadway connections to the Sheep river and County Lane Estates.
- The site is ideally suited to accommodate a planned commercial/industrial development in accordance with local policy and in support of nearby businesses.



5.0 Community Consultation

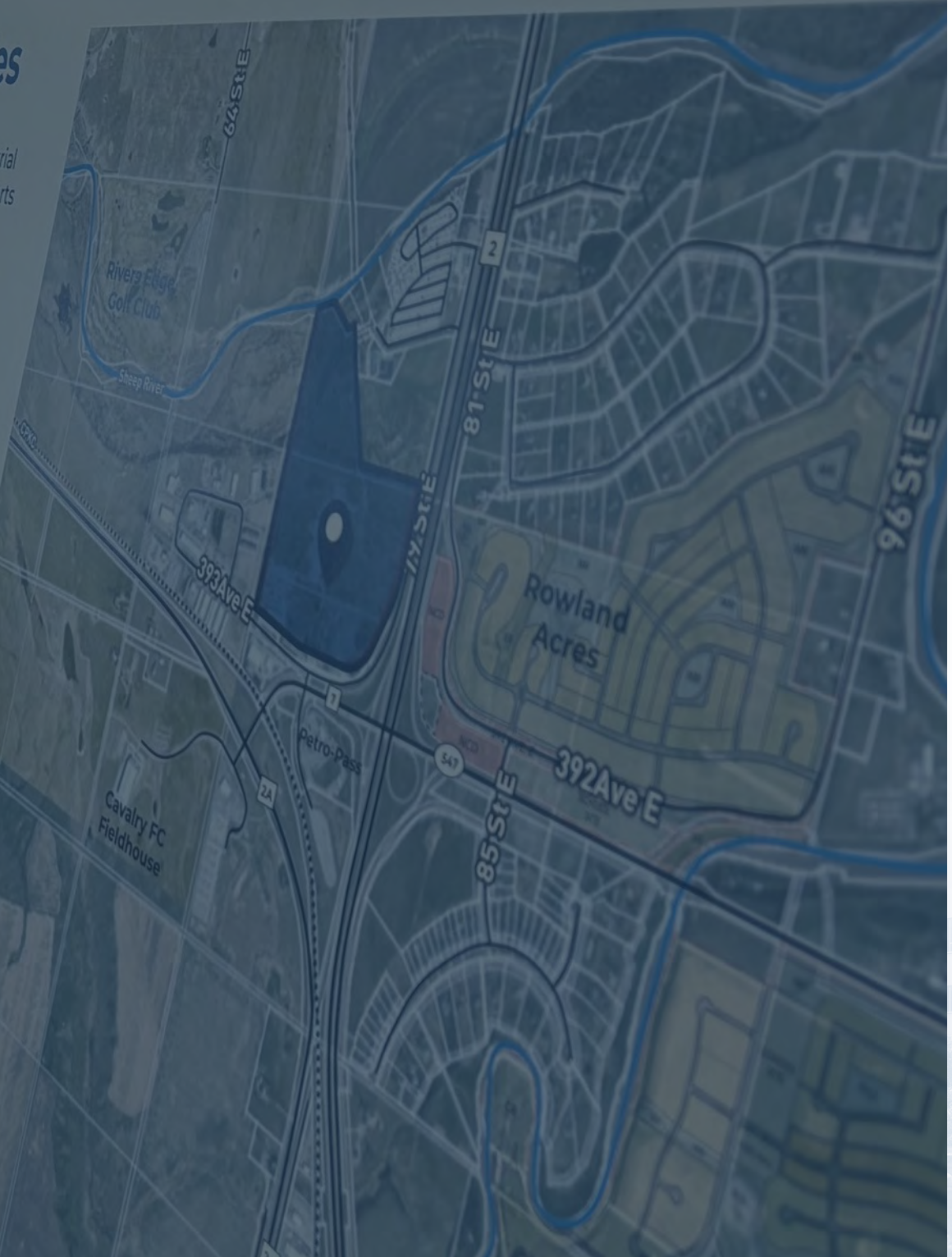
The proponents of the Foothills Logistics Center are committed to ensuring the implementation of a commercial and industrial development, as contemplated by this Outline Plan, respects the interests of adjacent landowners and local stakeholders. Multiple outreach efforts have been undertaken prior to the submission and presentation of this Outline Plan to connect with local communities in order to lend their feedback, consideration, expertise, and experience to the project.

Prior to submitting the Outline Plan application, the landowner engaged local governments, businesses, communities and other interested parties to provide notice of the proposed development and extend an opportunity to share preliminary information and intent. These efforts included:

- + The project team attended two separate meetings with key staff at Foothills County (October 21, 2024) and the Town of Okotoks (January 22, 2025) with a presentation on the intended development to discuss suitability and solicit feedback.
- + A targeted email / phone campaign to nearby businesses and residents highlighted by Warner Business Park and Country Lanes Estates (January 2025), providing information about the project and inviting them to meet with the project team to share further details, respond to questions and collect feedback. Responses were positive, and no requests for additional meetings were made.
- + On February 13, 2025, B&A and VolkerWessels hosted a public open house at the Foothills Regional Field House (125 Field House Dr E, Aldersyde, AB) to display and discuss project information and engage the local community about the project in-person. Prior to this, the event was advertised via temporary outdoor signs, postcard mail-outs to addresses proximal to the subject site, and emails to local businesses and other identified key audiences.
 - » The public open house event was well-attended, with approximately 25-30 attendees providing generally positive feedback. Most responded very well to the transition for the site out of its current aggregate extraction use, and were particularly excited by the intended commercial uses to the south and the provision of a public open space to the north. From a design perspective, the south site entry from 393 Avenue – and associated stacking distance, connectivity to Country Lane Estates – was identified as the key point of emphasis.

Opportunities

- The existing Highway 2A Industrial Area Structure Plan policy supports the uses proposed at this site
- The site has excellent highway frontage and visibility that can support inter-regional scale goods movement routes
- Foothills County is constructing water and wastewater services within this area that this project would be able to effectively tie into
- The project is a relatively large assembly of land that provides the opportunity to plan comprehensively for industrial and recreational uses
- Investment on this site can improve roadway connections to Highway 2A and County Lane
- The site is well suited to mixed commercial development in accordance with policy and in various uses.



- + In the period following the Open House, it was communicated to the project team that many of the lot owners at Country Lane Estates were not able to attend due to seasonal occupancy patterns, with most of the owners unavailable during winter months. The team coordinated with the ownership group to organize a second in-person event, held in the event space of Country Lane Estates, to review project details and answer question from the ownership group.
- » The meeting with Country Lane owners was held on September 19, 2025, with over 60 attendees. The material was primarily a review of what was shared during the February Open House, with a more formalized panel-style Q&A session. This session went over an hour with most questions centered around impacts to localized road circulation and access; site security and monitoring; and potential end uses and tenants.
- » Despite entering into the meeting with concerns, Country Lane owners responded very positively to the information relayed to them and showed interest in the opportunities being explored through the project. Owners expressed a desire to be kept informed of the planning approvals process, and all were directed to our mailing list. Materials from the Owners Meeting (slides used for the presentation boards and an FAQ document) were circulated to everyone on the mailing list in the days following the event.

Following the Open House and Owners Meeting, the project team is committed to providing regular updates to the community about the status of the application and approval process. Our project team requested emails for a mailing list that we will use to keep interested parties informed as the project moves on to subsequent phases.

More details on Engagement efforts associated with this project can be found in the Engagement Report, as referenced in Section 7.0 of this Outline Plan.



6.0

IMPLEMENTATION |



6.0 Implementation

6.1 Implementation Process

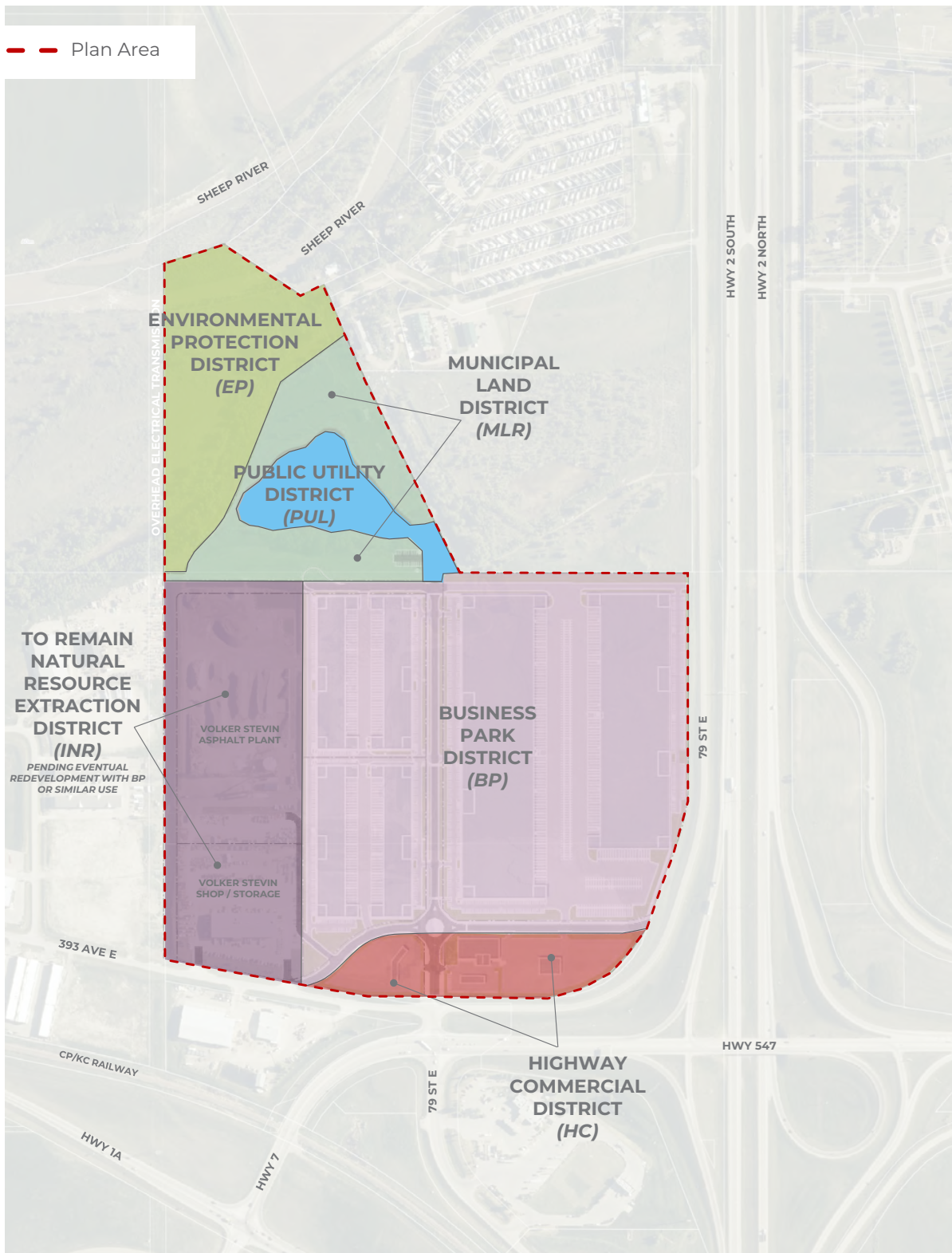
The purpose of this Outline Plan will establish expectations to guide the implementation of the **Foothills Logistics Centre**. Adoption of this Outline Plan will occur following a public hearing in accordance with the requirements of the *Municipal Government Act*.

The Plan establishes a non-statutory policy framework that should be considered prior to subsequent consideration of land use amendment and/or subdivision applications for commercial and industrial development with the Plan Area.

Implementation of subdivision and future development permits within the **Foothills Logistics Centre** is proposed to be considered following initial approval of the Outline Plan.



FIGURE 22 | PROPOSED LAND USE



6.2 Proposed Land Use

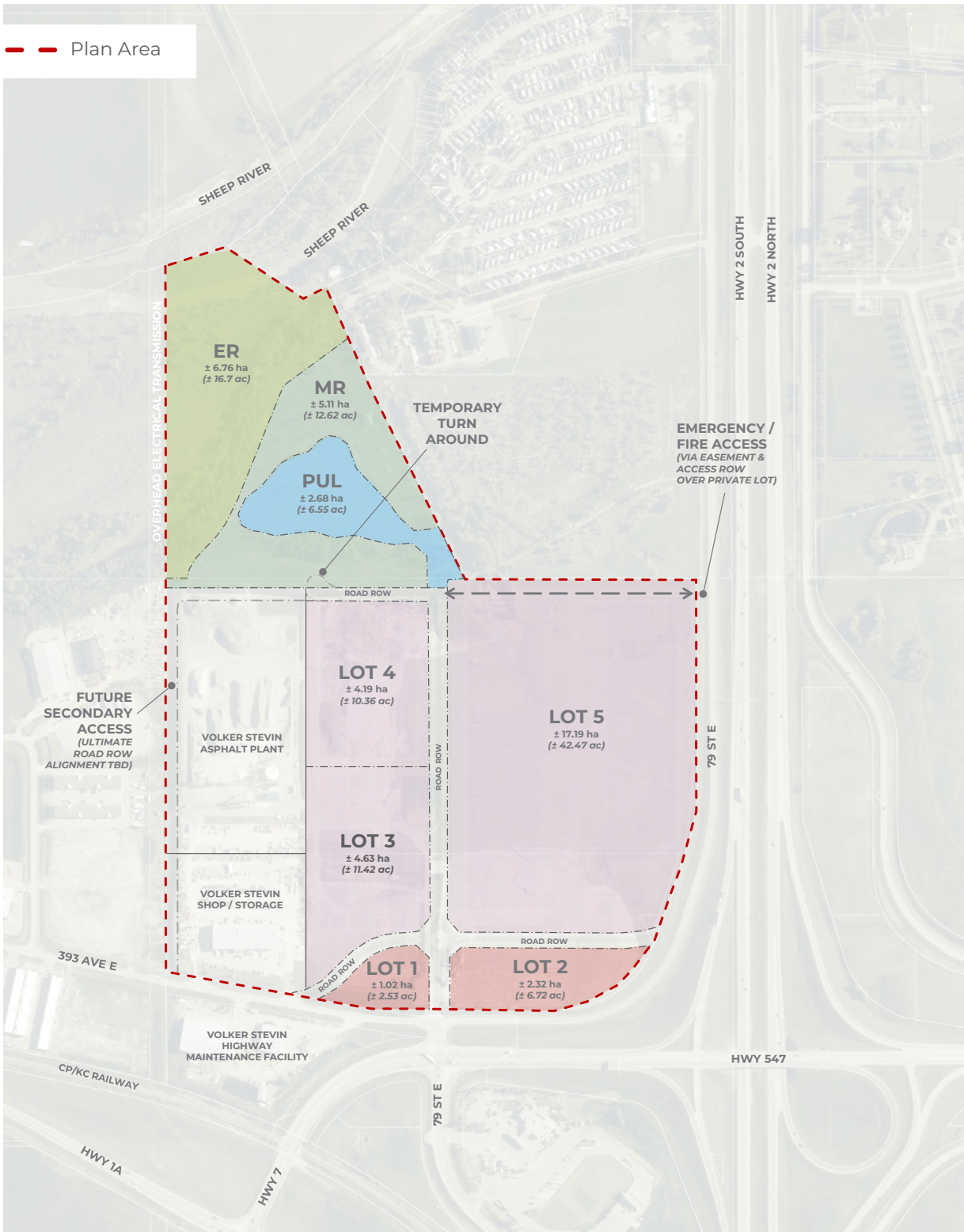
Land use within the Plan area will be assigned by Council in accordance with the Foothills County Land Use Bylaw. The developer's intent is to have Council consider the required land use changes within the site concurrently with the project's overall Outline Plan phasing strategy. As noted, the anticipated implementation of land use within the Plan area is illustrated on **Figure 22: Proposed Land Use** with general considerations described as follows:

- + Commercial and industrial areas of the project will be designated Business Park (BP) or Highway Commercial (HC) District, which requires specific development matters to be addressed at the subdivision stage regarding geotechnical matters, stormwater management considerations, and installation of water and sewage treatment systems;
- + Lands dedicated as Municipal Reserve will be designated as Municipal Land/Reserve (MLR) District;
- + The Public Utility Lot parcel will be designated Public Utility District (PUL);
- + Lands dedicated as Environmental Reserve will be designated as Environmental Protection (EP) District, and will be protected against development as determined in both County policy and Provincial regulations.
- + The existing asphalt plant and associated industrial buildings will remain Natural Resource Extraction (INR) District - and are expected to remain operational for the next 20+ years. At such time these facilities are decommissioned, it is anticipated that the developer will request these lands be designated Business Park (BP) District (or similar land use) and be subsequently redeveloped in accordance with the provisions of the LUB / H2A/ASP.

Policy 6.2.1

*The implementation of land use within the Plan area is anticipated to be assigned by Council as generally illustrated by **Figure 22: Proposed Land Use**.*

FIGURE 23 | PROPOSED SUBDIVISION



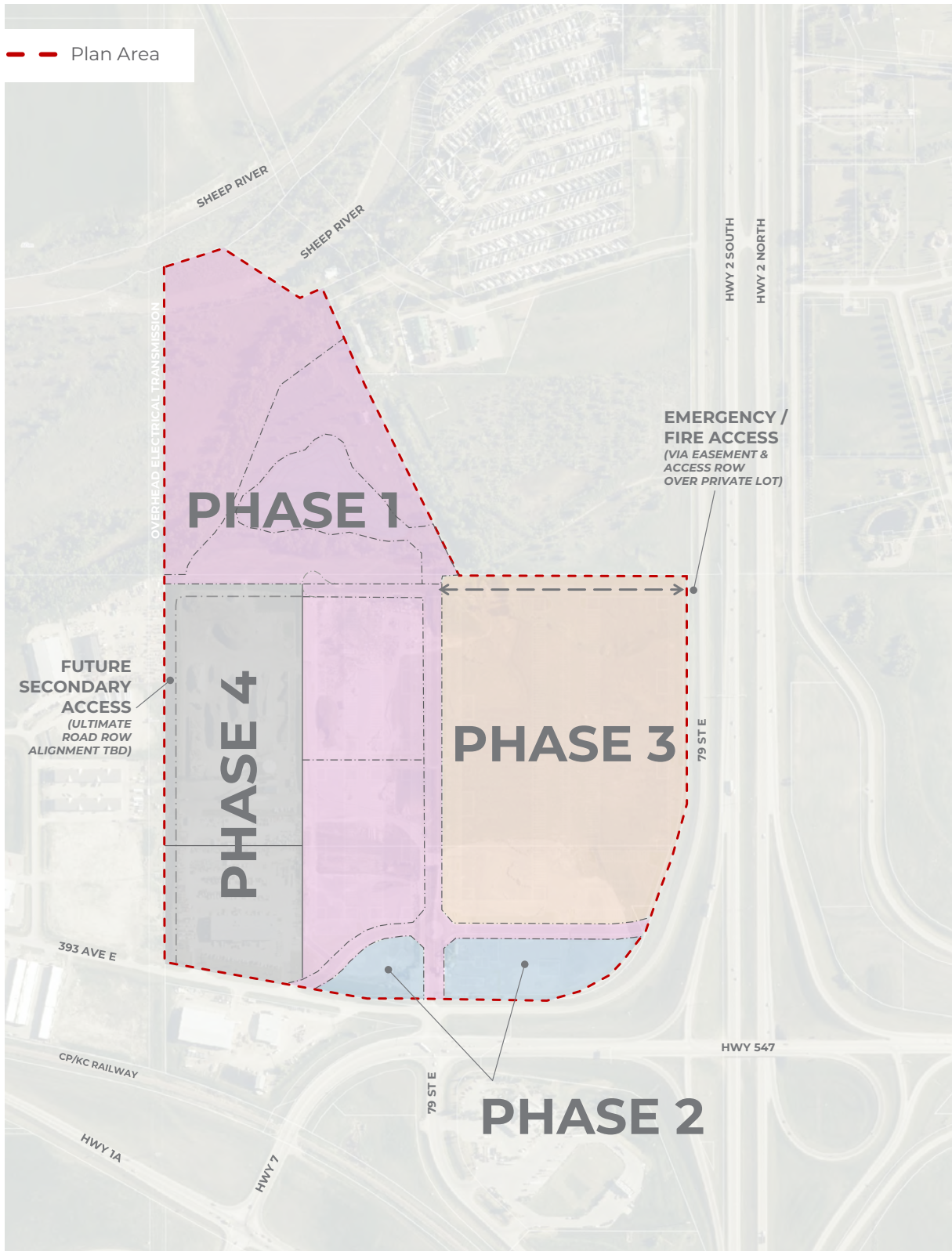
6.3 Proposed Subdivision

Implementation of subdivision within the plan area is expected to occur as generally illustrated by **Figure 23: Proposed Subdivision** according to specific development criteria described as follows:

- + Three (3) lots with specific parcel sizes as per the Business Park (BP) districts policies and regulatory provisions of the Municipal Development Plan, the H2AASP and the Foothills County Land Use Bylaw. It is noted each of the three (3) lots may be further subdivided subject to market demands.
- + Two (2) lots with individual lot sizing as per the Highway Commercial (HC) districts policies and regulatory provisions of the Municipal Development Plan, the H2AASP and the Foothills County Land Use Bylaw.
- + One (1) Public Utility Lot
- + Implementation of all required transportation and utility servicing infrastructure.
- + Dedication of Environmental Reserve (ER) and designation as Environmental Protection (EP) district, and; dedication of Municipal Reserve (MR) as Municipal Land Reserve (MLR) district.
- + As noted in section 2.3 of this Outline Plan, Development Permit 23D 024 attends to the remediation of NE 13-20-29-W4 and Lot 2, Block 4, Plan 121 3109, which states that reclamation of the land will not be deemed complete until the landowner provides proof of acceptance from Alberta Environment. The developer has engaged Alberta Environment to receive this approval and understands that this will be required as a condition of the proposed subdivision. This will fulfill the intent of section 10.1.6 of the H2AASP.
- + Initial subdivision is expected to create fee simple ownership with certain administrative oversight provided by the BLOA, as addressed in Section 6.5 of this Outline Plan. Should the developer decide to pursue an alternative form of ownership (eg. condominium), the developer will do so in consultation with the County.

Policy 6.3.1	<i>Subdivision is expected to proceed within the Plan area as generally illustrated by Figure 22: Proposed Subdivision.</i>
Policy 6.3.2	<i>The developer shall provide proof of reclamation and rehabilitation of the lands identified in Development Permit 23D 024 at the subdivision stage, to the satisfaction of Alberta Environment, the County, and other approving bodies.</i>
Policy 6.3.3	<i>Subdivision shall be subdivided to create fee simple ownership of lots in Outline Plan area with administrative oversight granted to the Business Lots Owners Association. In the event the developer decides to pursue an alternative form of ownership, the developer shall do so to the satisfaction of the County.</i>

FIGURE 24 | ANTICIPATED DEVELOPMENT PHASING



6.4 Development Phasing

Development within the Foothills Logistics Centre is expected to proceed in phases as generally illustrated by **Figure 24: Anticipated Development Phasing**.

Phases 1, 2 & 3 of the proposed development program is intended to be inclusive of all the land captured within the plan area that is not currently supporting existing asphalt plant operations. The 'Future Development Phase' (i.e., Phase 4) contemplates the eventual decommissioning of the existing asphalt plant with the site redeveloped with future uses in accordance with the Business Park District (BP) of the County's land use bylaw (or similar land use).

The expected lifespan of the asphalt plant operations is currently projected at 20+ years, due to a combination of factors including, but not limited to, the recency of construction of structures on these parcels, the strategic location for refining aggregate in the surrounding region, and the strategic location for supplying asphalt to construction projects in the surrounding region.

The separation of development phases within the Outline Plan area will provides a gradual approach to development of the overall site, and will accommodate the provision of required transportation, utility servicing, and stormwater management infrastructure as illustrated and described generally in the following sections.

<p>Policy 6.4.1</p>	<p><i>Development within the Plan area is anticipated to proceed in development phases as generally illustrated on Figure 24: Anticipated Development Phasing.</i></p>
<p>Policy 6.4.2</p>	<p><i>Revisions to the anticipated development sequencing may proceed without the need for an amendment to this Plan provided the developer can demonstrate that all required infrastructure can be accommodated.</i></p>
<p>Policy 6.4.3</p>	<p><i>The specific alignment of the Emergency Access to 79 Street E within the northeast portion of the Plan area may have interim locations to accommodate the phased construction of warehouse logistics facilities, to the satisfaction of the County.</i></p>

6.4.1 Development Phase 1:

Phase 1 of the project is expected to include the following:

- + Creation of two (2) developable Business Park District (BP) lots, one (1) Public Utility Lot District lot, dedication of one (1) Municipal Land Reserve District (MLR) parcel, and one (1) Environmental Protection District (EP) parcel, as depicted in **Figure 23: Proposed Subdivision**.
- + Dedication and construction of public road ROWs and approaches as required to provide access to the Phase 1 business lots and the MR, ER, PUL parcels.
- + Construction of utility servicing and stormwater management infrastructure required to service the Phase 1 area.
- + Construction of an interim 'Emergency Access' across the northeast portion of Plan area to provide an emergency connection for the Phase 1 business lots to 79 Street E.

Intended access and internal circulation for the Phase 1 development (and the existing asphalt plant and highway maintenance facility) is illustrated by **Figure 14: Transportation Concept**.

6.4.2 Development Phase 2:

Phase 2 of the project is expected to include the following:

- + Creation of two (2) developable Highway Commercial District (BP) lots within the southern portion of the Plan area, as generally depicted in **Figure 23: Proposed Subdivision**.
- + Construction of all road approaches, utility servicing, and stormwater management infrastructure required to support the Phase 2 area.
- + Consideration of a potential Service District (SD) parcel as described in Sections 6.4.5 and 6.4.6 of this Outline Plan.

Intended access and internal circulation for the Phase 2 development is illustrated by **Figure 14: Transportation Concept**.

6.4.3 Development Phase 3:

Phase 3 of the project is expected to include the following:

- + Creation of one (1) or more developable Business Park District (BP) lots within the eastern portion of the Plan area, as generally depicted in **Figure 23: Proposed Subdivision**.
- + Construction of all road approaches, utility servicing, and stormwater management infrastructure required to support the Phase 3 development area.
- + The 'Emergency Access' developed in support of Phase 1 will be modified to utilize a drive aisle across the north portion of the Phase 3 area.

Intended access and internal circulation for the Phase 3 development is illustrated by **Figure 14: Transportation Concept**.

6.4.4 Development Phase 4:

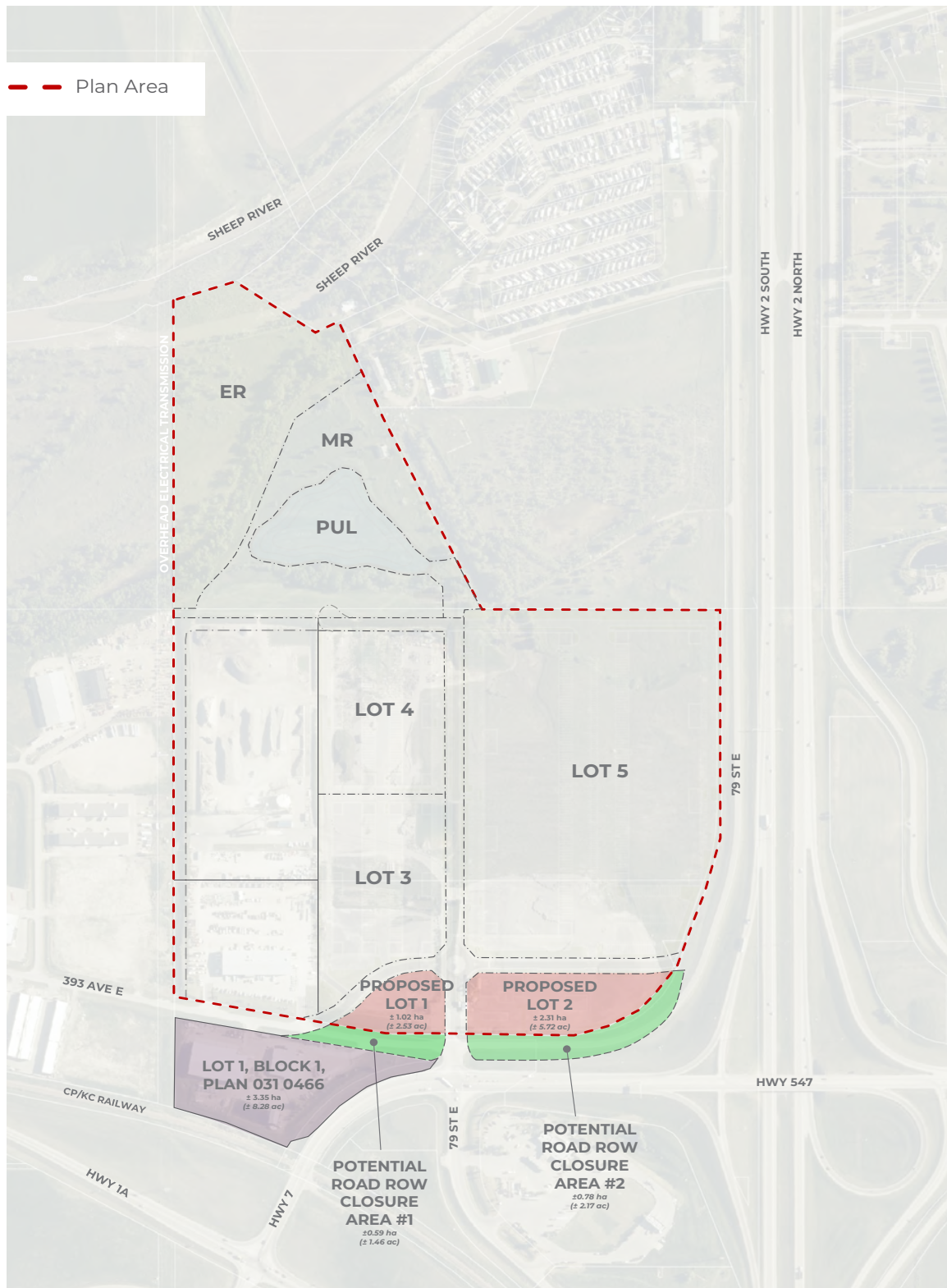
The final 'Future Development Phase' (i.e., Phase 4) of the project is expected to include the following:

- + Decommissioning and removal of the existing asphalt plant.
- + Creation of one (1) or more developable Business Park District (BP) lots (or similar land use) within the western portion of the Plan area, as depicted in **Figure 23: Proposed Subdivision**.
- + Dedication and construction of all required transportation, utility servicing, and stormwater management infrastructure.
- + The 'Secondary Access' road ROW will be dedicated and constructed within the Phase 4 area - with the exact location and alignment to be determined at the Phase 4 redevelopment stage.
- + The 'Emergency Access' onto 79 Street E within the Phase 3 area is expected to remain.

Intended access and internal circulation for the Phase 4 development is illustrated by **Figure 14: Transportation Concept**.



FIGURE 25 | POTENTIAL ROAD ROW CLOSURES



Concept for discussion purposes only, all potential alignments shown are subject to change.

6.4.5 Potential Road ROW Closures

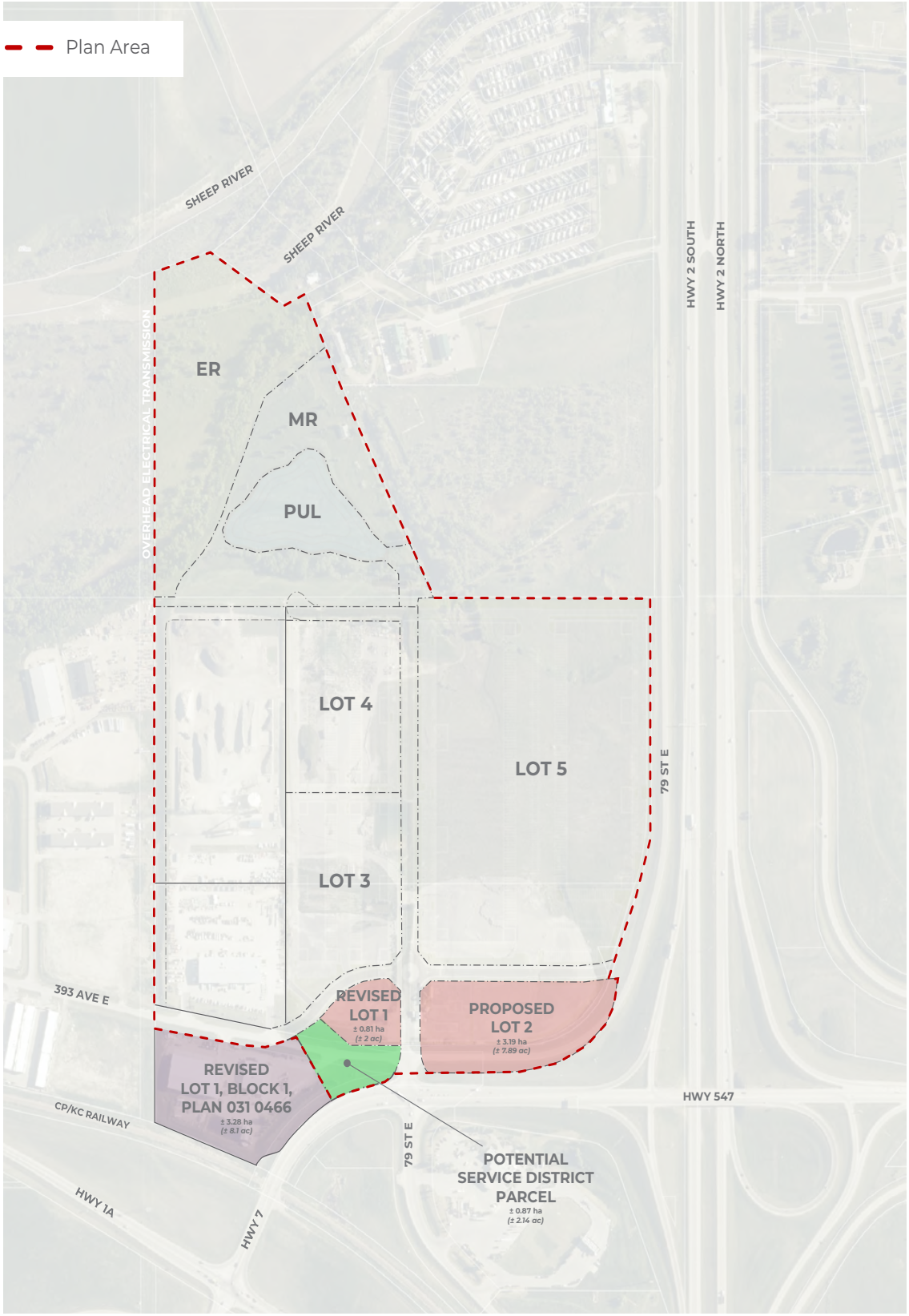
The proposed realignment of the 79 Street E / 393 Avenue E highway frontage road within this Outline Plan area provides an opportunity to potentially close and re-purpose the redundant portions of road ROWs, as shown in **Figure 26: Potential Road ROW Closures**.

In order to do so, Council must adopt a road closure bylaw in accordance with Section 22 of the *Municipal Government Act*. Prior to adopting such a bylaw, Council must first hold a public hearing to provide affected parties with opportunity to provide feedback. Likewise, the Minister of Transportation and Economic Corridors (ATEC) needs to approve the road closure bylaw prior to Council adopting second and third reading.

The developer contemplates advancing a road closure bylaw request concurrently with the Phase 2 development program contemplated by this Outline Plan. Assuming the road closure bylaws are approved by Council and the Minister of ATEC, these areas could be sold to the developer for the purposes of consolidation into proposed Lots 1 & 2 and potentially with existing Lot 1, Block 1, Plan 031 0466, as shown in **Figure 26: Potential Road ROW Closures**.

As part of this process, there is potential to establish a Service District (SD) parcel within the southwestern portion of the Outline Plan area which the County potentially could use to develop an Emergency Services Facility. This opportunity is described in the next section.

FIGURE 26 | POTENTIAL SERVICE DISTRICT PARCEL



Concept for discussion purposes only, all potential alignments shown are subject to change.

6.4.6 Potential Service District Parcel (SD)

During discussions between the developer and Foothills County staff in advance of the submission of this Outline Plan, County staff expressed an interest in acquiring a parcel at the southwestern boundary of the plan area to accommodate a Service District (SD) parcel, potentially to support the future development of a municipal Emergency Service Facility. The developer indicated an openness to working with the County to accommodate this request.

As discussed in the previous section, portions of the existing 79 Street E and 393 Avenue E road rights-of-way will become redundant given the proposed realignment of this roadway proposed by this Plan. Accordingly, there is opportunity for approximately 3.6 ac of existing road ROW that has potential to be repurposed - assuming Council and the Province approve a road closure bylaw affecting same.

Figure 26: Potential Service District Parcel illustrates a strategy to close these portions of road ROW for the purposes of consolidation with the adjacent parcels. The closed ROW situated on the east side of the 79 Street E / Highway 547 intersection could be consolidated with the proposed Lot 2 Highway Commercial District (HC) parcel. Similarly, the closed ROW on the west side of the 79 Street E / Highway 547 intersection could be consolidated with the proposed Lot 1 Highway Commercial District (HC) parcel. Subsequently, the developer and the County could partner to subdivide the proposed Lot 1 HC parcel and the existing Lot 1, Block 1, Plan 031 0466 to create a new approximately 2.3 ac Service District parcel. In this fashion, the County could create the Service District (SD) parcel without the need to utilize municipal reserve (MR) dedication.

Implementation of this potential SD parcel would conditional upon the closure of the redundant road ROWs which would required further direction from County administration, Council, and the Minister of ATEC. As such, the proposed redesignation of the potential Service District Parcel has not been proposed at this time. Notwithstanding, the proponent of this Outline Plan acknowledges that this opportunity needs to be addressed prior to (or as part of) the Phase 2 development program including the proposed Lot 1 & 2 Highway Commercial (HC) District parcels. At that time, should Council wish to proceed with this SD parcel, the developer will apply to close the redundant road ROWs and amend the Land Use Bylaw to permit the SD parcel.

<p>Policy 6.4.6.1</p>	<p><i>Prior to (or as part of) the Phase 2 development program, the developer will consult with Administration regarding the potential to establish a Service District (SD) Parcel as conceptually illustrated on Figure 26: Potential Service District Parcel.</i></p>
<p>Policy 6.4.6.2</p>	<p><i>If the County is amenable, the developer will apply to establish a Service District (SD) parcel in accordance with the Land Use Bylaw and will subsequently apply to subdivide an appropriately-sized SD parcel.</i></p>

6.5 Business Lot Owner’s Association

The developer will establish a Business Lot Owner’s Association (BLOA) at the subdivision stage. The purpose of the BLOA will be to undertake other landscaping, maintenance, and other administrative functions as required by this Plan as affecting privately-owned lands within the Plan area.

The BLOA will be responsible for undertaking a cohesive site maintenance plan for site features and operations. The aspects that this plan may include, but not be limited to, the following:

- + Engaging a recognized waste management provider and managing a contract with them for services on site;
- + Landscaping and maintenance of landscaped spaces on site;
- + A water conservation strategy, as required by policy 3.5.2 of this Outline Plan;
- + A snow removal and storage strategy;
- + A strategy for site security and maintenance;
- + Site signage, lighting, fencing, and other physical features.

Policy 6.5.1	<i>A Business Lot Owner’s Association (BLOA) shall be established at the subdivision stage for the purposes of maintaining the administrative duties required by this plan.</i>
Policy 6.5.2	<i>The BLOA shall establish a cohesive plan that attends to landscaping, water conservation, waste management, maintenance, lighting, signage, common storage, and snow removal on site, to the satisfaction of the County and appropriate approving bodies.</i>
Policy 6.5.3	<i>Design of pathway sections will be determined at subdivision stage, to the satisfaction of the County.</i>

6.6 Architectural Design Considerations

As previously described in this Plan, the configuration of commercial and industrial lots shall be in accordance with the parcel size and specific development regulatory requirements as established by the Foothills County Land Use Bylaw and the Highway 2A Industrial ASP: Design Guidelines.

6.6.1 Architectural Guidelines

The developer will establish and implement specific Architectural Guidelines to ensure all commercial and industrial development reflects a consistent style and coordinated theme. Specific benchmarks for exterior building criteria will be established to consider design elements such as:

- + *Maximum site coverage, including all buildings and impermeable surfaces, is 60% of the total lot area;*
- + *Site access and internal roadways must meet Foothills County standards and fire / emergency standards;*
- + *Pedestrian spaces and routes should be designed to invite walking throughout and around each development;*
- + *While it is recognized that many industrial uses will require buildings with a large footprint, buildings with large masses should be broken up into individual forms, rather than creating or projecting a consistent monolithic form;*
- + *Articulation of the facades, and roof line and the incorporation of details which create interest, such as changes in masses, material, or colour, is encouraged;*
- + *For both industrial and commercial uses, all buildings shall be constructed and finished with durable materials designed to maintain their initial appearance throughout the life of the project;*
- + *Use of architectural elements such as building overhangs, fins, mixed materials, louvers, reveals, or landscape elements such as deciduous trees to reduce solar heat gain and glare from windows especially on the south and east sides of buildings will be encouraged;*
- + *The defined entrances to buildings should be clearly identifiable as the primary point of arrival. This can be achieved through the use of large architectural elements (particularly strong vertical forms such as prominent height features) or a change in the roof line, the use of an overhang, landscaping or incorporating special materials such as stone or brick;*
- + *Areas of extensive 'manicured' landscaping will be minimized in favour of natural drought resistant, native plantings that require minimal irrigation & maintenance requirements; and*
- + *Any exterior lighting of the site or building must be compliant with the Municipality's Dark Sky Bylaw.*

The developer will register the Architectural Guidelines against the certificate of title for each property to advise the future owners of their specific development requirements. These requirements will be enforced at the building permit stage, via a mandatory review from a registered architect.



Policy 6.6.1.1	<i>The developer shall establish Architectural Guidelines to regulate specific commercial and industrial building criteria such as material finishes, colours, landscaping, exterior illumination, etc.</i>
Policy 6.6.1.2	<i>The developer shall register the Architectural Guidelines against the title of each lot to provide each owner with notice of their future development requirements.</i>
Policy 6.6.1.3	<i>Building permits shall be reviewed by the developer and a registered architect to ensure compliance with architectural guidelines as stated in this Outline Plan.</i>

6.6.2 Site Plan Requirements

All Site Plan drawings for subsequent subdivision and development applications shall be approximately to scale and include the following:

- + Arrow indicating north;
- + Boundaries of the property;
- + Any easements or rights of way existing on the parcel;
- + Building locations on the parcel (including future expansion areas if applicable);
- + Driveways, parking areas, and loading areas including curb details and surface materials and provisions for snow storage;
- + Sidewalks and any other paved areas;
- + Lot grading and drainage showing approved grades on the site;
- + The location and size of any stormwater management facilities;
- + Service lead-ins (storm, sanitary, water, hydro, gas and telephone);
- + Hydro poles, transformers, meters, fire hydrants, post indicator valves, Siamese connections;
- + Fence and wall locations, design, height, materials and colours;
- + Exterior lighting location, design, colour and photometrics;
- + Exterior storage area and their screening (including garbage and recycling); and
- + Locations of any proposed signage, and details to sufficiently describe the design and the specifics of installation.

Policy 6.6.2.1	<i>Future development within each lot shall implement the objectives of the H2A/ASP Design Guidelines.</i>
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6.6.3 Entrance Feature

The developer should construct an entrance feature adjacent to the intended principal entry to site, which will be located in a conspicuous location near the current intersection of 393 Avenue E and 79 Street E. This entrance feature will be visible from along Highway 7 and will include signage with enhanced landscaping designed to provide an attractive gateway and thereby signal arrival to the project area. The specific design, location, and maintenance requirements of the Logistics Centre Entrance Feature will be confirmed at the subdivision stage.

Policy 6.6.3.1	<i>The developer may construct an entrance feature.</i>
Policy 6.6.3.2	<i>The specific design, location, and maintenance responsibilities of the entrance feature(s) will be submitted as part of the applicable Development Permit.</i>
Policy 6.6.3.3	<i>A Roadside Development Permit shall be obtained from the Alberta Transportation and Economic Corridors, as required.</i>



6.6.4 Landscape Screening for Adjacent Uses

The Outline Plan proponent supports the concept of maintaining an appropriate transition between Highway 2 and the private development within the Foothills Logistics Centre. Specifically, the planned commercial-industrial lot(s) along the eastern portion of the Plan area. As part of the Landscaping Plan to be prepared at the subdivision stage, the developer shall implement specific landscaping treatments within the Plan Area as part of the lots facing Highway 2 in accordance with the design standards within the *Highway 2A Industrial ASP: Design Guidelines for Enhanced Areas*.

Policy 6.6.4.1	<i>The developer shall provide landscape improvements within certain business lots to provide visual buffering between the proposed building sites and adjacent highway corridors.</i>
Policy 6.6.4.2	<i>The specific type, extent and allocation of these landscape improvements for private lands within the Outline Plan area will be determined at the subdivision and/or development permit stage via preparation of a Landscaping Plan, for each development phase.</i>



Adjacent to pedestrian spaces



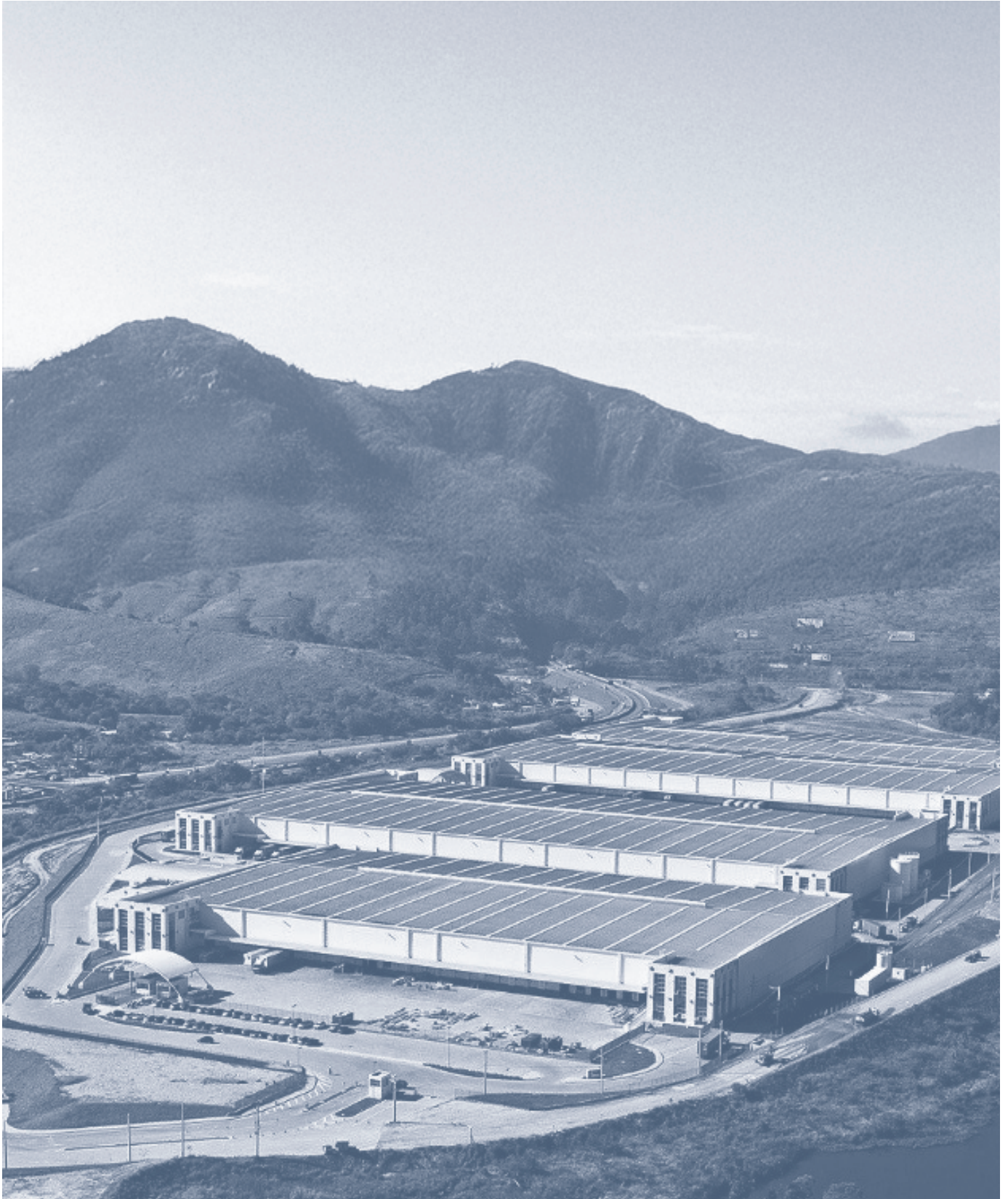
Screening of parking areas



Vegetated drainage swale



Roadside ditching for stormwater conveyance



6.6.5 Prescriptions to Support The Logistics Centre’s Operational Hours

To support the intended goods movement and shipping uses on site, all parcel(s) with a Business Park (BP) district designation within the Outline Plan require the opportunity to remain operational during all hours of the day. To support this operational requirement, it is acknowledged that the Land Use Bylaw’s Business Park District (BP) will be amended to describe the following uses as ‘permitted’ within this Outline Plan area:

- Business Office
- Industry, General
- Industry, Light
- Industrial, Storage & Warehousing
- Manufacturing, Light
- Warehousing & Storage

As such, the County’s Development Authority will not assign any restrictions for operating hours associated with these uses at the development permit stage.

Likewise, exterior lighting on these parcels must be compliant with the municipality’s Dark Sky Bylaw and operations supporting pick-up and drop-off of cargo on site should be directed away from public roads and highways and masked by the buildings on site. Wherever possible, the orientation and articulation of building design should be used to screen these operations from the surrounding residential areas.

Policy 6.6.5.1	<i>Exterior lighting on parcels within this site carrying a Business Park (BP) district or Highway Commercial (HC) district designation shall be compliant with Foothills County Bylaw 27/2009, also known as the Dark Sky Bylaw.</i>
Policy 6.6.5.2	<i>Operation of motor vehicles, speaker systems, and other possible sources of noise shall be compliant with the County’s Community Standards Bylaw.</i>
Policy 6.6.5.3	<i>Operations on BP District parcels supporting cargo pick-up and drop-off should be directed away from public roads and highways.</i>
Policy 6.6.5.4	<i>Should future development phases include parcels that are redesignated to either a Business Park (BP) district or Highway Commercial (HC) district, the operations policies of this section shall also apply to these parcels</i>

SUPPORTING | TECHNICAL INFORMATION

7.0



7.0 Supporting Technical Information

- + Phase 1 Environmental Site Assessment: Trace Associates – May 2025
- + Phase 2 Environmental Site Assessment: Trace Associates – August 2025
- + Historical Resource Impact Assessment: Lifeways of Canada – October 2025
- + Biophysical Impact Assessment: ISL Engineering – October 2025
- + Preliminary Geotechnical Evaluation Report: Englobe – May 2025
- + Aldersyde Servicing Report: ISL Engineering – February 2026
- + Aldersyde Storm Report: ISL Engineering – November 2025
- + Storm Management Facility Footprint Sizing Rational – March 2026
- + Traffic Impact Assessment: ISL Engineering – March 2026
- + Landscape / Screening Plan: LA West – May 2025
- + Engagement Summary Report: B&A – October 2025

FOOTHILLS LOGISTICS CENTRE OUTLINE PLAN

MAY 2026

 **VolkerWessels**