

September 20, 2024

Foothills County

publichearings@foothillscounty.ab.ca

Proposed Adoption of the Foothills Landing Area Structure Plan
NE/SE/SW 20-21-29 W4M & SE/NE 19-21-29-29 W4M

We are adjacent landowners and must continue to question the MD's minimal time lines for neighbors of these outrageous developments to gather information and respond to these proposals.

While we understand growth may be inevitable it needs to mirror our current infrastructure. We ask the MD of Foothills to take action to support and promote only sustainable growth. We ask that the MD of Foothills support their current residents who chose this type of community to raise families and retire in. We strongly disagree with this style of subdivision and the over saturation of our valued land. These proposals to build towns in our country should never be considered as a viable option.

There is only **one** proposed main entrance, our current roads are already well travelled with constant damage and repair to maintain. The increased traffic of cars (estimated 8400 people, +/- 3 cars per household = 25,200 new vehicles on our roads). School buses will cause a lot of damage and with the proposed schools there would be multiple buses travelling the roads. Retail has the potential to draw in non-residents to the area as well increasing traffic.

Water continues to be an issue in the area with ongoing drought (or possibly just the new normal) even with water being piped in, the development will cause stress on the underground springs and swamp lands which are rampant and enjoyed in the area. The swamp lands will be greatly impacted by the massive human footprint and the loss of the wildlife who depend on it will be dramatic. These swamp lands support many species not limited to but include; many migratory birds, Trumpeter Swans, Cranes, Falcons, Merlins, Great Blue Herons, Kildeer, Mountain Blue Bird, Woodpeckers, Hummingbirds, Owls, Bald Eagles) also other Moose, large herd of Elk, Deer, Rabbits, Red Fox this only names some of the beautiful creatures we get to see on a regular basis in this area.

Crime in the area has been on increase with many of us having to add gates or security cameras to our property for protection. Our "safe havens" are being impacted. Adding this type of town in proximity to our properties will clearly **increase** the desire of home break ins, burglary, disturbing the peace, traffic violations, fuel theft, trailer/vehicle theft, trash being dumped to name a few on the increase in the Foothills)

The taxes that will be imposed on existing residents to support a town in or rural area will be extreme and **unexpected** for those of us that have chosen to make De Winton our home. This is clearly a cash grab for the developer and the MD of Foothills if this is to proceed.

The maximum Growth Cap in Okotoks is 1.5%. Using the estimate of 8600 new residents as a benchmark to this proposed development. The larger De Winton area population is approximately 23000 this is a proposed 37% increase in population. When using the hamlet of De Winton the population is approximately 98 so they (and the bordering neighbors of the property) will have the greatest impact of **8698%** increase in population.

As per below, the description presented on the Foothills Webpage does not describe this Application at all.

A vision for planning and development into the future in Foothills County was developed by the Steering Committee who worked on the MDP2010 through the process of creating the plan.

Agriculture

Conserving the agricultural land base is very important to our economy, our environment and our way of life here in Foothills. Agricultural products are renewable resources which provide jobs and revenue. The long-term viability of agriculture depends on the land base. Due to the diversity of agricultural pursuits we can no longer define good farm land strictly by criteria such as the Canada Lands Inventory (CLI) soil capability system. We view all land as potential agricultural land and worth conserving. Agricultural lands comprise a significant portion of the natural capital in the County, and Foothills has a duty to protect this land for use by future generations.

Our Rural Character

The County of Foothills is a rural municipality. Being rural is a large part of why we live here. Defining the specific qualities that give our municipality rural character was undertaken through the process of producing our MDP. The five qualities that begin to describe our rural character are: wide open spaces, scenic vistas, dark skies, a wealth of historic and archaeological resources, and a quality environment with clean air and water, good productive soils and biodiversity in flora and fauna. In 2008 and 2009 the County held a Rural Character Photo Contest.

Natural Capital

Capital is defined as any form of wealth capable of producing more wealth. Natural capital extends this idea into the natural world. This approach underlines land as an asset to be maintained and protected for future generations because it supports important economic, ecological, as well as social activities.

Sustaining natural capital is a precondition for economic prosperity. The natural capital found in well managed and sustainable landscapes links economic prosperity and environmental protection, and can do so for generations

V. Trent & Stephanie Bradley
Residents of De Winton since 1990
NE1/4 Sec 24 TWP21-R1-W5



cc: RD.McHugh@foothillscountry.ab, Delilah.Miller@foothillscountyab.ca,
alan.alger@foothillscountyab.ca, Suzanne.oel@foothillscountyab.ca,
barb.castell@foothillscounty.ab, rob.siewert@foothillscountyab.ca,
Theresa.chipchase@foothillscountryab.ca

Foothill Landing Area Structure Plan

NE/SE/SW 20-21-29 W4M & SE/NE 19-21-29W4M

September 24 2024. 9:00 am

Daryl and Heather Forbes

[REDACTED]

[REDACTED]

We are writing with regards to the above proposal.

Besides the fact that this will be destroying a beautiful agricultural parcel of land, we believe that the impact of the increased quantity of cars trying to access highway 2A at 16th street is quite impossible and will severely impact traffic flow in the area.

The challenge of turning left from 16th street onto highway 2A now is time consuming and dangerous with existing traffic, let alone with the addition of cars from 2100 additional houses. The continuing development in the town of Okotoks will also add additional traffic at this intersection. Has that growth been factored into the TIA?

We think the numbers of the existing cars on the highway now that are listed in Appendix D of the structural plan is low. They list 1081 cars per hour during the AM peak. After doing a quick count of cars on highway 2A in front of our house, we get approximately 1960 during the AM peak.

We believe that the proposed lights at that intersection would back south bound traffic up onto highway 2.

There is an email in the structural plan from Gerry Benoit, Development and Planning Tech Alberta Transportation. He recommends that the proposed intersection changes be made before opening day of the development. We would hope that would be the minimum that would be accepted. Based on how long it is taking to get other intersections upgraded in this area, it could never get done.

We have lived in this area since 1993 and are strongly opposed and very disappointed with the development of a small town being built in our rural surroundings.

Thank you for your time.

Daryl and Heather Forbes

From: [Erica Hayes-Glassford](#)
To: [Public Hearings](#)
Cc: [RD McHugh](#); [Don Waldorf](#); [Delilah Miller](#); [John Glassford](#)
Subject: Proposed Foothills Landing Project
Date: September 17, 2024 1:50:27 PM

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Re: Foothills Landing Structure Plan - Public Hearing

Tuesday September 24, 2024 @ 9:00 AM

From: Erica and John Glassford
[REDACTED]

To: Foothills County Planning and Development
Foothills County, Alberta

Dear Foothills County Council,

Subject: Concerns Regarding Proposed Development at Foothills Landing

I am writing to express my concerns regarding the proposed development of 2,100 homes and accompanying commercial spaces at the proposed Foothills Landing, a project that, if approved, will have a significant impact on our rural community. While I understand the need for growth and economic development, this large-scale project presents several challenges that should be carefully considered before moving forward.

First and foremost, this development threatens the very nature of our rural lifestyle and setting. Many of us chose to live on Foothills County acreages for the peaceful environment, open spaces, and small community feel away from the big city. The addition of 2,100 "various housing" homes, will drastically change the character of the area, leading to significantly increased traffic, noise, and light pollution, as well as the loss of our natural rolling landscapes and wildlife habitats that are integral to our community's identity.

Moreover, the infrastructure required to support such a large population influx raises concerns. Will our current roads be able to handle the increased demand? At a minimum that is 2,100 more vehicles entering our community at any given time! We already experience issues with road maintenance, and Surely, we can not consider single lane rural roads appropriate for such an increase in traffic?

As an acreage owner, my concerns regarding water supply, and waste management systems are on the selfish side. We are individually sustainable for now, but will the Foothills Landing proposal be able to handle the demand without impacting residents? Quite simply a development of this magnitude could strain these resources further, potentially leading to environmental degradation and reduced quality of life for

existing residents.

Additionally, I am concerned about the lack of clarity around the commercial development aspect of this project. What types of businesses are being considered, and how will they impact our local economy and way of life? Large commercial enterprises could disrupt the balance of local small businesses, and their presence may detract from the rural character we value so much.

Furthermore, the proposed development at Foothills Landing could potentially affect existing residence property taxes and home value in several ways:

1. **Increased Demand for Services**: As more homes are built, the demand for public services—such as road maintenance, emergency services, water supply, and schools—will increase. To cover the costs of these additional services and infrastructure upgrades, the county may need to raise property taxes across the board, including for us existing residents.

2. **Impact of Higher Population Density**: As stated previously, our current infrastructure is not designed to suit this larger population, it requires more public spending on roads, sewage, utilities, which may also contribute to increased taxes over time.

Home Value

1. **Potential Decline in Property Value**: One of the main concerns with high-density developments like Foothills Landing is that they can create an oversupply of housing in the area, which could reduce demand for existing homes and potentially lower property values. The introduction of commercial areas near residential zones might also detract from the rural appeal, which could make our properties less attractive to potential buyers, therefore lowering home values.

2. **Change in Area Character**: A large development of 2,100 homes and commercial establishments will definitely change the rural nature of surrounding acreages in Foothills County, and this shift may reduce the desirability of our properties for those who are seeking a more secluded or rural lifestyle. The loss of open spaces, increased traffic, and more urbanized atmosphere might make the area less appealing to existing residents and certain buyers, therefore making our homes more difficult to sell and lowering existing property values.

3. **Uncertainty in Market Perception**: If the development introduces noise, congestion, or visual impacts (e.g., loss of scenic views), potential buyers may perceive our area as less desirable, reducing home value.

In summary, while I acknowledge that development is inevitable, I urge the council to take a thoughtful approach, considering alternative solutions that would allow for growth without compromising the rural character of Foothills County. I request that the voices of residents are heard and that the long-term effects on our environment, infrastructure, and quality of life are fully understood before any final decisions are made.

Thank you for taking the time to consider my concerns. I hope that the council will prioritize the well-being of our community and the preservation of our rural lifestyle

before considering a development of this magnitude in our backyard.

Sincerely,

Erica and John Glassford

[EXTERNAL EMAIL] This email has originated from outside of the Foothills County organization. Do not click on any links or open any attachments unless you recognize the senders Name and Email address.

DATE: September 19, 2024
TO: Theresa Chipchase, Planning and Development Officer, Foothills County
RE: **PUBLIC HEARING related to Foothills Landing Area Structure Plan**
Beginning Tuesday, September 24, 2024
FROM: Calvin and Dianne Harvey, [REDACTED]
[REDACTED]
Email for Zoom: [REDACTED]

- 1) Letter of concern to Foothills County Council follows
- 2) We request to attend and make a presentation via Zoom: [REDACTED]

Our home is on 32 farmed acres, bordering Highway 552 and Highway 2/2A at the Okotoks interchange (Exit 222). This is directly east of the **Foothills Landing** proposed lands, and as such, we are affected by this **Area Structure Plan (ASP)**. We have resided here for about 30 years and our family across the road has been here for almost 60 years. Generally, we are not opposed to residential development. We do, however, value the rural lifestyle and ask Foothills County Council to ensure that provisions are in place to maintain an appropriate balance between Country Residential/Agricultural properties and this urban-style development.

Our concerns are as follows:

1) Process

Over and over, in the Foothills Landing ASP, we read about plans and concepts, written in highly generalized terms, followed by the commitment that the architectural guidelines, policies or other firm information will come at the *land use and/or subdivision stage*.

- What are the timelines for the land use and/or subdivision stages of this ASP?
- Will Foothills County hold community consultations at each land use and/or subdivision stage? Or does approval of this overall ASP give the developer a green light to proceed at will, with only the general concepts outlined in the plan as guardrails?

2) Rural Employment Area (REA)

Our living room window looks out on a lovely bluff of trees and mountain view which will be replaced by the Rural Employment Area (pink zone on the Site Plan). The Foothills Landing ASP document contains **little detail** regarding the REA, only broad generalizations that emphasize visibility from Highway 2/2A and easy access by passers-by and commercial truck traffic. The REA is one of the many areas where architectural and design guidelines will be prepared at the *land use and/or subdivision stage* (see questions in point 1 above). **We would like to know the process and timing for implementing 4.2.3 Rural Employment Area Policies related to:**

- Height restrictions for signage
- Night-time lighting restrictions
- Description of “light industrial manufacturing” uses
- Landscaping vs. fence to maintain the rural aesthetic and provide a tree buffer, similar to what currently exists, for homes on the east side of Hwy 2/2A
- Sound mitigation of commercial trucking and industrial manufacturing
- Air quality impact

Our fear is that we will be living across from an Aldersyde-style development, with our view being gas station signage reaching to the sky and blazing all night long, rumbling trucks and machinery, fast food garbage blowing across the highway into our fields, and so forth.

3) Highway access

Section 6.2 shows only **two access points** to Foothills Landing:

Access point 1 – Hwy 2A, beginning at Dunbow Road/242 Avenue W, and south down Old Quarry Road W (with proposed extension) to the north end of the Rural Employment Area (REA).

Trucks and other traffic will be **redirected off Hwy 2A** and be required to travel south down a lengthy stretch of service road before reaching the north end of the REA. To return to the highway, vehicles would have to retrace the route north. **This long, slow route is hardly consistent with the REA goal of leveraging Hwy 2/2A access and visibility.**

- **Are there plans for an exit off Hwy2/2A, directly into the Rural Employment Area?**

Access point 2 – Highway 2A and 16 Street E at the south end of Foothills Landing.

The 16 Street access is proven to be a **dangerous intersection**. Approaching from the east, off the Hwy 2 overpass, drivers must change lanes through speeding traffic to make the right turn for De Winton. It's worse, when making a left turn from 16 Street onto Highway 2A, heading east to the overpass. There is always a long wait to cross over, with the main issue being high traffic speeds in both directions. It may seem the proposed stop light at this location would reduce accidents; the only guarantees are increased commute times and driver impatience. This problem will be compounded by the **commercial trucking, industrial and other traffic not wanting to take the long north route from the REA to Hwy 2, choosing instead to travel south through school and residential areas to the 16 Street exit.**

4) Water issues

- The Regional Utility Servicing Strategy indicates an initial water license has been purchased that is sufficient for the first 450 homes. This is less than one-quarter of the homes in the proposed Foothills Landing. **Where/when will the developer obtain water for the remaining 1,560 homes and any commercial enterprises** (e.g., manufacturing, carwashes, etc.)?
- Will the developer **guarantee no impact on groundwater levels** for acreage wells?
- The legend for Figure 17 refers to a "Wastewater Treatment Plant/Water Treatment Plant/Raw and Potable Storage Reservoir." It appears to be on the west side of Hwy 2, in the field below the "windmill" property. We ask for clarification as to what a "Raw and Potable Storage Reservoir" would entail.

We have dealt with water issues in recent years, where the spring on our property has seen reduced flow, and local wells in the area have seen their water levels drop significantly. We have a specific concern related to Foothills Landing construction, which goes back many years to when Deerfoot Trail was being built just west of us. In digging, the contractor damaged an underground stream, which had to be remediated before continuing construction. We know first-hand the interconnected nature of water in this area and **seek assurances that Foothills Landing construction will not have any impact on our water supply or our year-round spring.**

Finally, "**Growth Hamlet**" is a CMRB term which is misleading. With an anticipated population of 5,670, Foothills Landing will be the size of many Alberta towns, such as Vegreville, Didsbury and Diamond Valley, yet with a footprint of only 478 acres. The **invasive impact** of this population density on our rural community, landscape and water resources **cannot be overstated.**

September 20, 2024

Hello,

It's unfortunate that these letters of opposition probably don't mean much – as it seems to be a common trend in our country; the voices of those with minimal power and influence are becoming moot. Regardless of the loss of Democracy, we as adults need to model for our younger generation that being quiet is also not right.

At a time where the leader of our Province is saying we are stretched beyond resources, that we are literally 'full', here are some questions worth asking:

1. What would be the benefit to Foothills Residents to build a town bigger than Diamond Valley right smack dab in the middle of the QE2?
2. Is there truly anyone benefiting from this besides developers?
 - a. I doubt that the property taxes the County will receive will be more profitable than the costs that will be associated with this risk.
3. Is this going to help how congested access into Okotoks is?
4. Is this going to minimize the fatal accidents that are already occurring on the QE2 in this area?
5. Are we aiming to look like Seton?
 - a. Is that the new rural lifestyle?
6. Do you truly think that their plan for water conservation is well-researched? What happens when there is a water shortage?
7. Are we going to scrap the dark sky bylaw? Was that all just a farce? Because there's absolutely no way to minimize the impact that this will have.
8. At a time of unprecedented growth in the most irresponsible way... why are we allowing developments the sizes of rural towns to be plopped into agricultural land? Why are we trying to boost our population when we know we don't have the resources to provide for them?
9. It's truly unfair that these reports and developers try to 'sell' that they're going to provide a space for a school as if it's something in their control.
 - a. It is NOT accurate, building schools is strictly up to the government.
 - b. If this is approved, are you okay standing by and watching our beautiful rural schools collapse due to enrollment and complexities? Do any of you have children in public schools? If so, is this what you want? Do you want our schools to also be another statistic – that our schools cannot manage, and our children and educators are suffering from it? Foothills should pride themselves on their safe bussing and safe routes – another service that will be disintegrated.
 - c. With the increased population comes increased complexities – will these developers be making a substantial donation to fund the complexities that will accompany this influx of people? Doubtful... instead, everyone will be crying to the government for funds when really... this could have been prevented.
 - d. Is this what we want for our future generation? Because if rural municipalities continue to accommodate and pretend that they're helping, the whole MD should just be annexed to Calgary. Then we can stop lying about the rural lifestyle and stop welcoming our new residents promising the Foothills provides the best of both worlds. We are truly now surrounded by development applications that will absolutely destroy the once beautiful rural lifestyle we once enjoyed.

Written Submission

Public Hearing – September 24th, 2024 – 9:00am

Foothills Landing Area Structure Plan – NE/SE/SW 20-21-20 W4M & SE/NE 19-21-29 W4M

- e. Our kids won't know peace, won't know tranquility, nature, safety; it will be no different than the sprawling city to the North, plowing down once rolling foothills and throwing up condo buildings on lots that were not meant for them.
- 10. Will our local businesses need to provide and hire their own security, similar to what Seton businesses are now doing? Increased population equals increased social disarray and crime.
- 11. My family has been through the subdivision process; our vision for our small lot was ridiculed and questioned; our U-turn driveway was deemed a safety-factor to the increased traffic by Public Works. We are grateful there was flexibility, but the fact it was a concern and resources were used to investigate this while these new 'towns' can be plopped in. How more unjust can these bylaws and permits be?
 - a. The amount of money, resources, time, and heartache that went into making our little dream come to fruition was almost unethical; red tape metaphorically wrapped around our property, now our lot is all chopped up with caveats and panhandles, simply... because we wanted to fully enjoy our rural lifestyle and keep our family close, something I believe Foothills County once stood by, but clearly those days are gone. We were powerless throughout our own process, and now we're one of many that are powerless throughout this one.

Maybe Foothills County will start the growing trend of putting their foot down; enough is enough. We do not have the resources; healthcare, education, infrastructure... we need to protect the environment and our beautiful animals that we now see running scared because there is nowhere for them to go; similar to us...the families who are attempting to escape the chaos of urban living... we tried, we saved and we moved to a place where we thought we could escape, and now we're being pushed out too. When will someone wake up and realize the benefits are not even close to outweighing the risks of these asinine developments; there is absolutely nothing responsible about them and if they fool you into thinking otherwise, what a shame.

I truly hope you consider protecting the dignity of this County and beautiful land; this is irresponsible.

Sincerely,



Kelsey Lefley



From: [Alex Marsh](#)
To: [Public Hearings](#)
Subject: Registration for Presentation to Council on development hearing - foothills landing area structure plan.
Date: September 19, 2024 3:38:20 PM
Attachments: [image001.png](#)

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Date and time of the public hearing meeting: Tuesday, September 24th, 2024 at 9:00 AM

how will you how will you attend the public hearing: in person

name: Alex Marsh

mailing address: [REDACTED]

e-mail address: [REDACTED]

phone number: [REDACTED]

purpose for attending: neighboring landowner in opposition to the application

Questions Re: the proposed development –

1. Where is the water coming from to service the development, construction process, landscaping and housing? How will this impact surrounding areas? Will our wells run dry?
2. Crime & service provision re: high density low cost housing? Police branch? Fire Hall? Canada Post?
3. Energy? With power cuts common for a SINGLE FAMILY HOME new-build in the area – how will those of us who work from home be compensated for interruptions to service?
4. Serious traffic concerns due to lack of infrastructure – single track roads surrounding location cannot service the construction traffic, let alone 2,100 commuters (assuming only 25% average commuting is required, this is over 500 cars stacking up in the mornings and afternoons through a single lane, NOT including the school run. Would the development permit have significant improvements to the local access to the main artery roads passed along to the developer as part of the development cost?
5. ANY benefits to the surrounding community? Will we finally get fibre internet?

Streetlighting to deter crime? direct postal delivery? How much of this would be subsidised by the builder considering the significant and lengthy proposed disruption?

Kind regards,

Alex Marsh MSc, PQS, GSC, MRICS

Managing Director

QUANTITY SURVEYING SERVICES INTERNATIONAL



Office: (403) 970-6213

Cell: [REDACTED]

Email: alex@qssi.ca

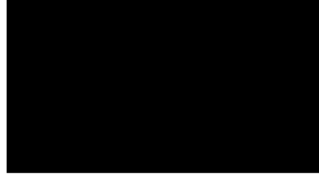
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LANCE & TERRY GRIFFIN



September 19, 2024

VIA EMAIL: PUBLCHEARINGS@FOOTHILLSCOUNTYAB.CA

RE: AREA STRUCTURE PLAN – HEARING DATE SEP 24/24 @ 9AM

We are longtime residents in the immediate area and we oppose the proposed plan as we have deep concerns with the volume of this proposal at NE/SE/SW 20-21-20 W4M.

The sheer volume of 2100 homes is going to not only impact the environment, but also the water and traffic conditions on **274th Ave, 16 Street W, 1016 Drive E, and the access onto Highway 2A.**

We do not see the addition of Traffic Lights, or some form of traffic control to access Hwy 2A. If you try To access Hwy 2A during rush hour the volume of traffic today from Okotoks, or going into Okotoks area is overwhelming.

We understand the need or wish to grow property taxes in the county, but having 2100 homes will bring The City to our door.

In regards to the Environmental and Wildlife impacts of such a large development will be consequential to the long term animals in the area. Once we force these animals out there is no return. The water Reserve at the bottom of the coulee, does not just offer the wildlife that area, the wildlife lives on all Surrounding properties.

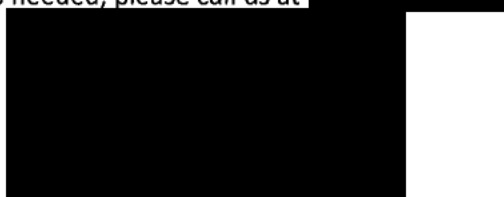
We understand the need or wish to grow property taxes in the county, but having 2100 homes will bring The City to our door.

Sorry we are unable to attend the hearing in person. Please distribute this letter to all involved.

If any further information is needed, please call us at



Lance & Terry Griffin





Marie Wilkinson



Proposed Development Foothills Landing Area Structure Plan
24th September 2024 9am

Our home is located on 4.97a directly south and within a mile of the proposed development.

After reading the proposal and included reports (Biophysical Impact Assessment Report (BIA 2023), Traffic Impact Report (2023), Geotechnical Evaluation (2014)), we would like to object to the development application being granted by Foothills County.

Biophysical Impact Assessment (2023)

Identified 6.188ha of wetlands that supports various species of birds, amphibians, mammals and plant species. Some of these species such as the least flycatcher and swainson hawk are considered sensitive in Alberta. While the western wood-pewee maybe at risk and has been observed within the project site.

While the watercourse may facilitate wildlife movement the presences of highways 2A and 2 (QEII) to the east creates barriers.

One quarter section of the project site (SE19-21-19-W4) is an Environmental Significant Area whilst wetland 7 is an Aquatic Environmentally Significant Area.

The BIA have shown ten mitigation measures are to be respected, however it will still result in residual impact. Loss of deciduous forrest, wetlands and the loss or disturbance of individual wildlife species.

Please consider the above concerns under the Environmental Protection and Enhancement Act.

The BIA also identified that their assessment did not report on surface hydrology and ground water.

Will the county require assessment from appropriate engineers and ensure any development would not interfere with current residential wells?

Transportation Impact Assessment (2023)

This report analysed data collected on November 10th 2022, the authors acknowledge this period may still have been affected by the aftermath of the pandemic.

The report using a model to predict traffic flow is, as expected, very quantitative.

The report identifies the existing intersection volumes. The TIA stated “ The highway 2A / 16 street intersection has acceptable conditions, except for those turning eastbound and westbound left turn and right turn movements, in AM and PM peak hours. The delay for these two movements is VERY HIGH and improvements should be considered to accommodate the existing traffic demands”. The data from 2022 is already outdated and increased housing developments in Okotoks have already added to traffic volumes. Any improvements as recommended have not been made and are overdue.

There are no indications as to when the advised road changes will or indeed would ever be approved and funded.

Qualitative data is limited.

As users of these junctions: 15th St to 16th St and entering highway 2A travelling north to the Calgary and south to Okotoks, we can give testimony that these routes are increasingly dangerous to use, especially at peak times. This was identified and given above.

What is not identified in the report is the number of vehicles travelling faster than the limits designated and the number of motor vehicle accidents.

Driver behaviour i.e. not moving over lanes to allow entry or exit, is also not recognised within the limitation of the reporting model.

Noise has become a great issue, especially in the summer months with motorcycle activity.

Foothills County should ensure the road infrastructure for the increasing volumes of traffic are in place before considering the ASP, as already shown in this report this junction is in need of improvement as it stands now.

Gerry Benoit Development and Planning Tech Alberta Transportation in an email dated 20th Oct 2022. States recommended highway upgrades in 20yr horizon need to be completed prior to opening day of development.

To approve ASP before any road improvements are introduced will cause massive congestion and put lives at risk.

Geotechnical Evaluation (2014)

This report is now 10 years out of date.

Foothills Landing ASP page 6 states

“ The county recognises that traditional subdivision of large lots with private on site servicing is unsustainable and that this type of development should be directed to areas that have already experienced fragmentation.”

Foothills Landing ASP page 13

Identifies clustered of residential lots to the north and south of the project site of varying size.

Does this not indicate project site is on an area experienced fragmentation as described by Foothills County and further development of this type (sub division) should be directed here?

Foothills County are the protector of rural way of life, supporting the people who feed us through protected agriculture and the acknowledgement that people have a better quality of life living in smaller communities, as defined as hamlets.

A Hamlet is defined as small rural community (smaller than a village with no church or inn) (Oxford dictionary.)

The Foothills Landing ASP is NOT a hamlet.

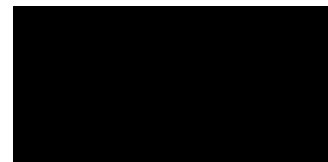
Please protect our ecosystem for future generations and acknowledge growth can be achieved adjacent to already populated areas where the infrastructure is already in place with slight modification.

Destroying a beautiful piece of land and its ecosystem, with no infrastructure in place (or funding to do so) and supporting the ASP is an unreasonable proposal.

Yours sincerely

Marie Wilkinson and Doug Durbano

Dave and Sonia Williams



September 17, 2024

Foothills County
Box 5605
High River, AB
T1V 1M7

Re: Public Hearing for Foothills Landing ASP, Sept. 24,2024 at 9:00AM

To the attention of Foothills Council:

We are writing to formally express our objections to the Proposed Adoption of the Foothills Landing ASP. We are adjacent neighbours (NE-17-21-29-W4) with our lot on the southeast corner of the proposal and have significant concerns about the development site itself and the impact it will have on our lives. We moved away from the city and built our property anticipating years of enjoying country life. Having a Hamlet with 2000 residences and a population of approximately 6000 right next door is just not acceptable!

You can build all the traffic circles and put up as many traffic lights as you want, but that is not going to take away the amount of traffic and stress in this concentrated area.

The increase in noise levels and crime is also a great concern. The RCMP have a tough time keeping up with rural crime right now and this just adds significantly more.

The night skies theory would be also be gone. They can put up low level lighting but it will still have an impact to the light pollution.

Our upper floor primary bedroom has floor to ceiling windows that face north and west, exposing us to the complete area to be developed. That will leave us with absolutely no views of a countryside. The said project is stated to be complete in 20 years!!! That leaves us with noisy, dirty construction sites for as long as we live here. A picture is worth a thousand words so here are some photos of what we see now from our upper bedroom.





Sincerely
Dave and Sonia Williams

From: [Nicole Gourlie](#)
To: [Public Hearings](#)
Cc: alan.alger@foothillacountyab.ca
Subject: Legal Description of the Subject Lands: NE/SE/SW 20-21-29 W4M & SE/NE 19-21-29 W4M
Date: September 8, 2024 3:38:55 PM

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Date and Time: September 24, 2024 at 9:00

Nicole and Chris Gourlie
[REDACTED]

We are writing to dispute the future development of the Foothills Landing Area Structure Plan. We are disappointed to see this coming up again. Please see our reasons below.

- We moved not quite a year ago to get out of the city and now could potentially be backing onto a development of 2100 units.
- There is a natural spring that runs through the land beside us that would be disrupted.
- This company wanting to develop will have to access water from the Bow River, which is already feeling the pressure of climate change.
- This development will impose risks on ours and neighbouring waterwells.
- Public safety will be at a huge risk with the additional traffic getting on and off the highway.
- Overdevelopment can result in overcrowding, noise pollution, air pollution and a disruption to agriculture and natural wildlife in the area.

In closing, we really hope you take all of our concerns into consideration in making your decisions.

Thank you,
Nicole and Chris Gourlie

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**Foothills Landing Area
Structure Plan**

**WRITTEN
SUBMISSION**

PACKAGE #2

Paula and Mike Hornick

NW20-TWP21-RR29 W4

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Our land and home border the proposed development.

Regarding :

Adoption of the Foothills Landing Area Structure Plan

NE/SE/SW 20-21-29 W4M & SE/NE 19-21-29 W4M

PUBLIC HEARING will start ON TUESDAY, SEPTEMBER 24, 2024 AT 9:00 A.M.

Council,

We are writing to express our opposition to the proposed area structure plan for the Foothills **NE/SE/SW 20-21-29 W4M & SE/NE 19-21-29 W4M** development. While we understand and respect the need for growth, this proposal is not in harmony with the character and values of our community, nor does it consider the practical aspects of such a significant development. Please consider the following points:

Density Considerations

- **Increased Density:** The proposed development calls for over 6 units per acre, totaling 2100 units on 471 acres. By contrast, their previous Meadows of DeWinton application sought just 3.31 units per acre over 360 acres. This drastic increase does not align with the rural nature of our area.

Rural Character

- **Mismatch with MD Values:** The proposed development disregards the rural character and the tranquility that current residents treasure. As stated in our MD Growth Strategy, we value "wide open spaces; beautiful scenic vistas; dark night skies... and high quality air, water, soil and biodiversity." This proposal does not respect these values.

Emergency Services

Emergency Services: The developer has not consulted with local emergency services to determine the feasibility of supporting a population exceeding 6000 people. Current plans lack on-site infrastructure to support this growth, jeopardizing the safety and security of the community.

Demand for Development

- **Redundancy:** Recent approvals for similar developments, such as Highfield and Rowland, already address the demand for residential growth, with densities ranging from 2.5 to 5 units per acre. This makes the proposed development unnecessary.

Transportation

- **Traffic Impact:** The one-day traffic study conducted in November 2023 is insufficient to represent the traffic realities. The plan did not consider input from residents further north, who will be affected by the increased traffic. The developer's long-term plans for lights and roundabouts are inadequate to address immediate traffic concerns.

Changing Identity and Resources

- **Community Impact:** This single proposal would increase our county's population by over 20%, a rapid change that our resources are not prepared to handle. Such a development would irrevocably alter the character of our area and diminish the qualities that draw residents here.
- **Calgary and Okotoks:** Continue to develop thoughtfully planned communities that offer efficient access to utilities, amenities, and emergency services via well-designed and well-constructed road networks. The proposed community poorly addresses all these needs.

Environmental Considerations

- **Biodiversity:** The proposal fails to protect the biodiversity and open spaces essential to the area's ecosystem, compromising native habitats.

Water and Servicing

- **Water Utility:** The proposal includes a privately provided water/sewage plant similar to one previously denied in 2017. There are also concerns about the sufficiency of water licenses and the lack of a treatment plan or pump stations. Approval should not move forward without addressing these critical infrastructure needs.

In conclusion, while growth is necessary, it must be in harmony with our community's values and practical needs. We urge you to reconsider this plan and seek alternatives that respect our rural lifestyle, protect community values, and ensure adequate infrastructure and services.

Thank you for your consideration.

Sincerely,

Paula and Mike Hornick

From: [Kristine Armit](#)
To: RD.McHugh@foothillscounty.ab.ca; Don.Waldorf@foothillscounty.ab.ca; [Delilah Miller](#); alan.alger@foothillscounty.ab.ca; Suzanne.oel@foothillscounty.ab.ca; barb.castell@foothillscounty.ab.ca; rob-siewert@foothillscounty.ab.ca; Theresa.chipchase@foothillscounty.ab.ca; [Public Hearings](#)
Subject: Public Hearing on September 24, 2024 For: The proposed Foothills Landing Area Structure Plan
Date: September 22, 2024 3:57:24 PM

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Good afternoon,

We are the owners of an acreage affected by the above proposed development. Our address is [REDACTED] which backs directly on the NE corner of this proposed development.

We are very concerned with the proposed large development directly affecting our acreage. Our concerns are as follows, but not limited to:

- there is no consideration to the existing acreages by proposing a high development directly behind our properties;
- this development will block all of the natural forest, migratory birds, cranes, falcons, woodpeckers, bald eagles, deer, elk, valley and mountain views which was our main purchasing point;
- the concern for the environmental impact on the existing wildlife that currently live in the proposed area with the footprint of a development of this magnitude;
- this dense city style development will destroy our real estate resale value;
- the amount of money, work and pride that goes into being an acreage owner will be negated by this proposal;
- our concern regarding water in the area even with water being piped in, this development will cause stress on the underwater springs and possibly our well water;
- our acreage privacy will be lost forever;
- no emergency services mentioned in regards to Police, Fire & EMS Services. An unpoliced town to major arteries is an easy target for theft with the closest detachment 11 kms away in Okotoks, the response time will be slow;
- the Highfield/Rowland development South on Hwy 2 plus with the expansion of Wedderburn, D'Arcy Ranch, Tillotson, this Foothills Landing is not required;
- increased traffic - Highway 2 and 2A already can barely handle the amount of traffic that currently flows from Calgary to Okotoks. Wait until D'Arcy Ranch, Wedderburn and Rancher's Rise developments are completed, the gridlock at all hours will be unacceptable. If by the proposed developers estimation for 2100 homes or approximately an influx of 6000 people, there is absolutely no way this area can accommodate any more vehicles. Not to mention the increase traffic in the hamlet of Dewinton and 274th Ave. These roads are all

single lane back roads. There is also an approved development on the West side of the train tracks off 274th Ave. for 81 lots which also poses an enormous influx of traffic.

- the extreme level of noise, lights, crime, etc. will be completely unacceptable;

We moved to Foothills with the goal of living in a country residential environment. We do not want nor ever anticipated a city sized development in our backyard. Should the MD of Foothills approve this, it has failed to protect the rural homeowners from said developers. Should this development be approved, Foothills will have set a very problematic precedence for rural homeowners against future developments.

Norman & Kristine Armit
NE 20;21;29 W4

 (DeWinton)

[EXTERNAL EMAIL] This email has originated from outside of the Foothills County organization. Do not click on any links or open any attachments unless you recognize the senders Name and Email address.

From: [Mike Bell](#)
To: [Public Hearings](#)
Subject: Letter in opposition for Sept 24th 9am council meeting regarding Foothills Landing structure plan.
Date: September 22, 2024 4:09:37 PM

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Please present my letter at the following hearing scheduled for Tuesday Sept. 24th at 9am regarding the Foothills Landing restructure plan.

I am Mike Bell. I live at:

[REDACTED]

My mailing address is

[REDACTED]

My email address is

[REDACTED]

My phone number is

[REDACTED]

This email was sent at 4:08pm, Sept 22nd. Before the cut off deadline.

Hello council and constituents. Thank you for your time in listening to my continued concerns about this development.

I'm truly disappointed to see this application come up again. I believe this is the third or fourth time we've seen this application. Each time turned down for the same good reasons. However, each time it gets resubmitted in one form or another, it gets bigger and more ridiculous.

Why are we considering this again? These applications are unprecedented in our area. We've been through this over and over. It's exhausting. Residents and friends have LITERALLY sold their homes over this! Frankly speaking I'm exhausted with it as well, spending my personal time and energy to fight against this development that does not even remotely fit our current structure plan.

I wish I had availability to come to this meeting. I do however work, and am not available to attend. I'm not the only one in this predicament. It's already an unfair fight for residents to be fighting against this very well funded venture with their own time and zero budget to do it.

I've invested my entire life's finances to live in this beautiful area and could not be happier to have made that choice. I look forward to my son continuing to grow up in this area we've chosen in a similar matter that looks somewhat the same. This application potentially has this area changed for forever.

What is the point of "zoning" if we don't stick to it? I get that change and development is inevitable and I support that, within reason. I fully support any development plans that look similar to what we already have. This area is generally made up of 3-10 acreages. I'm even open to smaller parcels of land developments but this is absolutely ridiculous.

I sincerely hope the residents are heard by council. I sincerely hope that this is an application formality. I sincerely

hope that council votes accordingly to the desires of the people who live here and elected them into office.

Sincerely and respectfully,

Mike Bell

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From: [Dana Ceklic](#)
To: [Public Hearings](#)
Subject: Fwd: Opposition to Foothills Landing Project
Date: September 22, 2024 4:41:54 PM

You don't often get email from [REDACTED] [Learn why this is important](#)

Reference: Public Hearing Sept 24th, 9:00am

I will be unable to attend due to work commitments but would have attended had this been on a weekend or later in the evening.

Dear Councillors,

My name is Dana and my family and I have bought a home in Bella Vista Ranch II on 3.5 acres of land 4 years ago. I am writing to express my strong opposition to the proposed development, Foothills Landing Project. While I appreciate the need for housing and economic growth in our community, I firmly believe that this particular project poses significant risks that outweigh ANY potential benefits. My concerns are based on population density considerations, the strain on existing infrastructure, the potential devaluation of nearby properties, and the lack of adequate emergency services.

One of the foremost issues I wish to address is the projected increase in population density resulting from this development. Our community has already seen substantial growth in recent years, and the introduction of a large-scale development will exacerbate existing challenges related to overcrowding. The current infrastructure was designed for a smaller population, and an influx of new residents will lead to increased congestion, strain on public services, and a general decline in the quality of life for existing residents.

Studies consistently show that rapid increases in population density can lead to a range of negative outcomes, including heightened traffic congestion, longer commute times, and increased demand for local services that are already stretched thin. If this project moves forward, we can anticipate a dramatic increase in traffic on our roads. As we know, a community's livability hinges on the balance between population density and available resources, and this development threatens to tip that balance.

Beyond population density, the proposed development raises significant concerns about the adequacy of our existing infrastructure. Many roads in the vicinity are already at capacity, particularly during peak hours. An influx of new residents will undoubtedly lead to gridlock, making it difficult for families to travel to work, school, or engage in essential activities. Moreover, the wear and tear on our roads will increase, resulting in additional maintenance costs that our local government may struggle to manage. Not to mention, the increasing traffic blasting through our sleepy little town of De Winton, the safety of the residents in De Winton is a real concern.

The devaluation of existing properties is inevitable. Homeowners in our area have invested their savings and dreams into their homes, and the prospect of a large development nearby threatens to undermine their property values. Real estate markets are sensitive to changes in neighborhood dynamics, and an increase in density can lead to a perception of overdevelopment, making the area less desirable.

If this project proceeds, nearby homeowners may find it increasingly difficult to sell their properties or obtain favorable prices, which could lead to economic hardship for many families. The unintended consequence of decreased property values could have a ripple effect

on our community, impacting local businesses and reducing tax revenues for essential services. Our neighborhood's character and appeal must be preserved, and introducing a high-density development is likely to detract from that.

Lastly, I want to highlight the pressing concern regarding emergency services. Our community is already facing challenges in providing adequate emergency response times, and the addition of more residents will only exacerbate this problem. Fire, police, and medical services are vital to the safety and well-being of our community, and they must be adequately equipped to handle emergencies efficiently.

With the anticipated population increase from the proposed development, response times for emergency services will likely suffer. This is not a trivial matter; every second counts in an emergency, and if our local fire department, police, or ambulatory services are unable to respond promptly due to increased demand, the consequences could be dire. It is imperative that we prioritize the safety of our residents, and allowing this development to proceed without addressing these crucial concerns could put lives at risk.

Thank you for taking the time to hear me out and I hope you consider that a responsible, measured approach to growth in our community is essential to preservation.

Kind Regards,

Dana Ceklic



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From: [Elizabeth Mackinnon](#)
To: [Public Hearings](#)
Subject: Foothills landing public hearing
Date: September 21, 2024 2:48:17 PM

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September 24th 9am

Liz Connolly



To whom it may concern,

My name is Liz Connolly and I live steps away from the new proposed development. When I heard about this from our neighbours my heart shattered. Our dream was to raise our kids in a rural community with access to a smaller town such as Okotoks and with this development, our dream is being ripped away. A lot of us out here have moved to this area to escape the big city life for more peace and outdoor space for our family's. Canada is not even close to what it once was it's full of greed. This is one of the most beautiful places to live with mountain views and the rolling foothills, we do not need to tarnish the remaining beauty with strip malls and multi family living, let's leave that for the city life where it belongs. We worked so hard to finally achieve this

dream of living on an acreage and it was not easy considering the current state of the economy and cost of living. We beg you to please consider the family's and kids that live here before you approve this project.

Thank you for your time

Liz Connolly

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From the private desk of Greg & Carol Genereux

Date: September 20th 2024

To: Foothills Planning Department

Regarding: Public Hearing on September 24, 2004

For: The proposed Foothills Landing Area Structure Plan

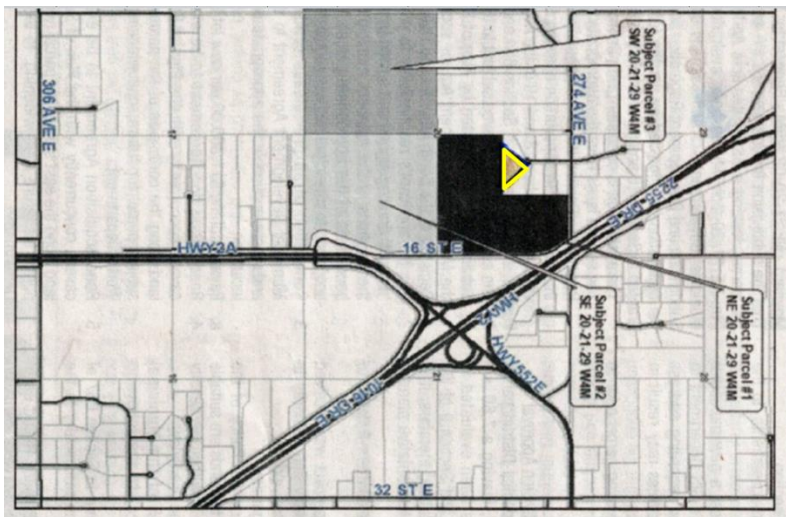
We are the owners of the acreage lot directly abutting the north boundary of this proposed subdivision development, our address is [REDACTED] our legal description is 5;1;0715119 NE 20;21;29 W4 [REDACTED]

We first want to make it very clear that we are majorly opposed to this Area structure plan for many reasons, such as but not limited to the following:

- There has been NO / “0” consideration of “blending or transitioning” from our present rural 4+ acreage lot, acreage development to the proposed full City of Calgary type of very high density development!
- This proposed development will block ALL of our rural acreage mountain views, this was a major reason we purchased this land in the first place, this proposed area structure plan has made NO “0” effort to try and maintain the existing views, that we as existing rural acreage residents now have, and would now be fully blocked if this abutting city of Calgary style proposed development is approved!
- This proposed Area Structure Plan intends to have “many” less than a 10th of acre city style lots that will be abutting right up against our rural 4+ acre lots, that will destroy our acreage lifestyle!
- This dense city style development will defiantly decimate our real-estate resale values, especially if much smaller homes, on much smaller lots are built directly right up against our rural property, furthermore the draft Area structure plan makes no mention “IF” the housing that is proposed to be directly behind our rural property will be single family, duplex or four-plex housing similar to that now being developed throughout the north side of Okokots! Which we would be majorly opposed to!
- An appraised value of our home “before” vs after this development suggest that our homes value will decrease by as much as \$600,000 if this proposed Area Structure Plan is approved by the MD of Foothills, the proposed Area structure plan has made NO “0” effort to protect our real estate / home’s resale value! Nor offer any kind of financial compensation to the existing abutting rural acreage property owners for this massive loss of real estate value! Never mind the massive loss of our rural acreage lifestyle that we would also suffer!
- The proposed Area Structure Plan also makes NO “0” effort to protect our existing acreage privacy, by proposing VERY-HIGH density that would effectively have CITY OF Calgary type high density development right in our back yard! That would totally eliminate our present rural acreage privacy!

- The proposed Area Structure Plan has made NO “0” effort to have any transitional buffer zone between the proposed Area Structure Plan’s suggested very dense development with any type of acreage lifestyle buffer, for example transitioning from 4+ acre lots to say 2 acre lots, and then after that transitioning to say 1 acre lots, and then after that transitioning to “city of Calgary style lots!
- The proposed Area Structure Plan does not take into account the fact that the existing rural acreage residents that would be abutting this proposed development are presently paying close to \$10,000 PER YEAR in MD of Foothills taxes, and now expect us to neighbor onto a huge number of smaller much less value homes that would be paying a fraction of what we now pay in MD of Foothills taxes! I ask the MD, “What have we been paying these high rural acreage taxes for, if the MD of Foothills is not prepared to protect its existing rural taxpayers?!!! Will the MD of Foothills be refunding us for the many years we paid very high taxes, if they approve this development?”

The location of our acreage property highlighted in yellow below:



In Summary

The MD of Foothills needs to live up to its **rural country living standards** and not allow a full City of Calgary style development to be built right up against an existing rural 4+ acre per lot, acreage development! I challenge the MD of Foothills to show us and our existing acreage neighboring residence ANY previous evidence of such a very high density development being approved where it would be abutting directly onto existing rural 4+ acre per lot development, to my knowledge there is no other precedence in the MD of foothills for this level of VERY high density being approved directly beside and abutting up against an existing 4+ acre lot development! If the MD of Foothills where to approve this Area Structure Plan would then set a huge precedent that would materially change the MD of Foothills rural residence lifestyle for every!

From: [Stephanie Griffin](#)
To: [Public Hearings](#)
Subject: FOOTHILLS LANDING AREA STRUCTURE PLAN
Date: September 20, 2024 7:37:14 PM

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Reference Public Hearing Sept 24, 2024 @9am

I am writing to express my concern about the proposed Foothills Landing Area Structure Plan (ASP). I currently live 3kms West of the proposed area to be developed and will be greatly impacted by the development if the ASP is passed. My main areas of concern are the increase in traffic, and the environmental impact.

The proposed area for development has its main access off Hwy 2A to 16th Street E, this interaction is currently functioning well for the number of vehicles using it, my concern is that with 2100 residential units, a school, and commercial units proposed the volume of traffic at that intersection will result in extreme traffic and delays. Secondly, I believe that intersections will become dangerous and unsafe when vehicles attempt to make left hand turns when traveling North on hwy 2A onto 16th Street E. As a Mother of three teenagers that drive that road to go to work in Okotoks this fact alone is very concerning to me. I have reviewed the Foothills Landing Transportation Impact Assessment, and believe that the proposed solution of putting at light at the intersection of Hwy 2A and 16th Street E would then lead to traffic jams all along Hwy 2A North and South, and along the Hwy 2 off ramp, much like what are seen in Airdrie. The Foothills Landing Transportation Impact Assessment does not even address how the ASP would affect that other connecting road in that area, which would be negligent to not assess how 274th Ave E, 2255 Dr E, and 16th St W would be impacted.

The Biophysical Impact Assessment Report acknowledges that the ASP would impact a wide range of species that are native in the area, and has 25 identified wetlands within the project site. They even cited two birds designated as sensitive, and one listed at risk by Alberta that would be impacted by the development. The area is also frequented by deer, moose, and elk which will be at higher risk of being struck by vehicles with the increase in traffic in the area.

I understand that development and growth is part of the Foothills Area's future but it would be nice to have a proposal that complements the surrounding area instead of packing residents, facilities, and commercial units into one small developed area.

Thank you for your time and consideration, I am not available to attend the public hearing and hope that my email allows the voices of those impacted by the ASP to be heard.

Stephanie and Jack Griffin

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From: pamela.hillestad
To: [Public Hearings](#)
Subject: Subject Lands: NE/SE/SW 20-21-29 W4M and SE/NE 19-21-29 W4M
Date: September 22, 2024 12:17:08 PM

Hello,

We are submitting our presentation in writing for the hearing regarding Legal Description of Subject Lands: NE/SE/SW 20-21-29 W4M and SE/NE 19-21-29 W4M (the enormity of this legal land title in itself represents the reason of our concerns for this submission!)

Date and Time of Public Hearing: Tuesday, September 24, 2024 at 9:00am

Name: Pam Hillestad and James Archer, Mac Hillestad, Ty Archer



We would like to submit that we are deeply concerned about this proposed adoption of the Foothills Landing Area Structure Plan for the application of this massive future community development.

Our main concerns:

- Roadways
- fresh water systems
- waste water systems
- protected wetlands

We are deeply concerned about our roadways as 16th St E and 274 Ave see approximately 200-300 vehicles per day currently and with this development that would increase by 900% at least (some dwellings may need more than one vehicle); especially considering there will be no public transportation in this area therefore everyone will need to use a vehicle for transportation.

We are completely opposed if any water is to be drawn from any other source than the Calgary or Okotoks water system. Our aquifer (and our environment) is definitely not able to support anything of this size to retain status quo of our protected wetlands area or our current fresh water wells. Pending whether drawn from Okotoks or Calgary - is there even enough water in the Sheep River to sustain this?

We are completely opposed if waste water is disposed of in any other way than through pipes to Calgary or Okotoks that are connected to city or town services. We cannot trust that people who will be moving to a town/small city of the proposed community, will be aware of the care and upkeep of septic systems to keep our underground water system clean and safe for us to consume.

Thank you in advance,
Pam, James, Mac, Ty

Sent from my iPhone

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From: [jer lilly](#)
To: [Public Hearings](#)
Subject: Proposed Foothills Landing Hearing
Date: September 22, 2024 3:24:49 PM

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To whom it may concern,

Are names are Jeremy and Lori Kocsi.

Are address is [REDACTED]

As residents of the impacted area of this proposed development, we would like to put on the record that we are opposed to this development.

Jeremy and Lori

Sent from my iPad

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Glenn Leroux



September 22, 2024

Foothills County
309 Macleod Trail, Box 5605
High River, AB T1V 1M7

RE: PROPOSED ADOPTION OF THE FOOTHILLS LANDING AREA STRUCTURE PLAN

Legal Description of Subject Lands: NE/SE/SW 20-21-29 W4M & SE/NE 19-21-29 W4M

Dear Foothills Council,

I am writing in response to the Area Structure Plan (ASP) submitted by Carefree Lifestyle Solutions and The Carefree Group for application to develop a master planned community on the Subject Lands: NE/SE/SW 20-21-29 W4M & SE/NE 19-21-29 W4M

The planned Foothills Landing ASP is ill conceived in its location, purpose and planning.

- The ultimate plan to construct 2,100 residential units at a density of 6 units per acre is urban density befitting the City of Calgary or Town of Okotoks but without any of established infrastructure supporting the development. Early residents of this developing community will be wholly dependant on either the City of Calgary or the Town of Okotoks for all recreation, services, educational and retail requirements. This necessitates commuting by vehicle to either Calgary or Okotoks for all community member needs and reliance on Okotoks for law enforcement.
- A community with the fully built out distribution of total multi family dwellings as reflected in the table below (populated with data from the proponents application), is typical of a city development. However, a city development would have needed services available such as policing, public transit access, medical care, fire fighting, a full suite of recreation offerings.

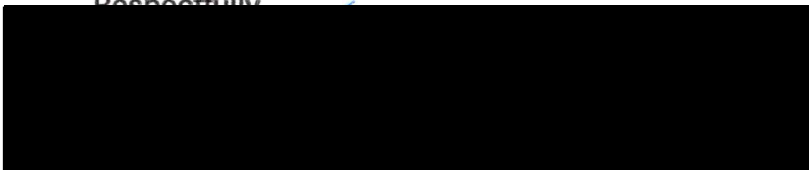
	Number of Units	% of total
Single Family	631	30.4
Semi Detached	179+221	19.3
Townhomes	198	9.5
Villas	306	14.7
Multi-Family	539	26.1
	2074	100

- While the developers may convince people to move into the new community, it won't be long before these new residents realize that they have all the lack of amenities and commuting inconvenience of acreage life with zero benefits that acreage owners enjoy. As such it can be expected that there will be a high turnover, particularly in the first phases of development. This turnover will drive real estate values down in the community and the associated community reputation will sour. This negative pressure will jeopardise the developer's ability to complete the community as planned saddling the MD of Foothills and surrounding residents with a very transient population and undesirable assembly of mixed density residences for decades to come. Foothills Landing will struggle to develop any sense of community.

Locating a development of the nature of Foothills Landing at the intersection of Highway 2 , 2A and the 16th street may seem a clever plan from a ready access perspective. It will inevitably be marketed as a desirable place to live and raise a family. However, what is proposed is a high-density town with no historical roots, no defensible purpose for being there, void of redeeming factors sandwiched between two much more desirable communities to live. And the new purposeless town will be surrounded by resentful acreage owners who will gain absolutely nothing positive from the development and will get all the negative aspects of such an ill-conceived venture.

I request the Foothills Council reject the adoption of the ASP submitted by the Foothills Landing proponents. It is a conceptual town with neither merit nor purpose and comes with great risk of failing to meet the proponents stated objectives with disastrous consequence to the MD of Foothills and existing neighbors.

Respectfully,



Glenn Leroux

From: [aihua he](#)
To: [Public Hearings](#)
Subject: Objection re: The Foothills Landing ASP lays out land use and development concepts for a mixed-use community near the junction of highways 2 and 2A between Okotoks and Calgary.
Date: September 22, 2024 2:25:45 PM

You don't often get email from [REDACTED] [Learn why this is important](#)

Date and time of the public hearing meeting: Tuesday, September 24th, 2024 at 9:00 AM

name: Aihua Marsh

mailing address: [REDACTED]

e-mail address: [REDACTED]

phone number: [REDACTED]

To who it may concern,

I have the following objections Re: The Foothills Landing ASP lays out use and development concepts for a mixed-use community near the junction of highways 2 and 2A between Okotoks and Calgary

1. Where is the water coming from to service the development?, construction process, landscaping and housing? How will this impact surrounding areas? Will our wells run dry? Be polluted from years of construction run-off? Being told by the municipality for years that we do not have enough water for new developments, this proposed development appears total unsustainable.
2. High density housing is completely out of character with the neighboring developments. It is unjustifiable in relation to the ongoing development of the area.
3. Crime & service provision re: high density, low cost housing? Police branch? Fire Hall? Canada Post? "Proposed" and "possible" is not enough to service a development of this type.
4. Energy? With power cuts common for a SINGLE FAMILY HOME new-build in the area – how will those of us who work from home be compensated for interruptions to service that many of us are using for schooling or operation of

home offices?

5. I don't believe enough of a consultation is being carried out with a 1km limitation. Development of this magnitude will impact much more than neighbors up to 1 kilometer from the site of the development. For example, the entire community of Dewinton and many of the surrounding communities would be heavily impacted by traffic at peak times of travel and the general infrastructure is not in place to support this.
6. Possible (and likely) destruction of neighboring property values.
7. Environmental concerns – I don't believe more loss of the natural habitats in this area is acceptable. We are aware of various hawks, owls and other animals that live and hunt in the current area, and a full study should be conducted to ensure no badgers, bats, or other protected species exist in the area.
8. Serious traffic concerns due to lack of infrastructure – single track roads surrounding location cannot service the construction traffic, let alone 2,100 commuters (assuming only one person per household average commuting is required, this is over 2,000 cars stacking up daily in the mornings and afternoons through a single lane, NOT including the school run. Would the development permit have significant improvements to the local access to the main artery roads passed along to the developer as part of the development cost?
9. We understand the traffic study was performed on a SINGLE Day in the middle of Covid, which event created a massive reduction to the traffic using the local roads. I don't believe a traffic study of less than several months spanning different seasons has any validity – let alone once the new homes in Okotoks currently under construction add the weight of their traffic to the roads.
10. There are NO proposed benefits to the surrounding community at all – it appears that the only people to benefit from clean water will be those in the new development. This is unacceptable. From the development proposition, we understand that less than a quarter of the number of water rights been bought for this potential development to date, there is NO OFFERED BENEFIT to any of the surrounding properties.
11. Will the surrounding properties finally get fibre internet? Streetlighting to deter crime? direct postal delivery? How much of this would be subsidised by the

builder considering the significant and lengthy proposed disruption?

Kind regards,

Aihua Marsh

[EXTERNAL EMAIL] This email has originated from outside of the Foothills County organization. Do not click on any links or open any attachments unless you recognize the senders Name and Email address.

Sept 22, 2024

Foothills Landing Area Structure Plan - NE/SE/SW 20-21-29 W4M & SE/NE 19-21-29 W4M

September 24, 2024 – 9:00am

publichearings@foothillscounty.ab.ca

Council,

I am writing today in opposition to the proposed adoption of the Foothills Landing ASP. As a landowner within one mile of the proposed development, I am very concerned with the impact of a **town** being placed in a farmer's field, next to a highway. While the proposed development meets the CMRB's definition of a master plan community, it will undoubtedly have a highly degrading impact on the current state of the area. The current residents will unfortunately be left to bear the cost, while the developer is off to their next project with profits in hand.

My family moved to the foothills five years ago to escape some of the ills of city life. To say it has been transformational would be an understatement. We cherish our lifestyle and the opportunity we have had to imbed ourselves in the community. Though we feel very fortunate, we also understand the financial and laborious investment it has been. This care and investment defines the spirit of the foothills and is worth protecting. Unfortunately, a development like this completely flies in the face of all the reasons why an individual or family would choose to live and work in Foothills County.

I applaud the councils past efforts to maintain this spirit, notably the in the Dewinton area. Dewinton is a true hamlet and should be protected accordingly. Developers have continued to do their best to try and alter it forever. I would impress the importance of continuing to deny these poorly conceived projects for the sake of all residents.

Below are some of the obvious issues with the development:

- **Schools** – Our children have attended Heritage Heights for the past five years and we have dealt with overcrowding the entire time. Class sizes have struggled to stay under 30 children per class, with large influxes due to the popularity of acreage life, as well as south Calgary admissions. Adding potentially 500-1000 children to the area is completely irresponsible. In addition, we have heard horror stories of the overpopulation at the composite high school in Okotoks. The 'future site' for a school is hardly a real mechanism for addressing the overcrowding. The assignment of a school is not within the developer's control, and simply leaving a site for it is a 'checked box' with no real accountability.
- **Crime** – Everyone is aware of the increase in rural crime. Undoubtedly, adding 2000+ homes would bring a large influx of all the downsides that come with a population this size, including vehicle theft, drunk driving, illegal dumping, property theft and general mischief.
- **Traffic** – While I have read the transportation assessment, I don't think it completely captures the potential impact on the area. Being close to the area, we see, hear and live the unfortunate traffic every day. The 2-2A interchange has issues as it is, with constant left turn accidents, speeding and aggressive driving as constant concerns. Placing a town with 2500 new trips per busy cycle next to an already accident-prone area is borderline insanity, regardless of the proposed improvements.

- **Community egress** – Having one main point of egress for this community will undoubtedly cause major issues. If any of the council is familiar with Mahogany, and its issues during high traffic times, you will understand the point. If an accident occurs in the 16 street-2A interchange, it is realistic to have 500-1000 trips through Dewinton via the northbound 2255. Even the addition of passive trips through Dewinton will destroy its quality of life forever.
- **Commercial Development** – The plan outlines the ability of the commercial development to accommodate the needs of the traveling public on highway 2. As well as the following:
“The Rural Employment will be accommodated within the northeastern portion of the Plan Area where it will leverage visibility from the Highway 2/2A major transportation infrastructure and goods movement corridor. **This area will be easily accessible by ‘passers-by’ and commercial truck traffic, making it an ideal location for business users looking for opportunities with highway exposure.** Uses for this area are envisioned to be business opportunities supportive of the agricultural industry, **light industrial manufacturing, service station,** and indoor recreation servicing regional commuters.”
The traveling public does not need ‘accommodating’ in this area, especially heavy truck traffic and service stations. Calgary is ~5km to the north and Okotoks is approximately 5km to the south. I’m astonished that this idea is even in the proposal, but it speaks to how ‘anti-foothills’ this development plan is and the lack of regard for the current residents or their way of life.

In closing, I am troubled by the minimal range of written notification for a project of this size. The proposing of placing a **town** (not a hamlet) of 5000-6000 people, effects far more than just the adjacent landowners. I understand that advertisements were placed in the Western Wheel but feel at a minimum all landowners within 3-5 km should have been formally notified.

I again express the hope that the council understands the detrimental impact of a ‘check-box’ master planned proposal like Foothills Landing. The municipality and the residents will be left holding the bag long after the developer has absolved themselves of the consequences of this project. I understand the desire to share the burden of population growth in Alberta and the greater Calgary metropolitan area but putting 2100 homes in its proposed location due to the proximity of the 2-2A interchange is a foolish idea. If a developer was truly interested in adding residents while maintaining the lifestyle of Foothills County, it would not look like Foothills Landing.

Regards,

Tom McLoughlin

Email: [REDACTED]

[REDACTED]

Date/Time of Hearing: 24 Sep 2024 at 9:00 AM

Attendance: In-Person

Name: Jeff & Carolyn Orton

Mailing Address: [REDACTED]

Email: [REDACTED]

Phone number: [REDACTED]

Purpose: neighboring landowner in opposition

Thank you for allowing me to present my position on the proposed Foothills Landing Area Structure Plan (ASP). My name is Jeff Orton. My wife and I own land on 15th St E, just south of 290th Ave, less than 400 meters South of the Lands involved in the ASP. We are against this Area Structure Plan.

I have read the ASP and the Staff Report about this ASP from cover to cover. I have also read the Foothills County Municipal Development Plan (MDP), the Foothills County Growth Management Strategy (GMS), the Foothills County Land Use Bylaw (LUB), the Calgary Metropolitan Region Board Growth Plan (CMRB GP), the Foothills and Calgary Intermunicipal Development Plan (IDP), and the South Saskatchewan Regional Plan (SSRP) as they relate to this development.

From the MDP and the GMS, we understand that Foothills, Calgary, and the CMRB expect to sacrifice the Central District of the County, along the Hwy 2/2A corridors, to urban development to reduce development impact on the rural lifestyle and agricultural lands in the rest of the County. We participated in the Survey whose results were interpreted to create that vision, and were probably among the residents who agreed that urban development belongs along the Highway 2/2A corridors. But I can tell you with certainty that our intention was for a continual progression of urban development along those corridors, OUTWARDS from existing urban developments – NOT to drop a new hamlet in the middle of current Ag and Country Residential lands, as an urban island completely separated from other urban areas.

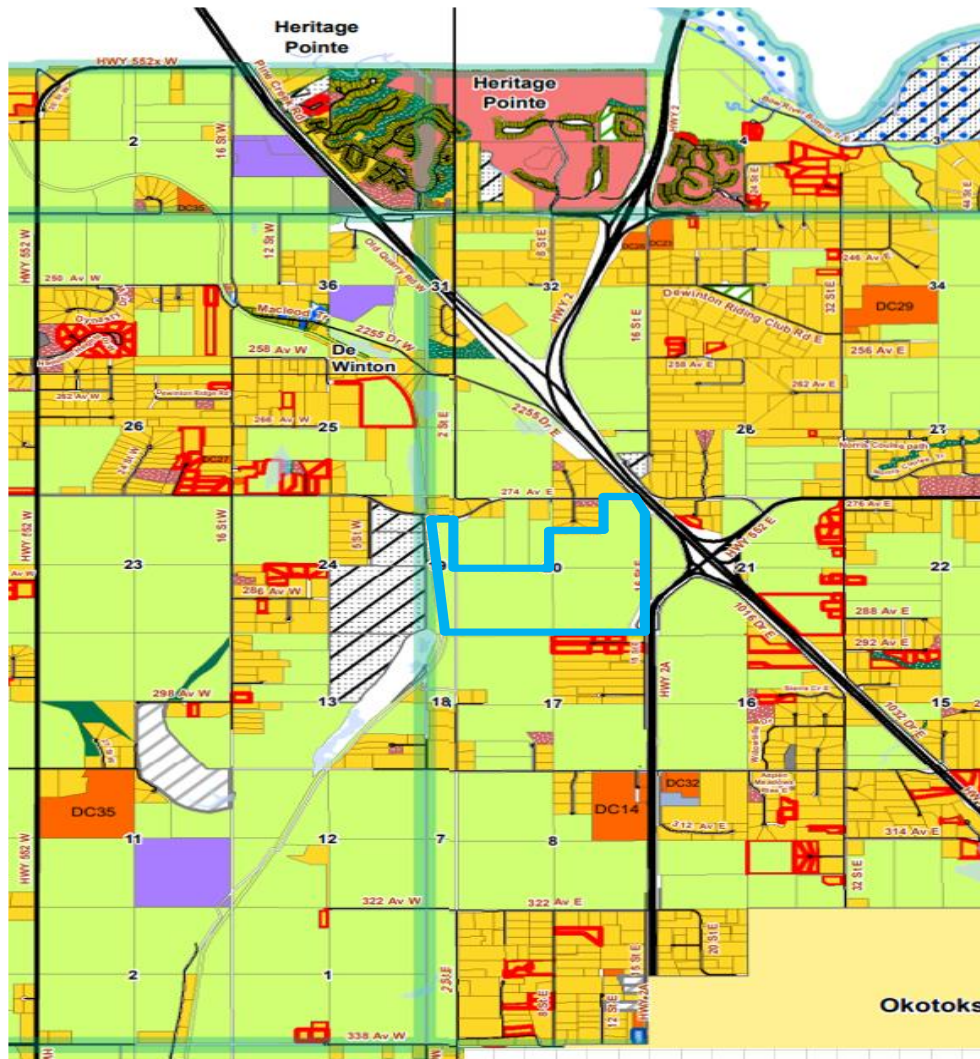
I will admit to being of 2 minds about this ASP. If the ASP is declined, we run the risk of several smaller developments of these lands, with individual wells and septic systems that would undoubtedly have a negative effect on the surrounding residents. That would be a bad thing. If the ASP is approved, it will force any development on those lands to use a water and wastewater pipeline, rather than drilling new wells and installing new septic systems, and perhaps offering some protection for the water wells of current residents in the area. This would be a good thing. Nevertheless, we believe that the development envisioned by this ASP is NOT appropriate for this location at this time. After other Agricultural and Country Residential lands between Calgary and this location, or between Okotoks and this location, are fully developed, as a gradual outward progression from other urban developments along the Highway 2/2A corridor, and once Highway, Water, and Wastewater infrastructure have already been brought to the vicinity of the subject lands, then this ASP could be considered.

In my opinion this ASP is NOT in keeping with the MDP priority on reducing fragmentation of productive Agriculture land – this ASP is right in the middle of productive Agricultural land, contributing to that

fragmentation. Furthermore, none of the council’s considerations that drove the rejection of the Meadows of Dewinton ASP in 2017 have changed.

Page 29 of the Staff Report references the CMRB Growth Plan, identifying the following points:

- 1) THREE Hamlet Growth Areas shall be established by the County;
(Heritage Pointe is already a Hamlet, less than 4km away);
- 2) HGAs include Residential and Employment uses;
(Agricultural and Country Residential are conspicuously absent);
- 3) HGAs are intended as infill “because of their location in the path of development,...efficient infrastructure and services...”.
(This location is NOT “infill” between other high-density developments – there are other locations closer to Calgary or Okotoks that would fit that definition (ref. the figure below). This location is literally a small town installed exactly halfway between 2 other towns, dropped into the middle of Agricultural and Country Residential Lands.)



With that context established, due to the imposed time constraints, I will summarize my objections to this ASP. My written submission contains much more specific details and evidence.

My first set of objections are tied to the development itself, and to the potential impacts on my own property and other residents around me.

Impact-1) We bought our property to move TO THE COUNTRY in 1996. We have spent nearly 30 years developing our acreage to support our goals, which included staying IN THE COUNTRY. If this ASP is approved, we will suddenly find ourselves on the edge of a town, with all the town problems of traffic, noise, and crime that we fled when we moved TO THE COUNTRY. Our sightlines onto peaceful rural landscapes will be significantly reduced, though not as bad as the poor landowners located immediately adjacent to the development. No matter what the ASP says, there is no mitigation for having a small town on your property boundary. This location is not the right location, and this time is not the right time for this development.

Impact-2) Despite the positive outlook provided in the Traffic Impact Assessment (TIA), we believe this development will significantly and negatively impact our ability to get to our property on 15 St E. The TIA already indicates that any left turn off/on 290 Ave/16 St is at Service Level F (for Fail) during rush hour. Anyone who has tried to perform a left turn at that intersection will know that rush hour is not the only difficult time. Despite the posted speed limit of 80 km/hr in that area, almost all traffic maintains speeds in excess of 100 km/hr, making any movement across 2A nearly impossible, and very dangerous, especially when any truck and trailer is involved. I believe the County should insist the developer install the Timeline 2035 Traffic Signals, install the roundabout, and construct the Old Quarry Road extension immediately, and then determine whether the traffic flow has improved before allowing development to begin.

Impact-3) With respect to traffic signals at the intersection of 2A and 290 Ave/16 St – I have to doubt that Alberta Transportation has adequately understood the impact. I expect that southbound Traffic from Hwy 2 exiting onto Hwy 2A will end up backing up right onto Hwy 2.

Impact-4) With the ASP assertion that a regional water and wastewater line will service the development, concerns of impact to my well are somewhat reduced, but I would still like to see a condition within the ASP that the water and wastewater lines are completed and operational BEFORE construction begins, to ensure that no construction wells are drilled.

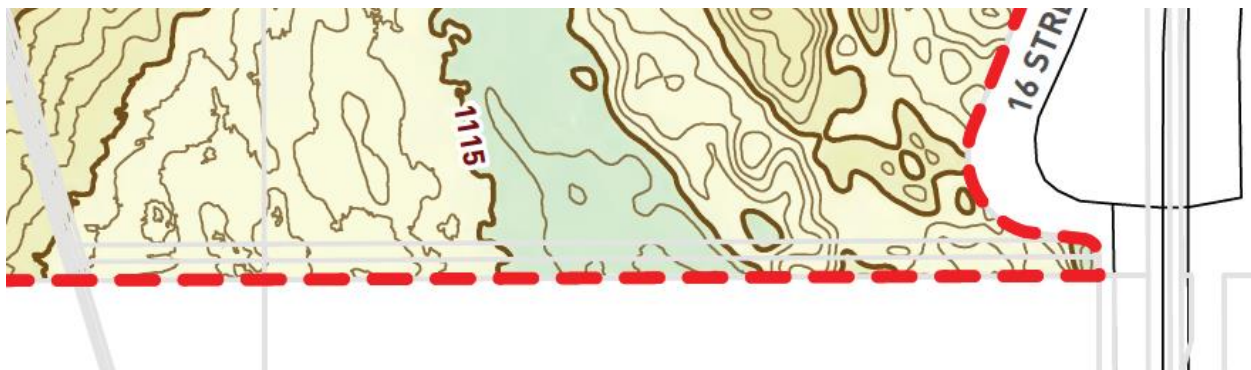
Impact-5) Despite the ASP assertion that water drainage off the Plan lands “will be maintained at pre-development levels”, I am concerned that the developer’s Drainage Plan models are inadequate, and will result in an increase in run-off that will seriously impact neighboring landowners.

The ASP clearly identifies that the developers conducted no drainage flow measurements, but only used models to calculate estimated stormwater flows. The models did not account for spring runoff, or for

emergency events such as broken water/wastewater mains. Additionally, the Runoff patterns indicated in the model are incorrect. There is an additional drainage flow that runs IN FRONT of 5 homes to the south of the plan lands, NOT behind them. This means that the Driveways of those homes are subject to ANNUAL flow rates measured as high as 1 cubic meter per second – equivalent to 3 times the model’s flow for a 1:2 year event, and half of the model’s 1:100 year event – on an ANNUAL basis (Sub-Watershed Master Plan Table 14). One of those driveways is already submerged for at least one week each year.



Additionally, the drainage plan shows water being diverted to the East along the southern boundary of the plan lands, which is not possible. The contour map used within the ASP clearly shows that the plan lands along the southern boundary INCREASE in elevation when moving East (ASP pages 60 & 17), and we all know that water does not drain uphill.



My other set of objections are to the content of the ASP itself – I do not believe it contains sufficient detail to allow its approval at this time:

ASP-1) As pointed out several times within the ASP, the ASP is a statutory document, so it should define the full plan for this development. At too many points the ASP says details and impact assessments will be “determined at the land use amendment and/or subdivision stage”. Since we all know that “the devil is in the details”, I am concerned about how many of those details are being pushed down the road, to a point where it may be too late to address any unacceptable impacts on the neighboring residents. In my opinion, details such as Heritage Impacts, Phasing Plans and Timelines, or Road Standards, should be settled at the ASP stage. At the very least, there should be some concrete definition of conditions that must be met at those “future stages” to ensure the developer continues to meet their obligations to the County and the neighboring landowners as development progresses. Additionally, under NO condition should the ASP allow changes without formal hearings and amendments (Staff report pg. 26, incorrectly identified as ASP Policy 8.3.2 on pg. 65 of the ASP).

ASP-2) While the plan is very clearly written and contains a lot of descriptions about what “will” be done, what “should” be done, and what “could” be done to “reduce the impact” on neighboring Agricultural and Country Residential lands, the plan is full of assumptions - clearly-identified assumptions, but assumptions nonetheless. And the Plan contains no discussion about what happens if those assumptions are found to be incorrect, or if there are other unexpected or unanticipated situations as development progresses. Because the ASP is a Statutory document, I think it should contain specific conditions or criteria that are to be met, tests to determine whether those conditions have actually been met, and pre-defined remedies when/if those conditions cannot be met.

ASP-3) The plan proposes a phased build-out, with a specific sequence defined, with each succeeding phase commencing when “a critical population has been established” (ASP pp 30 & 33, in the definition of commencing the High Density Residential and Mixed-Use Core Areas). Referring back to my point 1 about this being a Statutory document, I believe the commencement of those phases should be tied to concrete events, preferably to completion of infrastructure items like water, wastewater, traffic modifications, approvals for schools, etc.

ASP-4) There are many points where the ASP is not fully aligned with Land Uses currently defined in the County Land Use Bylaw, or does not match the current CMRB land use definitions. The Staff Report captures actions that will need to be taken by the County just to accommodate the ASP before any construction is even started. I believe the ASP should be modified to align with the County, not the County aligning with the Developer. (A note on page 13 of the Staff Report suggests the Land Use Bylaw would need to be revised to support the Developer’s design – I would suggest here that the Developer’s design is supposed to be alignment with the Land Use Bylaw.)

ASP-5) The ASP stresses its attempts to reduce impacts on neighboring lands, maintain appealing sightlines, and prevent intrusions on current residents. But if we are completely honest, there is no way to put a small town immediately adjacent to country lots without reducing the continuing enjoyment of those residents of their home.

ASP-6) While the ASP states many times that it is on Hwy 2 and Hwy 2A, it does not adequately highlight the fact that THERE IS NO DIRECT CONNECTION to Hwy 2 or Hwy 2A. The only access to the development is via secondary roads that have ONLY ONE direct connection to Hwy 2A, and NO direct connections to Hwy 2. Further, those secondary roads are not currently capable of handling the traffic levels a development of this size will generate. The TIA clearly identifies several major roadway upgrades needed to support the development. This is yet another reason that this is not a good location for this development at this time.

To conclude, as landowners that WILL be impacted by this development, we believe this is NOT the right time for this development in this location, and we ask you to REJECT the Foothills Landing ASP.

Foothills MD Councillors,

Thank you, in advance, for hearing my concerns today. My name is L.R. Unfortunately I am unable to attend in person as I am out of country, otherwise I would be in attendance.

I am the daughter to Jeff Germaniuk who owns land adjacent to the NW corner of the proposed Foothills Landing. In June of this year, I attended in person with my father when he applied for and received first-reading approval to subdivide 8 country residential lots from his land. My husband and I plan to be homeowners on one of these lots in the near future.

Foothills Landing will adversely affect my family, our future neighbours, and the area at large; as such, I am strongly opposed to this development. I have many concerns, but will only highlight a couple:

Emergency Services:

- Foothills Landing does not have an adequate plan to address additional police/fire/medical needs. They plan to essentially erect a small town with a population 20% greater than Black Diamond/Turner Valley without providing police, fire services, walk-in clinics, etc. While a possible firehall is “penciled in” under future CR development, it’s unlikely this will actually come to fruition. Their immediate plan is to simply rely on an already spread-thin police service in Okotoks and a firehall that’s 10 minutes away in Heritage Pointe. It’s completely unreasonable for police/fire to efficiently respond in a timely manner.
- An increased population will inevitably lead to increased crime rate/police calls - from people living within the community (such as domestic violence calls) and targeted crime against this community (theft, vandalism, etc). The Okotoks RCMP detachment will be 11 minutes from Foothills Landing. Response times will be slow. It’s unlikely the police will *proactively* patrol this area since (1) it’s outside their geographical area; (2) they don’t have additional resources to; and (3) it creates officer safety issues by spreading the limited officers apart from each other. A virtually un-policed community, 10+ minutes from the nearest detachment, is an *easy target*. It would be naive to think the already-existing landowners, like my dad and the residents of Bella Vista, would be immune from this. Safety is being compromised.
- Growth of this size must continue within existing cities/towns which are equipped to adequately serve and ensure the safety of high density communities. The proposed Foothills Landing essentially mirrors Wedderburn, D’Arcy, and Tillotston which are not more than 10 minutes away.

Rural way of life:

- In 2017 Carefree proposed the “Meadows of DeWinton” ASP, which would have seen 360 acres developed into 1076 dwelling units with 3.31 units/acre. Council wisely denied that plan, but they have returned with a substantially worse plan to develop 471 acres into 2100 units with a 6+ unit/acre building density. If they didn’t listen to neighbour concerns in 2017 that this was too much density for rural living, they certainly have shown an even bigger lack of care or respect by doubling the expected population, doubling the building density, and using 30% more land than they first proposed. If they say that the Calgary Metropolitan

Region (CMR) must approve an ASP in this area and will only approve something with a density greater or equal to 6 units/acre, my question is simple: Why is the MD beholden to the CMR for property that is a dozen kilometres from the city limit, that won't be reached by Calgary for 150+ years? The MD should not feel pressured to allow projects completely contrary to its values. If both the MD and the CMR must agree for something to move forward, the clear choice in this case is that the MD should not provide their approval.

- This proposal speaks to horizons as far out as 2045 - if everything were to go as planned. It is unreasonable to ask the already-established neighbours to sacrifice the quietness, peace, views, and dust-free air they enjoy in favour of construction related noise, dirt, and crime. It's not a momentary inconvenience; it's a TWENTY YEAR burden that would make a dramatic decrease in quality of life and property value.
- The rural areas of the MD are marked by serenity; they align with the values listed in the Growth Management Strategy which are "wide open spaces; beautiful scenic vistas; dark night time skies filled with galaxies, stars, and planets; historic and archeological resources that connect us to our culture and our past; and high quality air, water, soil and biodiversity". Foothills Landing is not a rural development; it is urban. It is just as inappropriate for them to build 2000 homes in rural Foothills County as it would be for Okotoks to offer 5 acre parcels in Wedderburn. They are different. You cannot put this type of high density living in the country and call it country living.

Please preserve the rural way of life for those that have spent hard earned money, poured sweat-equity into their property, and have moved away from cities to avoid the lifestyle and accompanying issues the Foothills Landing project will bring.

From: [Gerri Tullikopf](#)
To: [Gerri Tullikopf](#); [REDACTED] [Public Hearings](#)
Subject: Foothills landing
Date: September 20, 2024 5:34:14 PM

As landowners adjacent to the proposed development, we have the following concerns. In the Western Wheel publication dated Wednesday, October 9, 2023, the following was published:

“ There is enough land within Calgary’s borders for the next 35 to 49 years based on the current growth rate.” Therefore the annexation of 415 acres of county land south of Spruce Meadows was withdrawn. Similar developments have also been rejected in the area, mostly due to water, wastewater, and density concerns. Thankfully sometimes logic and values supersede money.

My biggest concern is the intentional use of URBAN planning on our RURAL lands. Why is there a need for a developer using city standards to gobble up beautiful agricultural county land to build a town and repeatedly refer to it as a hamlet? I refer to it as a town because it will far exceed the minimum 5000 residents of a town. The dictionary defines a hamlet as less than 100 people, a village as 500-2500 people, and a small town as greater than 5000. The town of High River, for example, encompasses 8.57 sq.mi. at a population of 14,324. This proposed development encompasses only .74 sq. mi. at a population of over 6000. So the area is 11 times smaller, but the population is still 1/2 the amount of High River.

These statistics are to illustrate the density of a project such as this. In fact the development is being planned under the auspices of the CMRB, which are clearly standards for urban metropolitan development.

One of the “key county residents benefits” as stated in the glossy brochure is “unique, affordable, peaceful, rural living without acreage maintenance”. The density of housing and urban services have nothing to do with preserving rural character. There is no evidence that the homes are affordable, living along 2 highways in a busy highly populated dense area is far from peaceful, and the lack of views, biodiversity, wildlife, and serenity of rural areas is non-existent. The stewardship of our natural landscapes and the capital prosperity for generations is lost.

In the publication entitled MD2010, endorsed by the county, the following 3 values were deemed as crucial for the preservation of our county lands : agriculture, rural character, and natural capital. The new Foothills Landing proposal contradicts all 3 aspects of this accepted doctrine as follows:

“We view all lands as potential agricultural land and worth conserving”

“Wide open spaces, scenic vistas, dark skies, historic and archeological resources, quality environment with clean air and water, good productive soils, biodiversity in flora and fauna”.

“The natural capital found in well managed and sustainable natural landscapes links economic prosperity and environmental protection for generations. “

The only reason I can see that our county would turn a blind eye to these established rural traditional values and sell us out is because of the \$3 million cash cow for their county coffers. And we all know that the greedy developers are not the least concerned about our standards of living.

I will address each of my next concerns in the following paragraphs: traffic, water/waste management, safety, and sustainability.

TRAFFIC

The proposal states “ this development is optimally located along the eastern corridor and major intersections of Highway 2 and 2A.” “With large scale transportation infrastructure already in place orienting growth in this location is logical”. “ This area will be easily accessible by passers-by and commercial truck traffic making it ideal.” This makes no sense at all, as quite the opposite is true. To add thousands of vehicles daily to these already overtaxed intersections is a recipe for disaster. It is foolhardy and dangerous to think an extra sign or turning lane will ease

traffic flow in all directions that are affected. The proposal shows that not until 2035 is there a plan for signal upgrades, additional turning and through lanes, and not until 2045 for a roundabout. I hope they can live with the inevitable accidents and deaths that result from their lack of planning and disregard to safety for the ensuing 21 years.

The traffic impact assessment makes no mention of needed improvements to accommodate increased traffic even during development of the project ,or accommodations for the natural population growth of the town of Okotoks over the next 10-20 years .

For a development of this magnitude ,the provincial government needs to be on board for structure of overpasses and roundabouts ,(not simply a couple of lightsthat will further back up traffic and make crossing the lanes or entering and exiting the highway impossible.)This needs to happen well BEFORE the development stage ,not 10-20 years along.

WATER / WASTEWATER

Developer needs to have water and wastewater capabilities for the entirety of the project now, not piece meal as development stages are reached . Is 100% of wastewater sent to the sewage treatment facility ,or is there a possibility of effluents distributed on adjacent lands?

We have extreme water supply shortage problems as landowners ,and know that a development of this magnitude will inevitably affect water sources and aquifer if not handled efficiently .Is water capacity in place and secured for the entire development ?

SAFETY

We are extremely concerned about our future safety as landowners with the influx of a population of this size . Crime follows population, and the infrastructure needed to maintain roads and traffic is lacking and distressing.

SUSTAINABILITY

The appropriateness of a development of this size has other issues. The area is touted as suiting “first time buyers, empty nesters, downsizers, independent adults , and seniors.” And yet the services don’t fit . These people will not have teenagers that would attend the high school, so why are there not elementary schools, daycares, and preschool facilities instead? Seniors need close access to medical facilities, public transit, and easy access amenities.

Independent adults would probably prefer workplace and city amenities 10 minutes down the road in Calgary, so why relocate ?

The HOA fees will be staggering for a space this size, and subject to inevitable increases as time goes by. The proposal states HOA fees will “maintain public open spaces, public amenity improvements, maintain private roadways, manage contract with waste management provider, and supply administrative and maintenance functions” to name a few . I would imagine that the “affordability for first time buyers “ might be exaggerated when they get their monthly HOA bills. The actual imagined savings on these units is not addressed. The question remains as to why a development of this magnitude would be desirable or preferable to the many new subdivisions 8 minutes down the road in Calgary , with established and future infrastructure guaranteed.

As a footnote , i would like to refer to the developers comment in their proposal that refers to the Springs at DeWinton . They said that “it had been approved as a cluster residential subdivision of 82 lots to be serviced by communal water and wastewater systems.” In fact, this is a huge lie, as it was rejected and shut down due to their inability to manage water and wastewater systems. To pretend that this is just another subdivision among others is misleading and clearly deceitful.

In closing I would like to reiterate that we realize that change and progress is inevitable and we are more than cognizant of the possibility of development in this beautiful area . But to pretend you are supporting rural life with urban amenities is preposterous . We paid big money to live on acreages with that rural character . There is a place for city and there is a place for country . We can’t afford to allow the greed of money to erode our rural landscape and way of life. We voted our councillors in based on trust and common sense that they would support the beautiful environment that we live in and the values that country rural life provides.

Respectfully submitted,
Gerri Tullikopf- McKay
Robbie McKay

From: [Joanne Wagar](#)
To: [Public Hearings](#)
Subject: Proposed Adoption of Foothills Landing Area Structure Plan - revised email
Date: September 22, 2024 10:27:41 AM

You don't often get email from [REDACTED] [Learn why this is important](#)

Public hearing scheduled for Tuesday, September 24, 2024 at 9 am. Please accept this amended email. My original was missing some required information.

We are writing this email to express our opposition to the proposed adoption of the Foothills Landing Area Structure Plan on subject lands NE/SE/SW 20-21-29 W4M & SE/NE 19-21-29 W4M.

A development of this size will have a significant impact on the people calling west De Winton their home. Most people who have moved to west De Winton did so to escape the city life, dense population, and associated noise and stress.

Now this developer proposes building what is basically a town right in our midst with little or no regard for the citizens being impacted. My heart goes out to the acreages that border this development as their country lifestyle will basically be destroyed. If they decide to move, who will want to purchase an acreage right next door to a high density development.

We are very concerned about the traffic this development will create. It is already treacherous trying to cross the 2A highway at the De Winton sign coming from OKotoks.

We are opposed to such a high density development as it will put additional strain on an already overburdened school system and health/emergency services in our area.

This large development will also contribute significantly to light pollution once all the required street lights are installed, again contributing to the demise of our country life.

It is tiresome fighting these developers. They are usually individuals who have no history with, or a vested interest in our quiet, established community and have no problem destroying the country lifestyle of the individuals who call this area home.

This development has no place in our community.

Thank you for considering our concerns with this area structure plan adoption proposal.

Joanne Wagar
Don Habetler
NE 25-01-01 W5

Mailing address:
Don Habetler & Joanne Wagar

[REDACTED]

Email. [REDACTED]

LATE

**WRITTEN
SUBMISSION**

September 20th, 2024

Foothills County
309 MacLeod Trail
Box 5606
High River, Alberta T1V 1M7

publichearings@foothillscountyab.ca

To: Public Hearings

To Whom It May Concern:

Re: Carefree Lifestyle Solutions Inc and Carefree Group Area Structure Plan Public Hearing

**Date: September 24, 2024
Time: 9:00 AM**

As property owners down the road from the proposed development residing off 306th Avenue, we are in strong support of the Carefree Group area structure plan.

We feel that the developers of this project have done considerable foresight in their presentation of installing the essential services to an area that is currently under great pressure.

The proposal to bring in their own water supply will be a benefit to those of us living along the 2A corridor.

The proposed traffic lights are also regarded by us as a benefit as well. It will help create a traffic break for those of us who are accessing Highway 2A from 306 Avenue. The traffic to and from Okotoks has become oppressive and is presently creating increased difficulties in crossing that intersection safely.

We like the idea of carefully developed area structure plan in order to avoid haphazard development along Highway 2A.

The incredible rapid increased density/growth in the town of Okotoks has created so much unavoidable demand along Highway 2A that it is time to recognize the inevitable development of the 2A corridor.

Respectfully submitted,
Bruce MacDonald

From: [L N](#)
To: [Public Hearings](#)
Subject: Foothills Landing Area Structure Plan - NE/SE/SW 20-21-29 W4M & SE/NE 19-21-29 W4M
Date: September 24, 2024 10:54:18 PM

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NIELSEN, ERIC & LAURA [REDACTED]

Good Day:

Please accept this as our concerns regarding the above development.

- 1/ With a development of this size, surrounding acreages will lose value.
- 2/ How will the waste (septic) water be handled for a possible 5700 residents?
- 3/ When will the infrastructure for all this waste water be installed?
- 4/ Current roadways are not built to handle heavy construction traffic. Who's paying to upgrade roads/ overpass on the 2A?
- 5/ How will the added traffic be handled on Dunbow Road? Overpass perhaps?
- 6/ With such a huge increase of people to this section of land what are the plans for increased police/fire protection & presence?

Thank you for reviewing our concerns.

Unfortunately we were not able to attend the meetings as we are out of country.

Kind Regards,

Laura and Eric Nielsen

[EXTERNAL EMAIL] This email has originated from outside of the Foothills County organization. Do not click on any links or open any attachments unless you recognize the senders Name and Email address.