

**FOOTHILLS COUNTY
COUNCIL AGENDA**



Wednesday, February 26, 2025, 9:00 a.m.
Foothills County Administration Office
309 Macleod Trail South – High River

	Pages
A. GENERAL MATTERS	
A.1 Call Meeting to Order	
A.2 Approval of the Agenda	
B. PUBLIC WORKS / ENGINEERING / PARKS & RECREATION	
C. PUBLIC HEARINGS & MEETINGS	
C.1 10:00 a.m. - Farrell - SE 33-19-29 W4M - Amendment (CR) Presented by: Planning Officer Melanie Michaud	3
C.2 11:00 a.m. - Middleton - E 35-19-04 W5M - Request to License an Undeveloped Road Allowance Presented by: Municipal Land Administrator Donna Fowler	16
C.3 1:30 p.m. - Graham - SW 20-19-02 W5M - Redesignation (A to CR) Presented by: Planning Officer Melanie Michaud	22
D. MISCELLANEOUS PLANNING ITEMS	
D.1 187 Foothills Royal Canadian Air Cadet Squadron - SW 19-18-28 W4M - Bylaw 54/2024 (2nd & 3rd Reading)	33
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D.5 Timber Star Inc. - SE 27-20-29 W4M - Bylaw 42/2023 (2nd & 3rd Reading)	152
E. SUBDIVISION APPROVING AUTHORITY ITEMS	
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F.1 Donation of Retired Emergency Management Drone Unit Presented by: Manager of Parks and Recreation Jeff Porter	164
F.2 U7U Water Co-op - Request for Funding Presented by: Municipal Manager Harry Riva Cambrin	166
F.3 Waste Collection Agreement	168

Presented by: Municipal Manager Harry Riva Cambrin

- F.4 Foothills Enforcement Services - Traffic Safety Plan** 170
Presented by: Manager of Enforcement Services Darcy Beaudette
- F.5 McChesney Contracting / 2519089 Alberta Ltd. - SW 17-20-02 W5M - Request to Purchase Undeveloped Road Plan** 178
Presented by: Municipal Lands Administrator Donna Fowler

G. CONFIDENTIAL CLOSED SESSION


- G.1 Advice from Officials - FOIP s. 24**
- G.2 Diamond Valley Peace Officer Shared Services Agreement - FOIP s. 21 & 24**
Presented by: Deputy Director Community and Emergency Services
Peter Stapley

H. MOTIONS ARISING FROM CONFIDENTIAL CLOSED SESSION

I. OTHER MATTERS

- I.1 Lunch**
- I.2 Accounts – February 26, 2025**
Councillors Alger, Oel, and Siewert
- I.3 Minutes – February 19, 2025**
- I.4 Committee Reports**
- I.5 Next Meeting – March 5, 2025**
- I.6 Adjourn**

PUBLIC HEARINGS AND MEETINGS
PLANNING AND DEVELOPMENT REPORT TO COUNCIL
LAND USE AMENDMENT
February 26, 2025
To be heard at: 10:00 AM

APPLICATION INFORMATION		FILE NO. 24R040
	LEGAL DESCRIPTION: Ptn. SE 33-19-29 W4M; Plan 7911201, Block 12	
	LANDOWNERS: Sean and Dawn Farrell	
	AREA OF SUBJECT LANDS: 20.02 acres	
	CURRENT LAND USE: Country Residential District (CR)	
	PROPOSED LAND USE: Country Residential District (CR)	
NUMBER & SIZE OF PROPOSED NEW PARCELS: 1 x 4.25 +/- acre parcel		
PROPOSAL: Amendment to the Country Residential District land use rules to allow for the future subdivision of one +/- 4.25 acre CR parcel, leaving a +/- 15.77 acre CR balance.		
DIVISION NO: 2		COUNCILLOR: Reeve Delilah Miller
FILE MANAGER: Melanie Michaud		

EXECUTIVE SUMMARY:

Location:

The subject parcel is located on 32nd Street E, approximately 820 m east of Highway 783 and the Foothills Regional Landfill, approximately 1.2 km south of 434 Ave E and approximately 5.5 km south of the Town of Okotoks.

Policy Evaluation:

The application was reviewed within the terms of the:

- Municipal Development Plan 2010 (MDP2010);
- Land Use Bylaw 60/2014; and
- Growth Management Strategy;

Referral Considerations:

- The application was referred to the required Provincial and Municipal bodies, as well as Utilities.

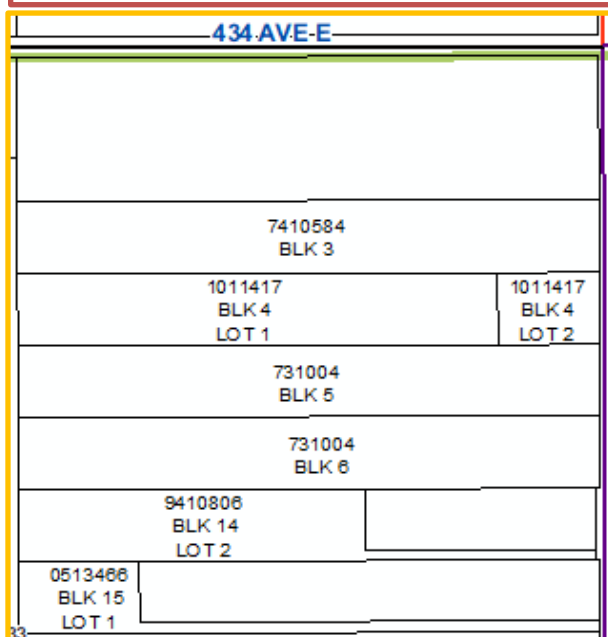
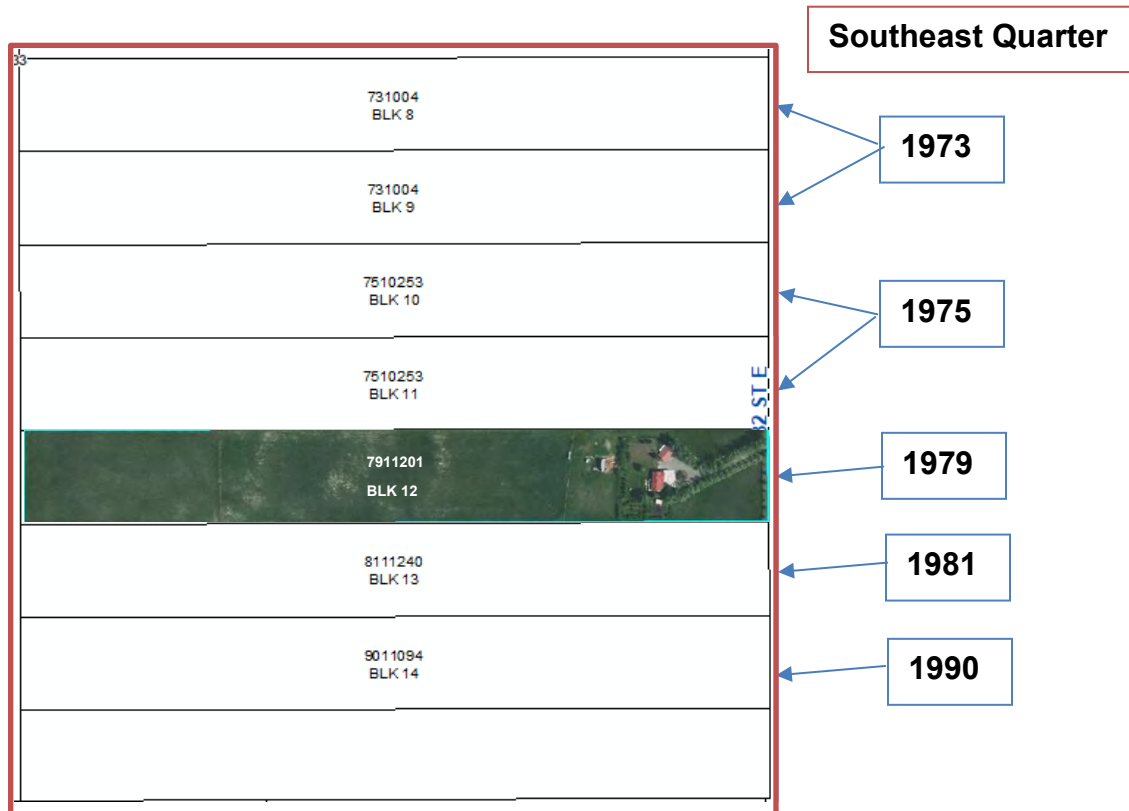
PURPOSE OF APPLICATION:

Bylaw XX/2025 – An application has been made to amend the Land Use Bylaw by authorizing an amendment to the Country Residential District land use rules to allow for the future subdivision of one +/- 4.25 acre Country Residential District lot with an approximate +/- 15.77 acre Country Residential District balance.

HISTORY:

1973 - 1990 Between 1973 and 1990, the subject quarter section was divided into eight +/- 20.0 acre parcels.

Since 1990, none of these approximately 20 acre parcels have been further subdivided. In 1993, an application was made to subdivide Block 14 into two equal 10 acre parcels. Council requested a new plan for proposed subdivision showing a 6 acre parcel instead. The file was never finalized.



Northeast Quarter

1973-2010 In the NE quarter section, a similar pattern of subdivision occurred between 1973 and 2010, however three smaller parcels were also created on three of the 20 acre parcels.

SITE CONSIDERATIONS:

Access:

The subject parcel is currently accessed from an existing approach on 32nd Street E, which is intended to remain as access to the proposed parcel. A new approach is proposed to be constructed along the north property line to provide access to the balance parcel through a panhandle.

Physiography:

The topography of the subject lands is primarily flat. The lands at the eastern portion of the property have been developed for residential use. The area toward the west is a generally flat area of land. There is a gentle slope that runs east to west through the center of the parcel. There are no significant environmental features on the property.

Existing Development / Site Improvements:

At this time, the existing development on the subject parcel includes a single family dwelling with an attached garage, a detached garage, a barn, a shelter and a garden shed, all of which would remain on the proposed parcel.

Note: If approved, the detached garage will not meet the setback to the new north property line. Thus, Council may wish to formally acknowledge the detached garage as legally non-conforming or require the applicant to apply for a Development Permit to bring this structure fully into compliance, as a condition of subdivision.

Water and Wastewater Considerations:

The subject parcel is currently serviced with an existing water well that is located to the northwest of the residence. There is another existing water well in approximately the centre of the subject lands, and would fall within the balance parcel. There is a septic field located west of the residence.

REFERRAL CIRCULATION:

CIRCULATION REFERRALS	
REFEREE	COMMENTS
INTERNAL	
Public Works	<p><u>Access:</u></p> <p>Public Works has commented that the proposed approach requires a 15 m setback from the existing approach, centerline to centerline. If the setback cannot be achieved, a common approach is recommended. This would require removal and re-alignment of the current approach. A culvert is required for the proposed approach.</p> <p>Additional comments included that the balance parcel is surrounded by absorbent landscaping and natural drainage towards the southeast. There are no additional requirements at this time, as the development is less than 10% of the land and will be managed by the surrounding landscaping and setbacks as per the Land Use Bylaw.</p>

CIRCULATION REFERRALS	
GIS/Mapping	GIS/Mapping had no concerns about the application.
FH Regional Waste Management Facility	The Foothills Regional Landfill did not comment on the application.
EXTERNAL	
Alberta Transportation And Economic Corridors (ATEC)	<p>ATEC noted the following:</p> <ul style="list-style-type: none"> • Pursuant to Section 618.3(1) of the Municipal Government Act (MGA), the department expects that the municipality will comply with any applicable items related to provincial highways in an ALSA plan if applicable. • Pursuant to 618.4(1) of the Municipal Government Act, the department expects that the Municipality will mitigate the impacts of traffic generated by developments approved on the local road connections to the highway system, in accordance with Policy 7 of the Provincial Land Use Policies. • The requirements of Section 18 of the Regulation are not met. The department anticipates minimal impact on the highway from this proposal. Pursuant to Section 20(1) of the Regulation, Transportation and Economic Corridors grants approval for the Subdivision Authority to vary the requirements of Section 18 of the Regulation. • The requirements of Section 19 are not met. There is no direct access to the highway and there is sufficient local road access to the subdivision and adjacent lands. Pursuant to Section 20(1) of the Regulation, Transportation and Economic Corridors grants approval for the subdivision authority to vary the requirements of Section 19 of the Regulation.
ATCO Gas	ATCO Gas and Pipelines have no objection to the proposal.
FORTIS Alberta	Fortis Alberta Inc. has no concerns regarding the proposal.
PUBLIC	
Western Wheel	February 12, 2025 and February 19, 2025
Landowners (Half Mile)	One letter was submitted prior to the submission of this staff report.

POLICY EVALUATION:

Municipal Development Plan 2010 (MDP2010):

The application generally meets the intent of Policies 3 and 9 of the Residential section of the MDP2010, which provides that residential parcels should consider their compatibility with the surrounding area and their impact on the agricultural industry. Further, the development must consider the suitability of the lands for residential uses and the efficient use of land.

Growth Management Strategy:

The subject parcel is located within the South Central District. The vision for this District is supportive of moderate growth and development, particularly in areas where there is infrastructure nearby and where agricultural operations are less likely to be affected.

Land Use Bylaw 60/2014:

The application meets the density requirements and lot size restrictions as set out in Section 13.1.6.2 of the Country Residential District within the County's Land Use Bylaw. If approved, the detached garage would no longer meet the required minimum setback of 15 m to the new property line.

SUMMARY:

Bylaw XX/2025 – Application for amendment to the Land Use Bylaw to allow for the future subdivision of one +/- 4.25 acre Country Residential District parcel, leaving a +/- 15.77 acre Country Residential District balance.

OPTIONS FOR COUNCIL CONSIDERATION:

OPTION #1 – APPROVAL

Council may choose to grant 1st reading to the application for an amendment to the Country Residential District land use rules to allow for the future subdivision of one +/- 4.25 acre Country Residential District parcel, leaving a +/- 15.77 acre Country Residential District balance from Ptn. SE 33-19-29 W5M; Plan 7911201, Block 12 for the following reasons:

In their consideration of the criteria noted within the Residential section of the MDP2010, Council is of the opinion that the lands are suitable for the intended use. Further, the application falls within the density provisions and lot size restrictions of the Country Residential District within the County's Land Use Bylaw.

Recommended Conditions for Option #1:

1. The landowners are to fully execute and comply with all requirements as outlined within the Municipal Development Agreement for the purposes of payment of the community sustainability fee and any other necessary municipal and on-site improvements as required by Council and the Public Works department;
2. The landowners are to submit a development permit application(s) to bring the existing detached garage into compliance with the Land Use Bylaw, as a condition of subdivision.
3. Proof of water in accordance with the Provincial Water Act to the satisfaction of the County;
4. Final amendment application fees to be submitted;
5. Submission of an executed subdivision application and the necessary fees.

OPTION #2 REFUSAL

Council may choose to refuse the application for an amendment to the Country Residential District land use rules to allow for the future subdivision of one +/- 4.25 acre Country Residential District parcel, leaving a +/- 15.77 acre Country Residential District balance from Ptn. SE 33-19-29 W5M; Plan 7911201, Block 12 for the following reasons:

In consideration of the criteria noted within the Residential section of the MDP2010, Council is of the opinion that the application does not adequately address the intent of the policy with respect to cumulative effects of the development and the suitability of the lands for further development.

APPENDICES:

APPENDIX A: MAP SET

LOCATION MAP

LAND USE MAP

HALF MILE – PARCEL SIZES

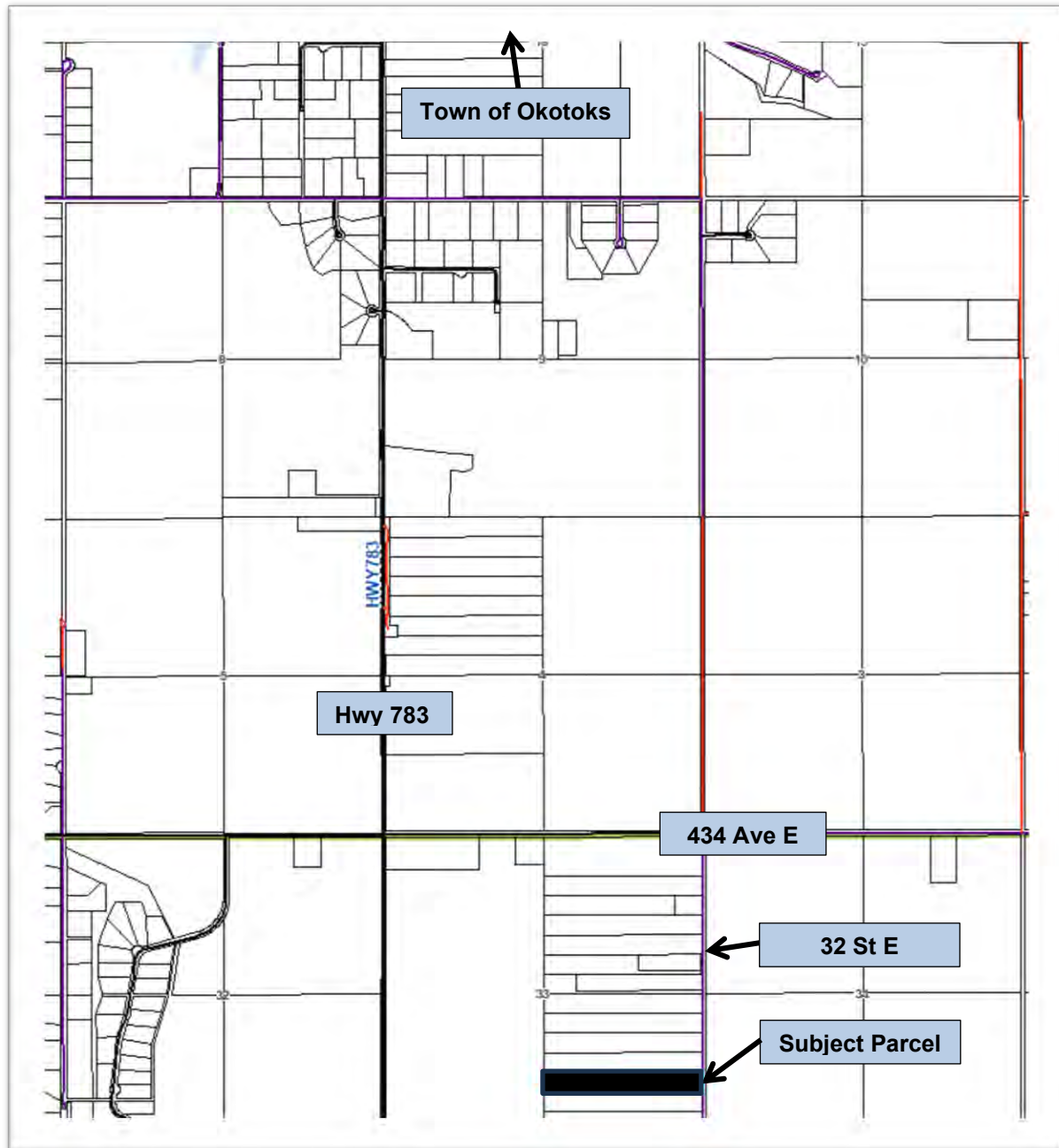
SITE PLAN

ORTHO PHOTO

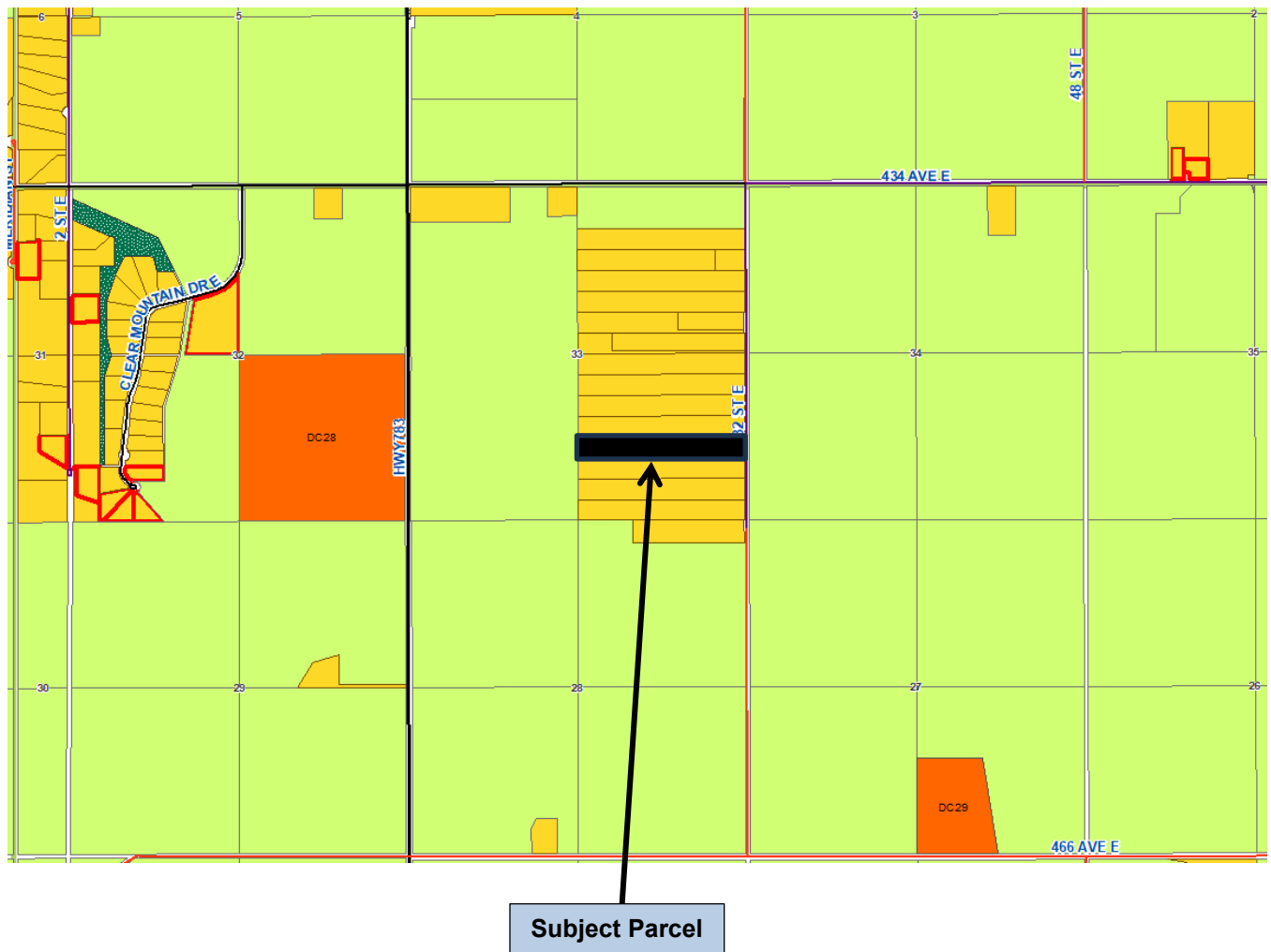
APPENDIX B: PROPOSED BYLAW

APPENDIX C: SUBMITTED LETTER

APPENDIX A: LOCATION MAP



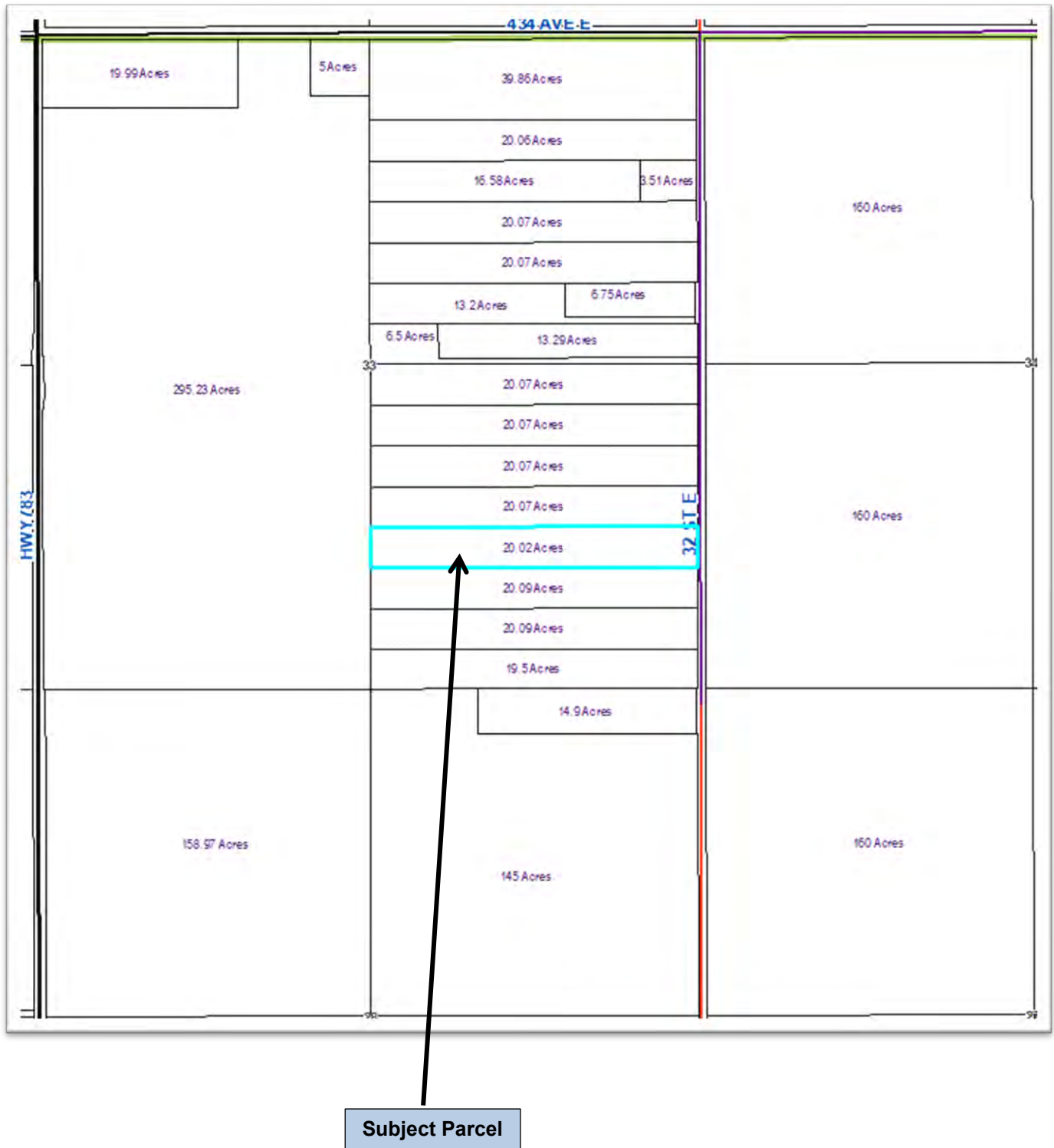
APPENDIX A: LAND USE MAP



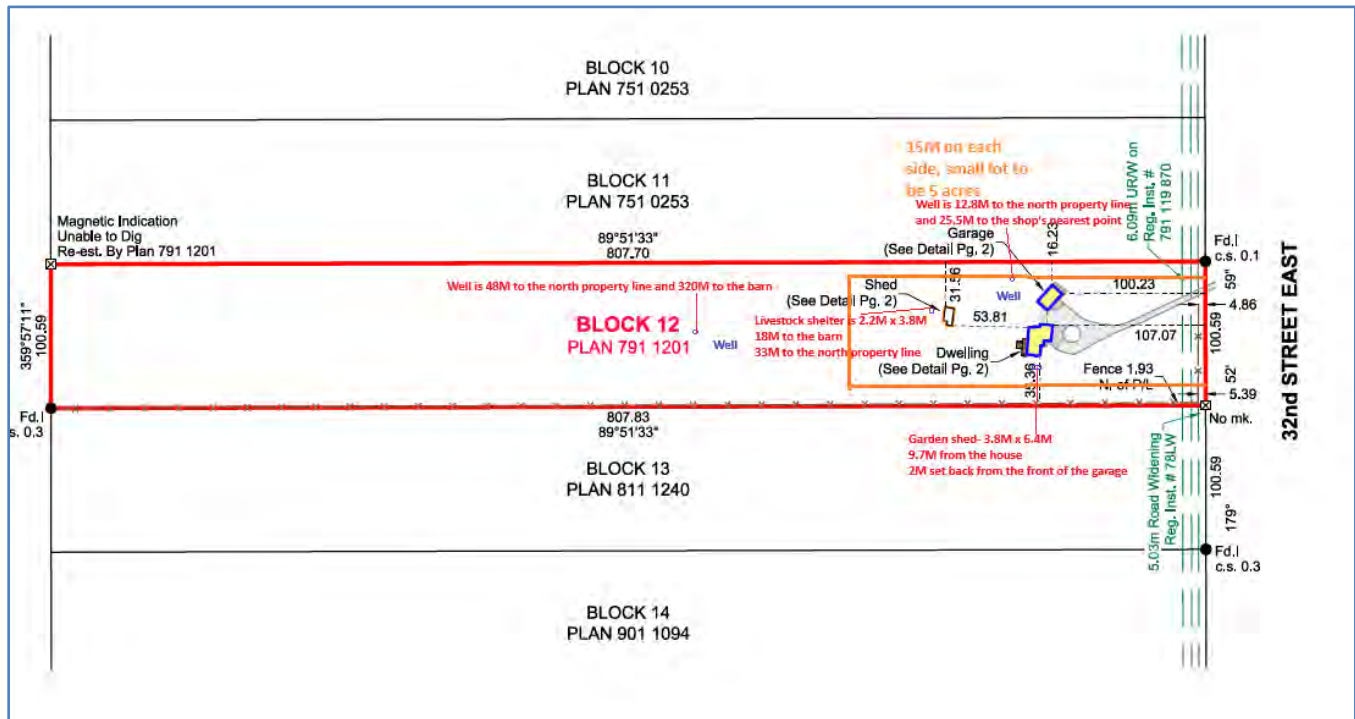
Legend

- | | | |
|--|--|---|
|  Multiple Land Uses |  HR- Hamlet Residential |  ER- Environmental Reserve |
|  A- Agricultural |  CMC- Community Commercial |  MR- Municipal Reserve |
|  AA- Agricultural Sub A |  INR- Natural Resource Extraction | |
|  AB- Agriculture Business |  DC- Direct Control | |
|  CR- Country Residential |  EP- Environmental Protection | |
|  CRA- Country Residential Sub A |  PUL- Public Utility | |

APPENDIX A: HALF MILE – PARCEL SIZES



APPENDIX A: SITE PLAN



APPENDIX A: ORTHO PHOTO



BYLAW XX/2025**BEING A BYLAW OF FOOTHILLS COUNTY TO AUTHORIZE AN AMENDMENT TO
THE LAND USE BYLAW NO. 60/2014; AS AMENDED.**

WHEREAS pursuant to the provisions of the Municipal Government Act, Chapter M-26 Revised Statutes of Alberta 2000, and amendments thereto, the Council of Foothills County in the Province of Alberta, has adopted Land Use Bylaw No. 60/2014 and amendments thereto:

AND WHEREAS the Council has received an application to further amend the Land Use Bylaw by authorizing an amendment to the Country Residential District land use rules to allow for the future subdivision of one new 4.25 +/- acre Country Residential lot, with a 15.77 +/- acre Country Residential balance parcel on Plan 7911201, Block 12; Ptn. SE 33-19-29 W4M.

NOW THEREFORE THE COUNCIL ENACTS AS FOLLOWS:

1. Under SECTION 13.0.0 COUNTRY RESIDENTIAL DISTRICT, the following shall be added under Part 8 Bylaw Amendments:

Plan 7911201, Block 12; Ptn. SE 33-19-29 W4M within which shall allow for the future subdivision of one new 4.25 +/- acre Country Residential lot, with a 15.77 +/- acre Country Residential balance parcel.

2. This Bylaw shall have effect on the date of its third reading and upon being signed.

FIRST READING:

Reeve_____
CAO

SECOND READING:

Reeve_____
CAO

THIRD READING:

Reeve_____
CAO

PASSED IN OPEN COUNCIL assembled at the Town of High River in the Province of Alberta this day of = 20 .

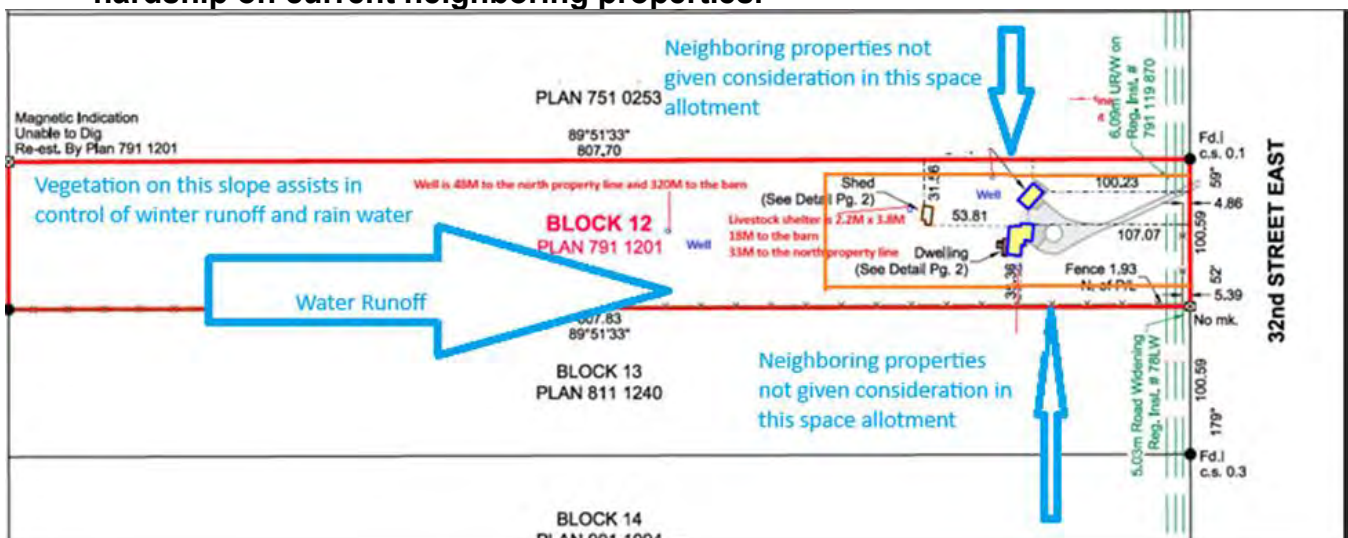
APPENDIX C: SUBMITTED LETTER

This E-mail is written in response to the below subdivision proposal
February 26, 2025 - 10:00 a.m.
Farrell - SE 33-19-29 W4M - Amend Country Residential District

Good Morning.

We are the neighboring property directly beside this acreage. We are writing to contest the current application. I will be out of town so I cannot appear at the hearing but I wish to provide my input. There are several key areas I wish to be taken into consideration on this application due to the proximity of the neighboring properties. They are as follows.

- **Noise.** Due to the proximity of the current properties the access road to the upper 15 acres to would create extra noise pollution near the living area of our homes
- **Dust and air pollution.** Due to the proximity of current properties, if a gravel access road is utilized unnecessary dust and air pollution would be introduced into our yards and homes from vehicles accessing the upper property.
- **Water Runoff, flooding.** The current property has vegetation on it which helps slow runoff and rainwater. The sloped portion of these properties has a natural flow of rainwater and runoff. If a road access is placed on the slope the natural path will be disrupted and could lead to possibly flooding neighboring properties. A proper storm drain, or drainage system would need to be placed on the sides of the access road to avoid flooding of neighboring properties.
- **Privacy.** The current properties have Mature vegetation between them that act as a privacy barrier. With an access to the upper property going down either side this location, this would remove the privacy barriers with no consideration for other parties.
- **Fencing.** Currently the property has suitable fencing between the properties. This would likely be removed if access an access road is placed along this lot and the neighboring lots would be adversely affected.
- **Utilities –** This needs to be a consideration as well as the back sides of out properties on 32 E street have a “view” If power poles were to be placed up the sides of the proposed access to a new home the views of the current homeowners could be obstructed decreasing current home values and again placing undue hardship on current neighboring properties.



In conclusion, Due to the size and layout of the current 20 acre lots surrounding the Farrells, I do not believe there is space to properly access the upper portion of the proposed 15-acre lot without causing undue hardship to the neighboring properties. I do not believe that the current proposition Leaving a small access on either side of the 5-acre property is beneficial to the properties on either side. The spacing is way too close to our homes to allow an access to be properly constructed between the properties with proper drainage and maintaining the current standard of privacy with mature vegetation already in place. This subdivision does not consider the neighbors on either side.

We would ask that you consider all of the above when making this decision as the neighboring properties will be Adversely affected by the proposed changes.

Thank you very much for you time in this matter

Best Regards: Steve And Robyn Bowling



PUBLIC MEETING
REPORT TO COUNCIL
Request to License an Undeveloped Road Allowance
February 26, 11:00 am

Letter of Request information		File: PL1904-35E
LEGAL DESCRIPTION: Portion of an Undeveloped Road Allowance adjacent to the east boundary of E ½ 35-19-04 W5M, containing ~7 acres (2.83 ha)		
LANDOWNER: Foothills County		
LICENCE APPLICANT: Wilf and Tracy Middleton		
PROPOSAL: Request to License Undeveloped Road Allowance		
DIVISION NO: 3		COUNCILLOR: Barb Castell
FILE MANAGER: Donna Fowler, Municipal Lands Administrator		
LOCATION		

The undeveloped Road Allowance is located approximately 11 km west of the Town of Diamond Valley, 0.7 km north of HWY 546 along an undeveloped stretch of 304 Street West.

BACKGROUND

On April 15, 2024, the landowner submitted a Road Closure Application for Council's consideration to license the above noted undeveloped road allowance.

On December 18, 2024 – Staff provided a brief presentation to Council and Council directed administration to proceed with a Public Hearing to consider the closure and license to the undeveloped road allowance adjacent to their property.

The applicants own parcels on both the east and west sides of this road allowance. A 230 metre segment of the southernmost portion of this road allowance is developed (304 Street West). This portion is excluded from this closure request.

CIRCULATION:

The Application File was circulated internally and externally with responses as indicated:

Foothills County Website – Application file posted on February 5, 2025.

Western Wheel Advertisement – February 12 & 19, 2025

Adjacent Landowner Circulation – No concerns to February 18, 2025

External Agencies Circulated - No concerns

Internal Circulation – No concerns

REQUEST OF COUNCIL

OPTION 1 – APPROVAL

That Council grants first reading to Bylaw ###/2025 to authorize the closure and license of a portion of the undeveloped road allowance E 35-19-04 W5M containing 7 acres more or less, for the purpose of grazing. Access will not be denied.

OPTION 2 – POSTPONE

That Council postpones their decision to allow administration to gather more information.

OPTION 3 – REFUSAL

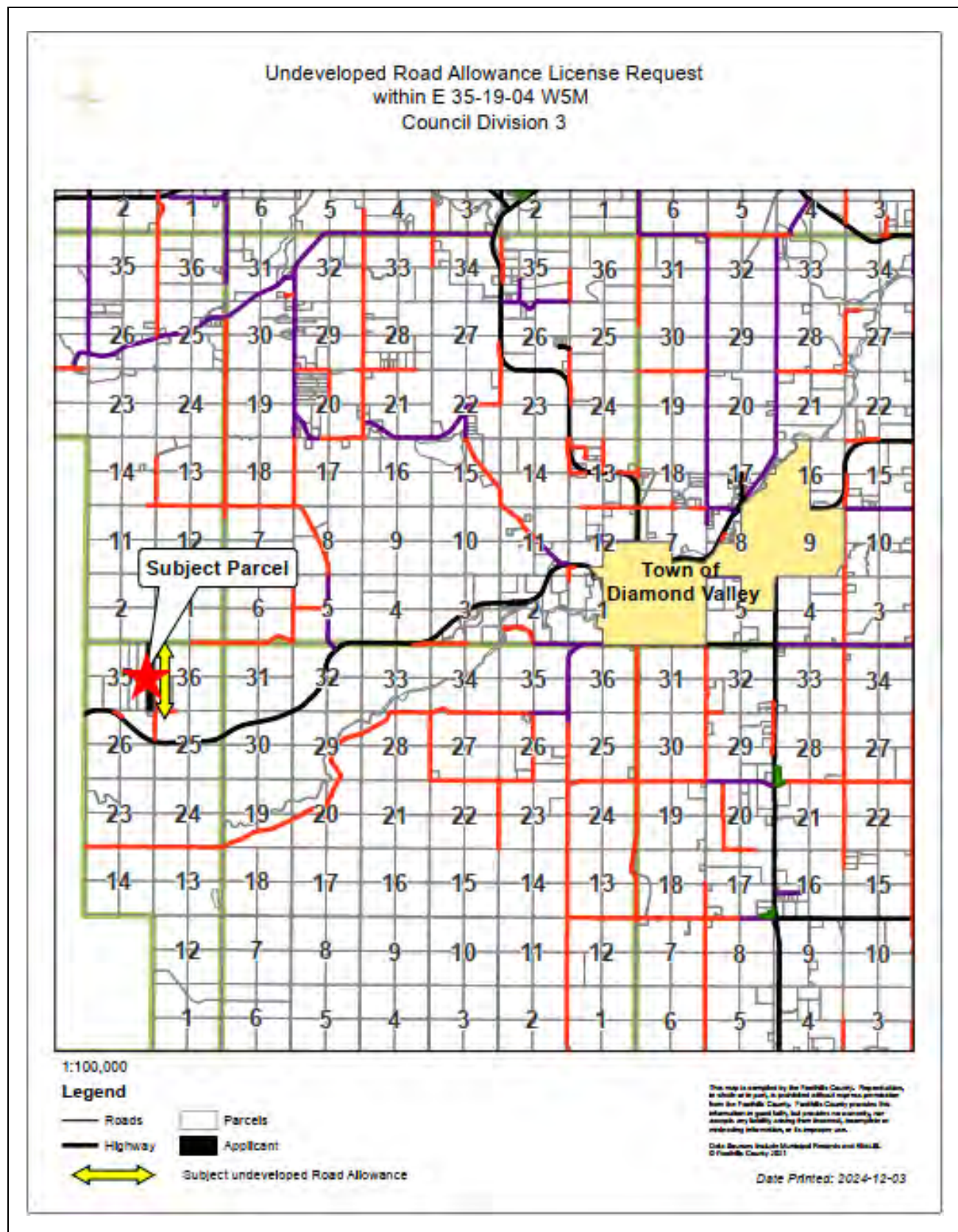
That Council denies the application, at this time.

APPENDICES

APPENDIX A – Location Maps

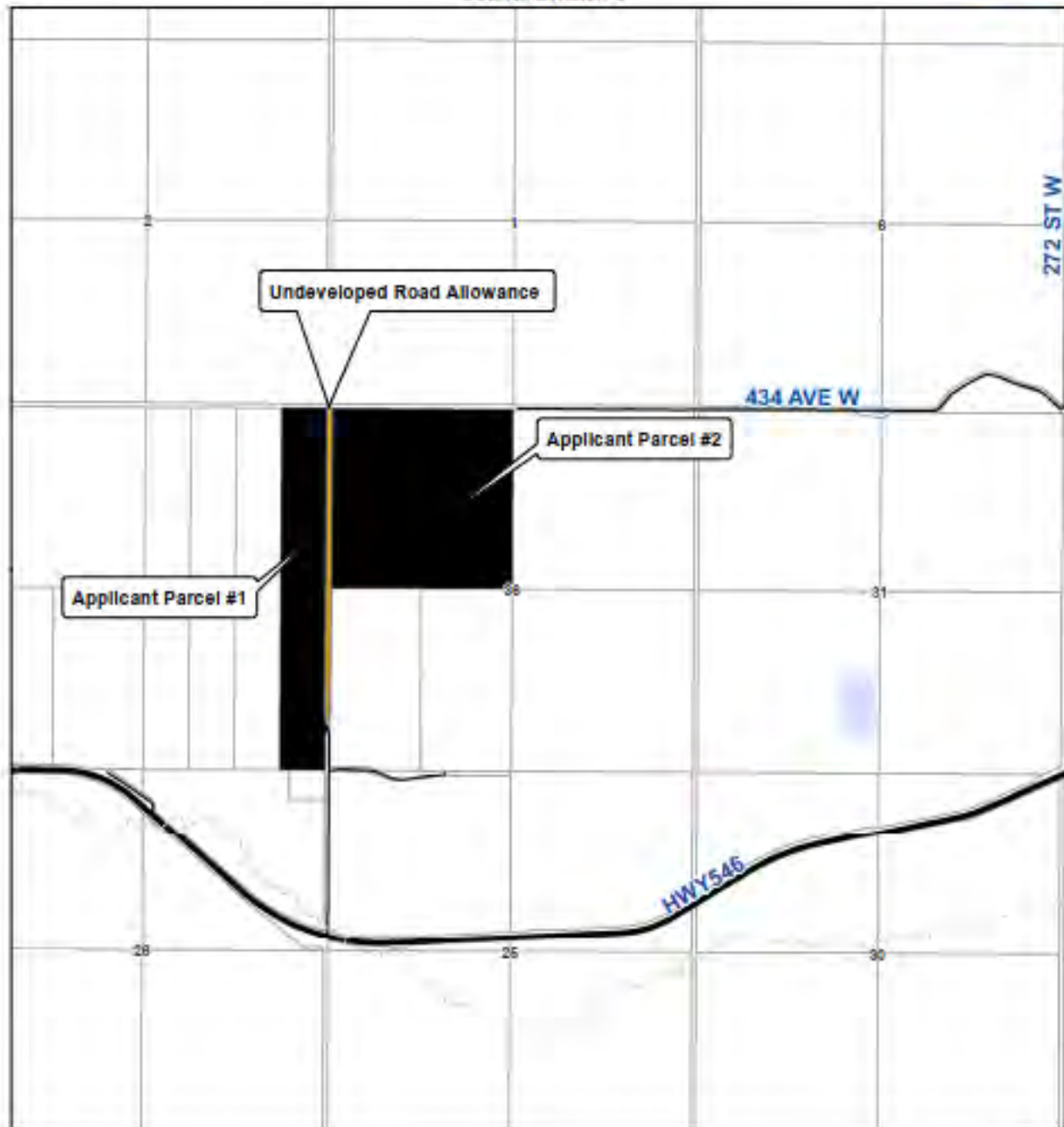
APPENDIX D – Draft Bylaw XX/2025

APPENDIX A: **LOCATION MAP**





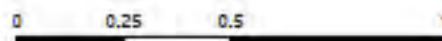
Undeveloped Road Allowance License Request
within E 35-19-04 W5M
Council Division 3



Legend

- Roads
- Highway
- Parcels
- Subject Parcel

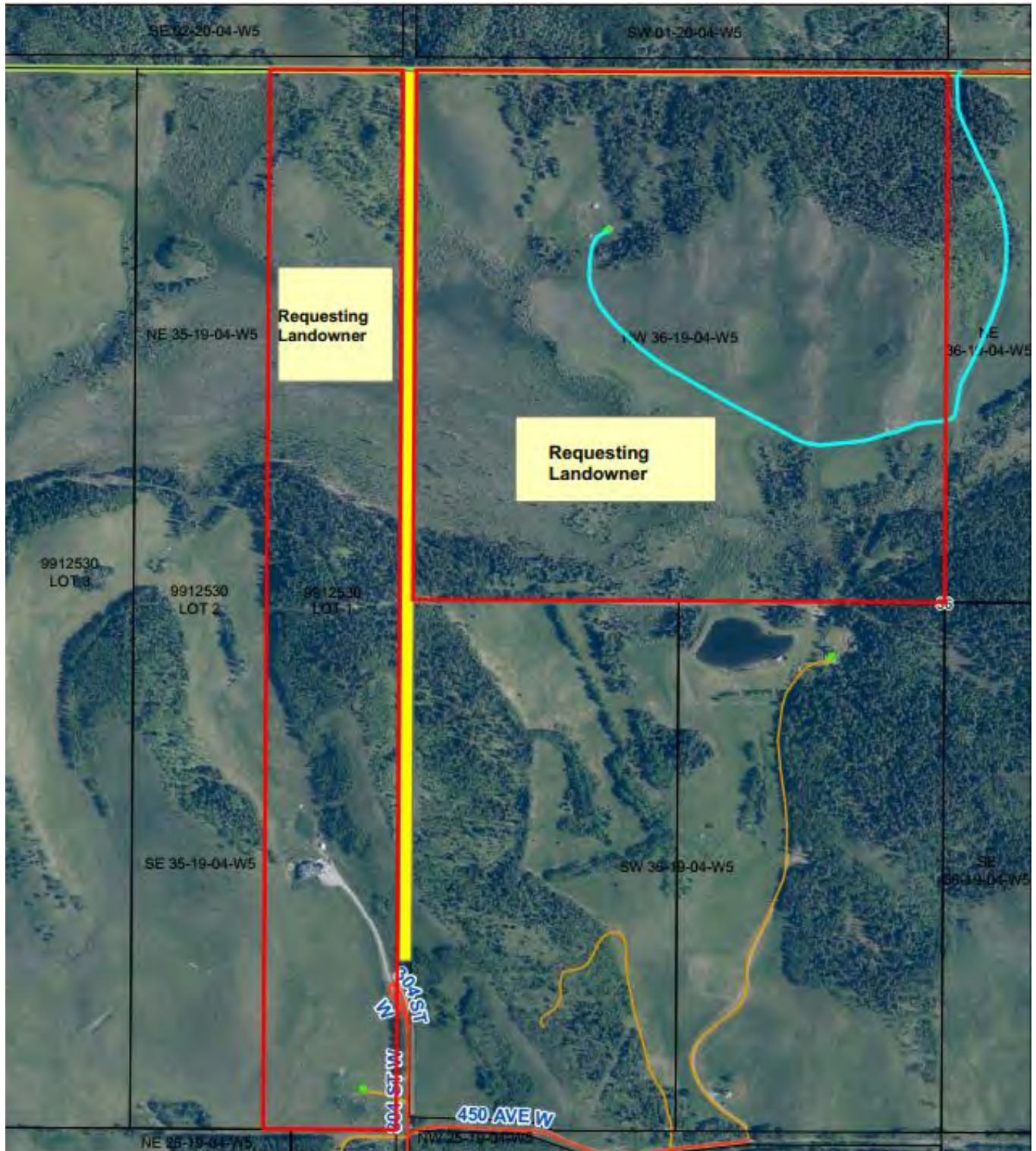
Date: 2025-02-10



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Document Path: C:\Planning\GIS\2025_Planning_Habitat\Documents

ORTHOPHOTOS



APPENDIX B: DRAFT BYLAW XX/2025

BYLAW XX/2025

A BYLAW OF FOOTHILLS COUNTY FOR THE PURPOSE OF CLOSING TO PUBLIC TRAVEL AND LICENCE OF PORTIONS OF A PUBLIC HIGHWAY IN ACCORDANCE WITH SECTION 22 OF THE MUNICIPAL GOVERNMENT ACT, CHAPTER M26, REVISED STATUTES OF ALBERTA 2000, AS AMENDED.

WHEREAS the lands hereafter described are no longer required for public travel, and

WHEREAS application has been made to Council to have the highway closed, and

WHEREAS the Council of Foothills County deems it expedient to provide for a bylaw for the purpose of closing certain roads, or portions thereof, situated in the said municipality, and

WHEREAS notice of intention of Council to pass a bylaw has been given in accordance with Section 606 of the Municipal Government Act, and published in the Western Wheel on February 12, 2025 and February 19, 2025 and

WHEREAS Council was not petitioned in writing by a person claiming to be prejudicially affected by the bylaw.

NOW THEREFORE BE IT RESOLVED that the Council of Foothills County in the Province of Alberta does hereby close to public travel and provide licence to the following highways, subject to the rights of access granted by other legislation:

A PORTION OF THE ROAD ALLOWANCE LYING EAST OF THE E ¼ OF SECTION 35 TOWNSHIP 19 RANGE 04 WEST OF THE 5TH MERIDIAN CONTAINING 7 ACRES (2.83 HECTARES) MORE OR LESS.
Excepting thereout all mines and minerals.

Received first reading this ____ day of _____, 2025.

Chief Elected Official

(Seal)

Chief Administrative Officer

APPROVED this ____ day of _____, 20__.

Minister of Transportation & Economic Development

Received second reading this ____ day of _____, 20__.


Received third reading and finally passed this ____ day of _____, 20__.

Chief Elected Official

(Seal)

Chief Administrative Officer

PUBLIC HEARINGS AND MEETINGS
PLANNING AND DEVELOPMENT REPORT TO COUNCIL
LAND USE AMENDMENT
February 26, 2025
To be heard at: 1:30 PM

APPLICATION INFORMATION		FILE NO. 24R057
	LEGAL DESCRIPTION: Ptn. SW 20-19-02 W5M	
	LANDOWNERS: Richard and Beverly Graham	
	AREA OF SUBJECT LANDS: 78.67 Acres	
	CURRENT LAND USE: Agricultural (A)	
	PROPOSED LAND USE: Country Residential District (CR)	
NUMBER & SIZE OF PROPOSED NEW PARCELS: 1 x 12.0 +/- acre CR parcel		
PROPOSAL: Redesignation of a portion of SW 20-19-02 W5 to Country Residential District to allow for the future subdivision of one +/- 12.0 acre CR parcel, leaving a +/- 66.67 acre Agricultural balance.		
DIVISION NO: 2		COUNCILLOR: Reeve Delilah Miller
FILE MANAGER: Melanie Michaud		

EXECUTIVE SUMMARY:

Location:

The subject parcel is located adjacent to and west of 172nd Street W, adjacent to and northwest of 482nd Avenue W, approximately 850 m south of 466th Avenue W, approximately 800 m west of Highway 22 and approximately 4.0 km south of the Town of Diamond Valley.

Policy Evaluation:

The application was reviewed within the terms of the:

- Municipal Development Plan 2010 (MDP2010);
- Land Use Bylaw 60/2014; and
- Growth Management Strategy;

Referral Considerations:

- The application was referred to the required Provincial and Municipal bodies, as well as Utilities.

PURPOSE OF APPLICATION:

Bylaw XX/2025 – An application has been made for the redesignation of a portion of SW 20-19-02 W5M from Agricultural District to Country Residential District in order to allow for the future

subdivision of one +/- 12 acre Country Residential District parcel, leaving a +/- 66.67 acre Agricultural District balance.

HISTORY:

1932 The subject quarter section was intact until the creation of 172nd Street in 1932, which divided the quarter section into +/- 78.67 acres on the west side and +/- 71.48 acres on the east side.

SITE CONSIDERATIONS:

Access:

The subject parcel is currently accessed from three existing approaches on 172nd Street W, two that provide access the parcel, and one that provides access to an oil well. The northernmost approach is proposed to continue to provide access to the balance parcel. The southernmost approach would provide access to the proposed parcel. There is a third approach just south of the center of the parcel, which would continue to provide access to the oil well.

Physiography:

The topography of the subject lands is predominantly flat. There is some tree cover concentrated around the residence and other development in the southwest portion of the property. A small portion of the lands along the northwest portion of the property have been developed for personal recreational use. There is a small manmade pond in the northeast portion of the property.

Existing Development:

At this time, the existing development on the subject property as per the submitted site plan includes a residence with an attached garage, a detached garage, a shop, a barn and two horse shelters. These structures are identified in the southwest portion of the subject lands and are to remain on the proposed parcel. There is an oil well that is accessed through an approach just south of the center of the parcel. In the northwest portion of the subject lands there is a small manmade pond and a cabin. These would remain on the balance parcel.

Additionally, there are two wells on the subject property – one to the west of the residence, to remain on the proposed parcel, and the other in the northwest portion of the property, to remain on the balance parcel.

Note: If approved, the proposed parcel would be permitted up to five accessory buildings with a cumulative size not to exceed 380.9 sq. m. The existing accessory buildings will be in excess of the allowable cumulative size at +/- 445.93 sq. m. Thus, Council may wish to formally acknowledge either the barn or shop as legally non-conforming or require the applicant to apply for a Development Permit to bring the structures fully into compliance, as a condition of subdivision.

REFERRAL CIRCULATION:

CIRCULATION REFERRALS	
REFEREE	COMMENTS
INTERNAL	
Public Works	<u>Access:</u> Public Works has no concerns with the application, but recommended approaches to both the balance and proposed parcels be built to current standards.
EXTERNAL	
Alberta Transportation And Economic Corridors (ATEC)	ATEC had no concerns with the proposed redesignation and noted the following: <ul style="list-style-type: none"> • The requirements of Section 18 of the Regulation are not met. The department anticipates minimal impact on the highway from this proposal. Pursuant to Section 20(1) of the Regulation, Transportation and Economic Corridors is prepared to grant approval for the Subdivision Authority to vary the requirements of Section 18 of the Regulation, at the time of future subdivision. • The requirements of Section 19 are met. Therefore, no variance of Section 19 of the Regulation would be required at the future subdivision stage.
PUBLIC	
Western Wheel	February 12, 2025 and February 19, 2025
Landowners (Half Mile)	No letters were submitted prior to the submission of this staff report.

POLICY EVALUATION:**Municipal Development Plan 2010 (MDP2010):**

The application generally meets with the intent of Policies 3 and 9 of the Residential section of the MDP2010, which provides that residential parcels should consider their compatibility with the surrounding area and their impact on the agricultural industry. Further, the development must consider the suitability of the lands for residential uses and the efficient use of land.

Further, the application does not generally meet the intent of Policy 2 of the Agricultural section of the MDP2010, which supports maintaining the integrity of the agricultural land base and discouraging the fragmentation of agricultural lands within the County.

Land Use Bylaw 60/2014:

The application meets the density requirements and lot size restrictions as set out in Section 13.1.6.2 of the Country Residential District within the County's Land Use Bylaw 60/2014. The structures that are to be kept appear to meet setbacks from the proposed property line. The only apparent Land Use Bylaw non-compliance would be an excess in the cumulative size of accessory buildings on the proposed Country Residential District parcel.

Growth Management Strategy:

The subject parcel is located within the Southwest District. The vision for this District is supportive only of minimal growth and development undertaken in a manner that is very sensitive to the importance of this area for scenic value, wildlife habitat and agricultural production.

SUMMARY:

Bylaw XX/2025 – Application for the redesignation of a portion of SW 20-19-02 W5M from Agricultural District to Country Residential District to allow for the future subdivision of one +/- 12 acre Country Residential District parcel, leaving a +/- 66.67 acre Agricultural District balance.

OPTIONS FOR COUNCIL CONSIDERATION:

OPTION #1 – APPROVAL

Council may choose to grant 1st reading to Bylaw XX/2025 to authorize the redesignation of a +/- 12 acre portion of SW 20-19-02 W5M from Agricultural District to Country Residential District in order to allow for the future subdivision of one +/- 12 acre Country Residential District parcel with a +/- 66.67 acre Agricultural District balance parcel for the following reasons:

In their consideration of the criteria noted in Agriculture Section of the MDP2010, Council is of the opinion that the lands are suitable for the intended use and would not be detrimental to the agricultural nature of the area. Further, the application falls within the density provisions and lot size restrictions of the Country Residential District within the County's Land Use Bylaw.

Recommended Conditions for Option #1:

1. The landowners are to fully execute and comply with all requirements as outlined within the Municipal Development Agreement for the purposes of payment of the community sustainability fee and any other necessary municipal and on-site improvements as required by Council and the Public Works department;
2. The landowners are to submit a development permit application(s) to bring the existing accessory buildings into compliance with the Land Use Bylaw, as a condition of subdivision.
3. Proof of adequate water supply to be provided in accordance with the Municipal Water Act to the satisfaction of the County;
4. Final amendment application fees to be submitted;
5. Submission of an executed subdivision application and the necessary fees.

OPTION #2 REFUSAL

Council may choose to refuse the application for the redesignation of a +/- 12 acre portion of SW 20-19-02 W5M from Agricultural District to Country Residential District in order to allow for the future subdivision of one +/- 12 acre Country Residential District parcel with a +/- 66.67 acre Agricultural District balance parcel for the following reasons:

In consideration of the criteria noted within the Agricultural section of the MDP2010, Council did not find sufficient merit in the proposal to consider removing the subject lands from the Agricultural District.

APPENDICES:

APPENDIX A: MAP SET

LOCATION MAP

LAND USE MAP

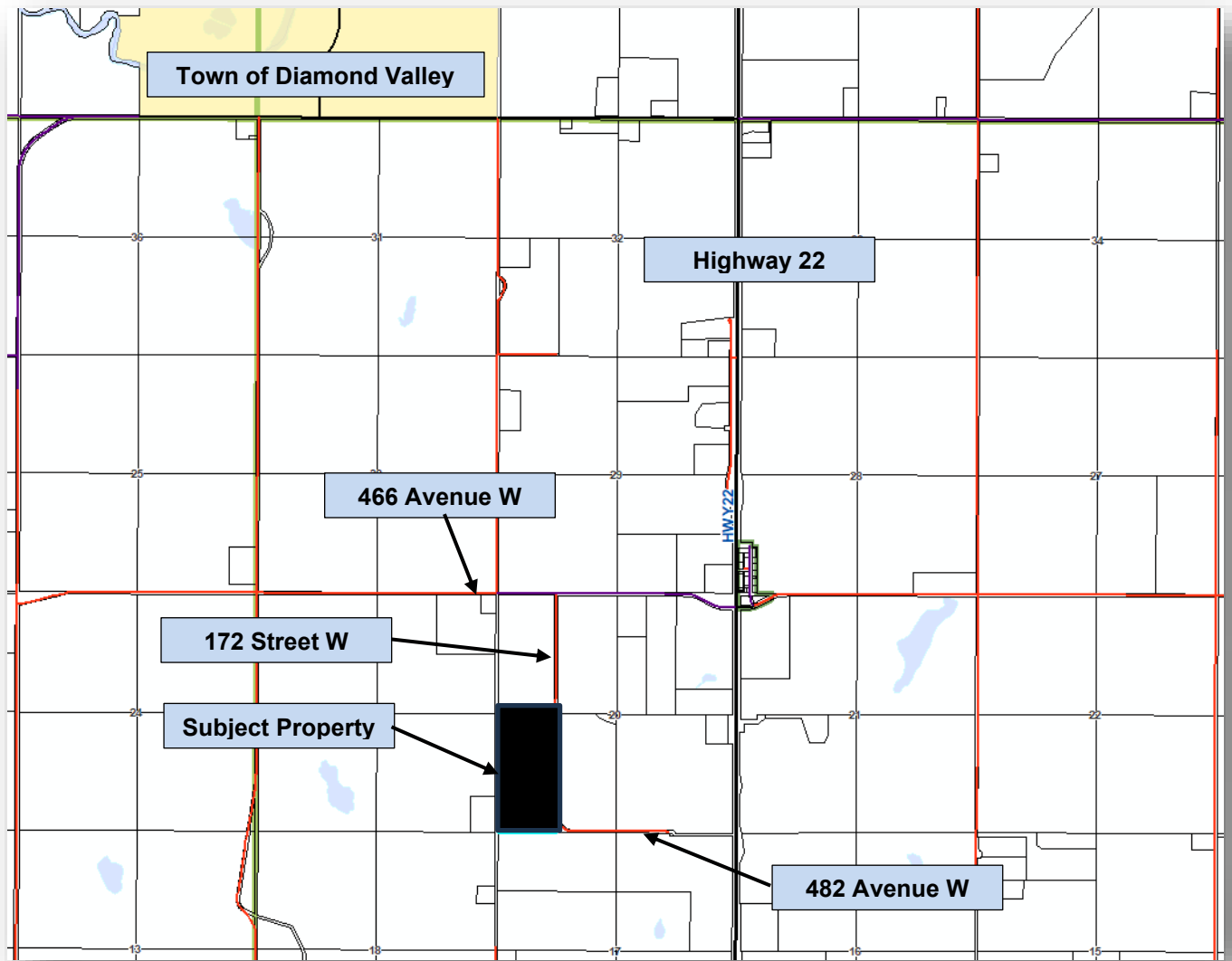
HALF MILE – PARCEL SIZES

SITE PLAN

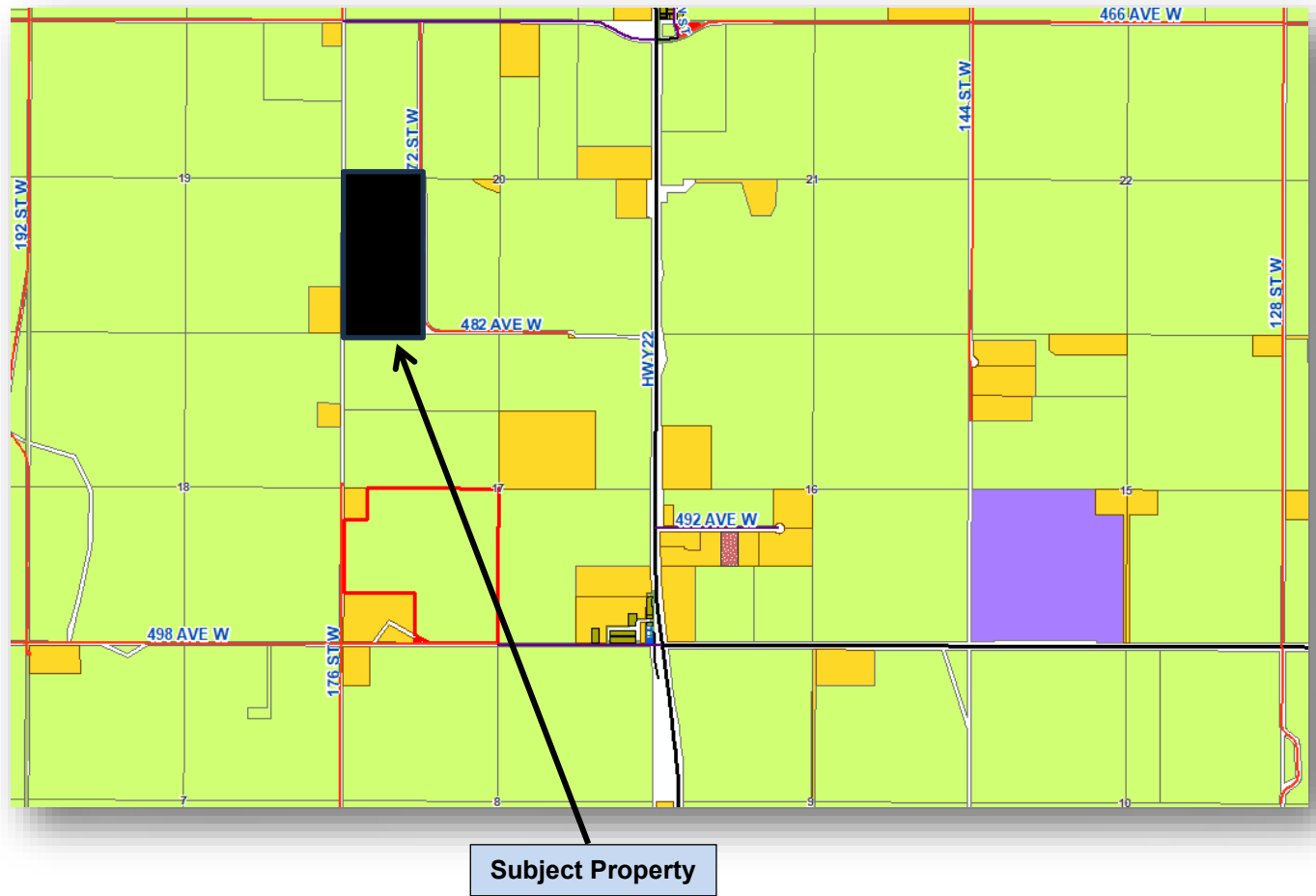
ORTHO PHOTO

APPENDIX B: PROPOSED BYLAW

APPENDIX A: LOCATION MAP



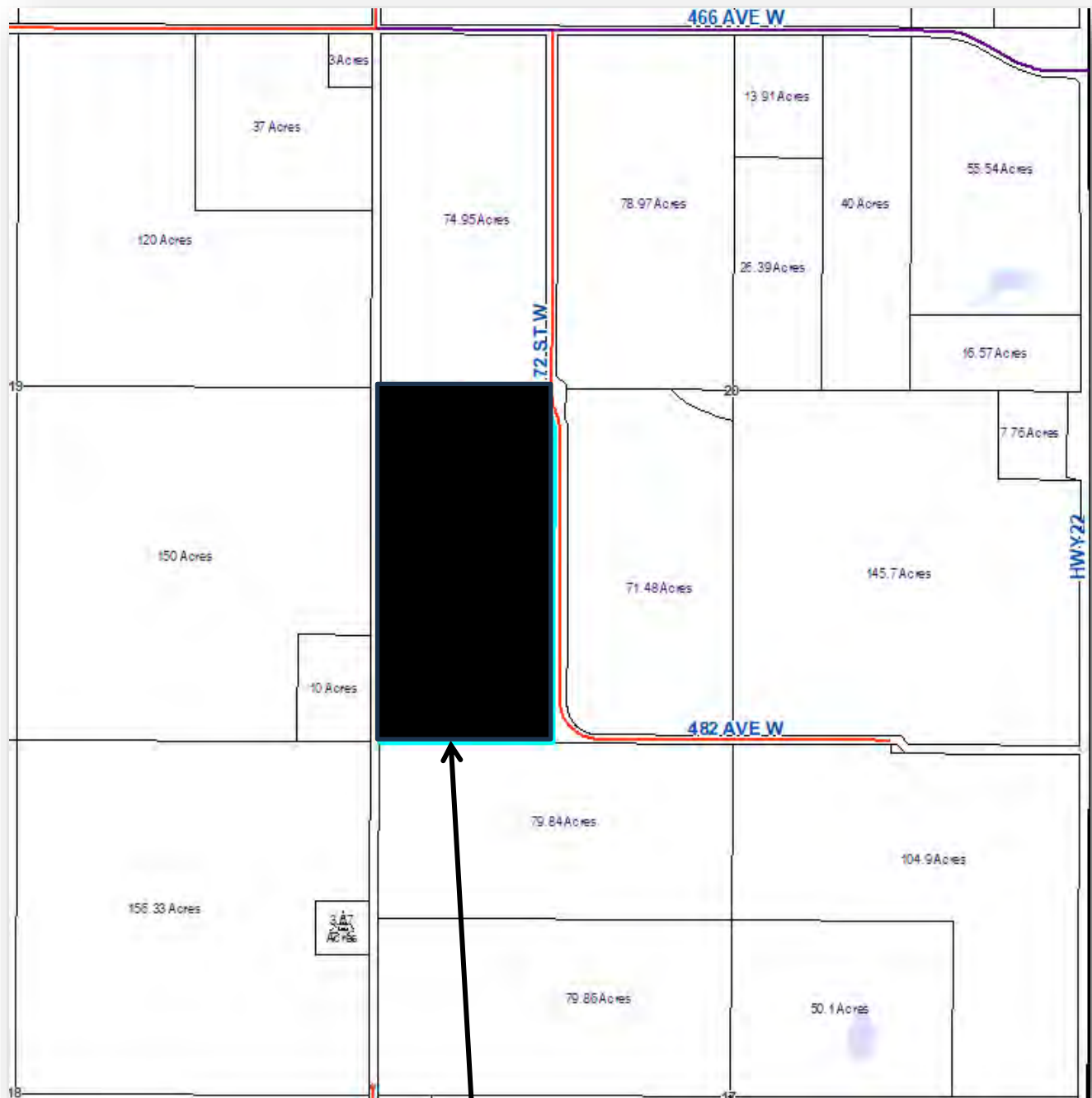
APPENDIX A: LAND USE MAP



Legend

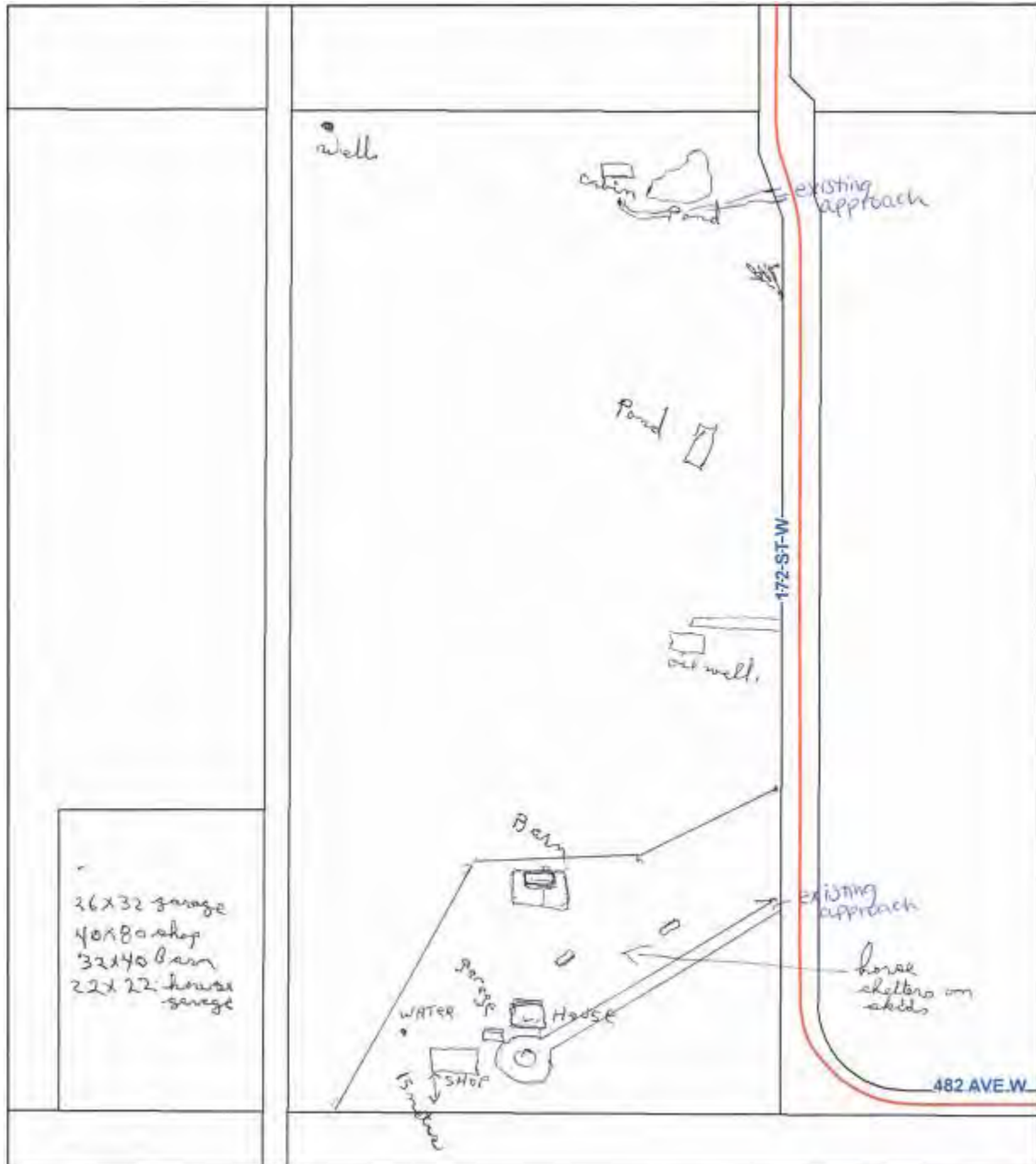
Multiple Land Uses	HR- Hamlet Residential	ER- Environmental Reserve
A- Agricultural	CMC- Community Commercial	MR- Municipal Reserve
AA- Agricultural Sub A	INR- Natural Resource Extraction	
AB- Agriculture Business	DC- Direct Control	
CR- Country Residential	EP- Environmental Protection	
CRA- Country Residential Sub A	PUL- Public Utility	

APPENDIX A: HALF MILE – PARCEL SIZES

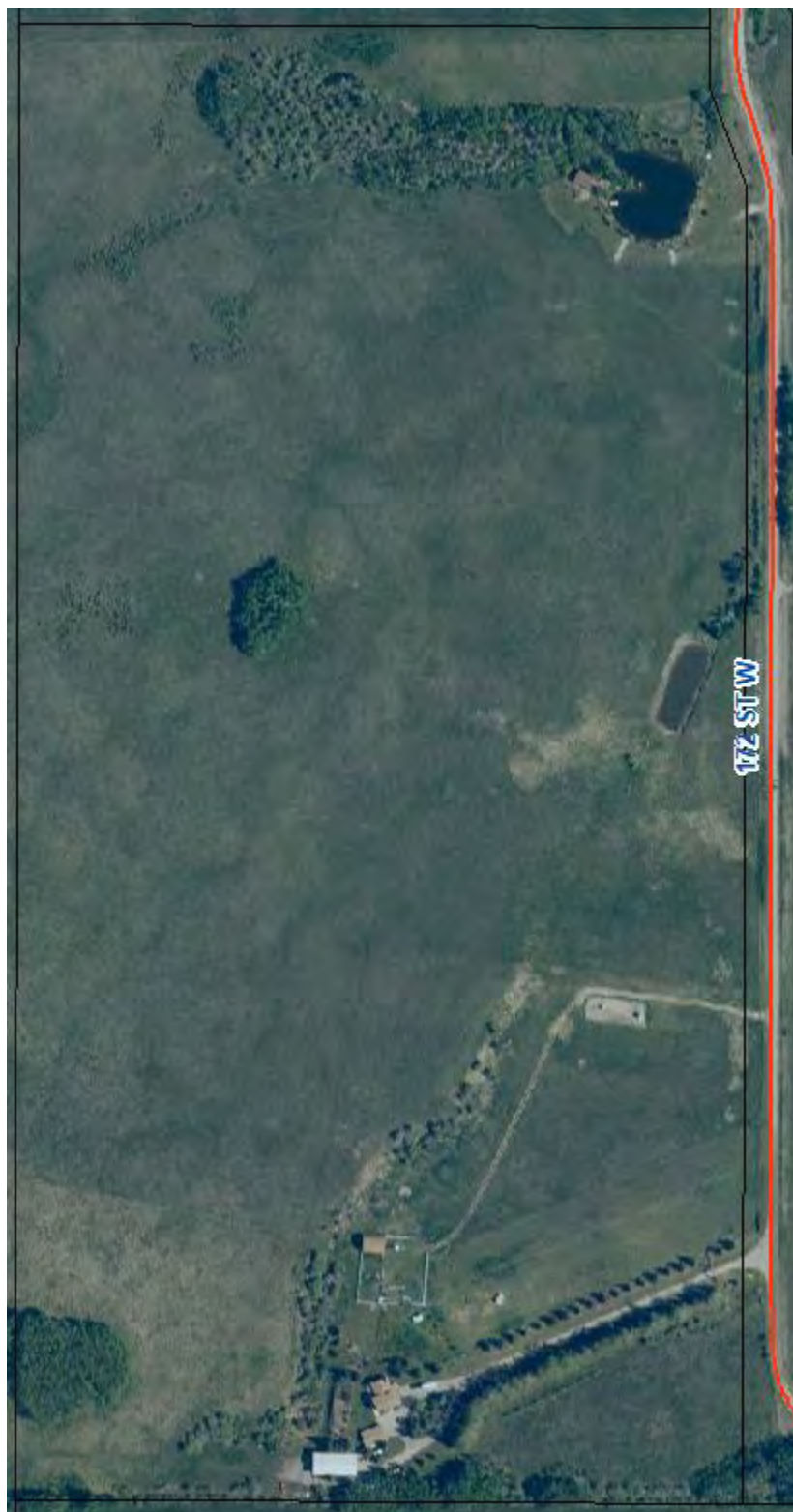


Subject Property

APPENDIX A: SITE PLAN



APPENDIX A: ORTHO PHOTO



BYLAW XX/2025

**BEING A BYLAW OF FOOTHILLS COUNTY TO AUTHORIZE AN AMENDMENT TO
THE LAND USE BYLAW NO. 60/2014 AS AMENDED.**

WHEREAS pursuant to the provisions of the Municipal Government Act, Chapter M-26 Revised Statutes of Alberta 2000, and amendments thereto, the Council of Foothills County in the Province of Alberta, has adopted Land Use Bylaw No. 60/2014 and amendments thereto:

AND WHEREAS the Council has received an application to further amend the Land Use Bylaw by authorizing the redesignation of a 12.0 +/- acre portion on Ptn. SW 20-19-02 W5M from Agricultural District to Country Residential District, in order to allow for the future subdivision of one new 12.0 +/- acre Country Residential parcel with an approximate 66.67 +/- acre Agricultural District balance parcel.

NOW THEREFORE THE COUNCIL ENACTS AS FOLLOWS:

1. Land Use Map No. 1902 is amended by *redesignating one 12.0 +/- acre parcel on Ptn. SW 20-19-02 W5M as Country Residential District.*
2. This Bylaw shall have effect on the date of its third reading and upon being signed.

FIRST READING:

Reeve

CAO

SECOND READING:

Reeve

CAO


THIRD READING:

Reeve

CAO

PASSED IN OPEN COUNCIL assembled at the Town of High River in the Province of
Alberta this day of 20 .

**MISCELLANEOUS PLANNING ITEM
PLANNING AND DEVELOPMENT REPORT TO COUNCIL
SECOND & THIRD READING TO BYLAW 54/2024
February 26, 2025**

APPLICATION INFORMATION		FILE NO. 24R038
	LEGAL DESCRIPTION: PTN. SW 19-18-28 W4M; Plan 8011027, Lot P29	
	LANDOWNER: Foothills County	
	APPLICANT: 187 Foothills Royal Canadian Air Cadet Squadron (RCACS)	
	AGENT: Krista Conrad – 187 Foothills Royal Canadian Air Cadet Squadron Sponsoring Committee (SSC)	
	AREA OF SUBJECT LANDS: 14,208 sq. ft (0.32 acres)	
CURRENT LAND USE: Direct Control District #5 (DC#5)		
PROPOSAL: Site Specific Amendment to the Direct Control District #5 Land Use Rules to add Community Facilities and Buildings as a discretionary use and to allow non-aviation related uses and storage of non-aviation related items in the existing hangar on the subject parcel, being a portion of SW 19-18-28 W4M; Plan 8011027, Lot P29		
LOCATION: The subject property is located within the Plan Area of the Foothills Regional Airport Area Structure Plan, west of Highway 2 and east of 104 Street E. The subject parcel is a private airside lot and is accessed from Lancaster Way.		
DIVISION NO: 1		COUNCILLOR: Rob Siewert
FILE MANAGER: Brittany Smith		

PURPOSE OF REQUEST:

Request for Council to provide second and third reading to Bylaw 54/2024.

BACKGROUND:

October 16, 2024: Council granted 1st reading to Bylaw 54/2024 authorizing a Site-Specific Amendment to the Direct Control District #5 land use rules to allow for Community Buildings and Facilities to be added to the discretionary uses and for an exception to Section 18.5.6.2 and 18.5.6.3 to permit non-aviation related activities and storage of non-aviation related items on Plan 8011027, Lot P29; Ptn. SW 19-18-28 W4M.

Note: an excerpt from the October 16, 2024 council meeting minutes outlining this decision is included under Appendix B of this staff report.

CONDITIONS TO BE MET AT REDESIGNATION:

All conditions of 1st reading have been completed.

COUNCIL ACTION REQUESTED:

Council is respectfully requested to consider granting 2nd and 3rd reading to Bylaw 54/2024 authorizing the authorizing a Site-Specific Amendment to the Direct Control District #5 land use rules to allow for Community Buildings and Facilities to be added to the discretionary uses and for an exception to Section

18.5.6.2 and 18.5.6.3 to permit non-aviation related activities and storage of non-aviation related items on Plan 8011027, Lot P29; Ptn. SW 19-18-28 W4M.

APPENDICES:

APPENDIX A:

LOCATION MAP & ORTHO IMAGE
SITE PLAN

APPENDIX B:

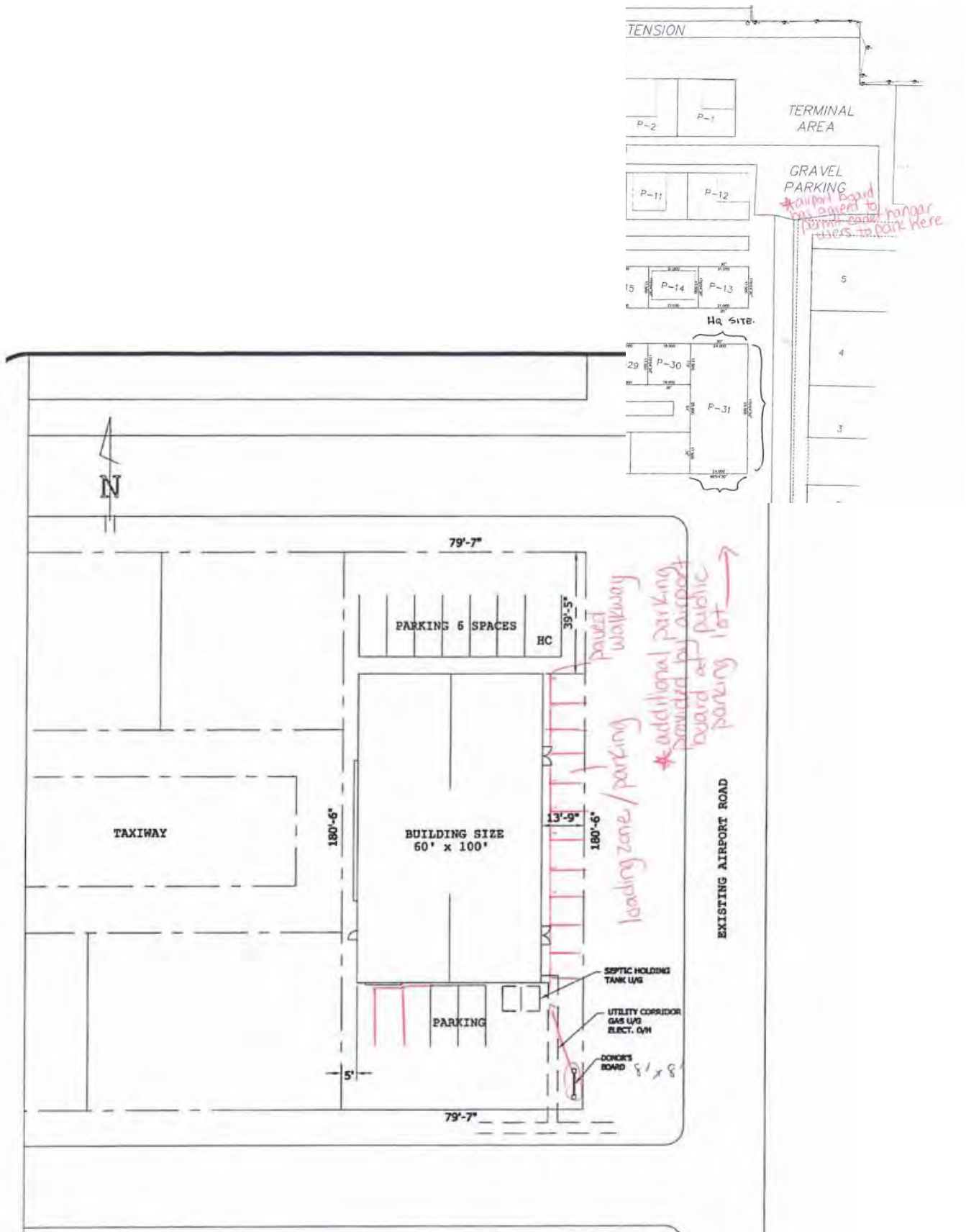
Excerpt from the October 16, 2024, Council meeting minutes

APPENDIX C:

BYLAW 54/2024



APPENDIX A: SITE PLAN



C.2.1 187 Foothills Royal Canadian Air Cadets Squadron - SW 19-18-28 W4M - Decision

Bylaw 54/2024

Bylaw 54/2024 to authorize a Site-Specific Amendment to the Direct Control District #5 land use rules to allow for Community Buildings and Facilities to be added to the discretionary uses and for an exception to Section 18.5.6.2 and 18.5.6.3 to permit non-aviation related activities and storage of non-aviation related items on Plan 8011027, Lot P29; Ptn. SW 19-18-28 W4M for the following reasons:

In consideration of the criteria within the Land Use Bylaw 60/2014 and High River Regional Airport Area Structure Plan 2018, Council is of the opinion that the proposed Site Specific Amendment to allow for Community Buildings and Facilities as a discretionary use on the subject lot only, as proposed, and exceptions to Policy Section 18.5.6 would not be detrimental or unduly interfere with the airport operations or materially interfere with the use of neighbouring airside lots at the airport. In addition, Council is of the opinion that the proposed uses generally align with the purpose and intent of the DC5 District and are complementary to airside uses under this district.

Prior to further consideration of the bylaw the applicant will be required to submit the following:

1. Final Land Use application fees to be submitted; and
2. Submission of a complete Development Permit application and the necessary fees.

Resolution 823

Moved by: Councillor Siewert

That Bylaw 54/2024 be given first reading.

THE BYLAW WAS PASSED FOR ONE READING

BYLAW 54/2024

**BEING A BYLAW OF FOOTHILLS COUNTY TO AUTHORIZE AN AMENDMENT TO
THE LAND USE BYLAW NO. 60/2014 AS AMENDED**

WHEREAS pursuant to the provisions of the Municipal Government Act, Chapter M-26 Revised Statutes of Alberta 2000, and amendments thereto, the Council of Foothills County in the Province of Alberta, has adopted Land Use Bylaw No. 60/2014 and amendments thereto:

AND WHEREAS the Council has received an application to further amend the Land Use Bylaw by authorizing a Site-Specific Amendment to the Direct Control District #5 land use rules to allow for Community Building and Facilities to be added as a discretionary use and for an exemption to Section 18.5.6.3 to permit non-aviation related activities and storage of non-aviation related items on Plan 8011027, Lot P29; Ptn. SW 19-18-28 W4M.

NOW THEREFORE THE COUNCIL ENACTS AS FOLLOWS:

1. Under SECTION 18.5 DIRECT CONTROL DISTRICT #5, the following shall be added under Section 18.5.4 DISCRETIONARY USES:

Ptn. SW 19-18-28 W4M, to allow for Community Building and Facilities on a lot designated as airside.

2. Under SECTION 18.5 DIRECT CONTROL DISTRICT #5, the following exemption shall be made under Section 18.5.6.3:

Ptn. SW 19-18-28 W4M, to permit non-aviation related activities and storage of non-aviation related items.

3. This Bylaw shall have effect on the date of its third reading and upon signing.

FIRST READING: October 16, 2024

Reeve

CAO

SECOND READING:

Reeve

CAO


THIRD READING:

Reeve

CAO

PASSED IN OPEN COUNCIL assembled at the Town of High River in the Province of Alberta this day of 20

**MISCELLANEOUS PLANNING ITEM
PLANNING AND DEVELOPMENT REPORT TO COUNCIL
2nd and 3rd READINGS - FOOTHILLS CROSSING ASP AMENDMENT AND CONCURRENT
LAND USE REDESIGNATION/AMENDMENT
February 26, 2025**

REQUEST FOR 2ND AND 3RD READINGS TO BYLAWS 05/2025, 06/2025 & 07/2025	
APPLICATION INFORMATION	File No. 24R 052
	<p>PROPOSAL: THIS APPLICATION HAS TWO PARTS:</p> <p>PROPOSAL PART 1: Bylaw 05/2025 - Amendments to maps and policy in the Foothills Crossing Area Structure Plan (ASP) to allow for the development of a business park which may accommodate a Data Centre Campus.</p> <p>PROPOSAL PART 2:</p> <p>A. Bylaw 06/2025 - An amendment to the Land Use Bylaw 60/2014 to add a definition for Data Centre Campus under <i>Section 2.5 Definitions</i>.</p> <p>B. Bylaw 07/2025 - Land Use Redesignation for portion of the ASP Area from Agriculture District to Business Park District and Site-Specific Amendments to the Business Park District to allow for the development of a business park to accommodate a Data Centre Campus on the Subject Lands as a Discretionary Use.</p>
<p>LOCATION OF LANDS:</p> <p><u>PART 1 - ASP AMENDMENT:</u> East side of Highway #2, between Highway #23 and 498th Avenue interchanges ("ASP Plan Area" - See Location Map in Appendix A).</p> <p><u>PART 2 – LAND USE BYLAW AMENDMENT/ REDESIGNATION:</u> Northeastern portion of ASP Plan Area ("The Subject Lands" - See Preliminary Site Plan for Data Centre Campus in Appendix A).</p>	
<p>LEGAL DESCRIPTION OF LANDS:</p> <p><u>PART 1 - ASP AMENDMENT:</u> Multiple parcels in Sec. 9-19-28 W4 and Sec.4-19-28 W4; east of Highway #2 ("The ASP Plan Area" - See Legal Descriptions & Property Information in Appendix E)</p> <p><u>PART 2 - LAND USE BYLAW AMENDMENT/ REDESIGNATION:</u> Ptn. NE 09-19-28 W4M and Ptn. SE 09-19-28 W4M ("The Subject Lands")</p>	
<p>LANDOWNERS:</p> <p><u>PART 1 - ASP AMENDMENT:</u> Multiple landowners</p> <p><u>PART 2 - LAND USE BYLAW AMENDMENT/ REDESIGNATION :</u> Timothy, Jeffery, and Stephen Callahan</p>	

AGENT: Stantec (Ellie Abootorabi) on behalf of Beacon Data Centres Inc.

AREA OF SUBJECT LANDS:

PART 1 - ASP AMENDMENT: +/- 752.98 acres

PART 2 - LAND USE BYLAW AMENDMENT/ REDESIGNATION: +/- 279.50 acres

CURRENT LAND USES:

PART 1 - ASP AMENDMENT:

Agriculture, Country Residential, Highway Commercial, Direct Control #18, and Direct Control # 20 Districts

PART 2: LAND USE BYLAW AMENDMENT/ REDESIGNATION:

Agriculture District

DIVISION NO: 1

COUNCILLOR: Rob Siewert

FILE MANAGER: Julie McLean

BACKGROUND

January 29, 2025 Subsequent to a public hearing, Foothills County Council granted first reading to 3 separate bylaws as follows:

Bylaw 05/2025

Bylaw 05/2025 was introduced into the meeting to authorize amendments to the Foothills Crossing Area Structure Plan to text, maps and policy within the Foothills Crossing Area Structure Plan with respect to the land use concept, transportation concept and phasing strategy to allow for the development of a business park which may accommodate a Data Centre Campus and related uses.

Further consideration of the bylaw is subject to the following:

- 1) Applicant to provide additional amendments to the ASP, as per direction from Foothills County Council to the satisfaction of Foothills County Administration.*

Bylaw 06/2025

Bylaw 06/2025 was introduced into the meeting to authorize the addition of the following definition for Data Centre Campus to Section 2.5 Definitions of the Land Use Bylaw 60/2014:

DATA CENTRE CAMPUS: A large-scale facility designed to house extensive computer systems and associated components, for supporting artificial intelligence, cloud computing, data security, data storage, management and processing digital media, information and applications. This facility encompasses ancillary structures that support its primary function, including but not limited to administrative offices, educational and training facilities, maintenance facilities, power generation facilities, substations, and security buildings.

Bylaw 07/2025

Bylaw 07/2025 was introduced into the meeting to authorize the redesignation of Ptn. NE 09-19-28 W4M containing 129.51 +/- acres and Ptn. SE 09-19-28 W4M containing 149.99 +/- acres (the "subject lands") from Agricultural District to Business Park District, and Site-Specific Amendments to allow for the development of a Data Centre Campus on the subject lands as a Discretionary Use and to outline requirements related to maximum site coverage, maximum height of structures, parking and what must be included in a complete development permit application for a Data Centre Campus. The Site-Specific Amendments are as follows:

- a. Under Section 14.1.8 Exceptions in the Business Park District, Data Centre Campus to be added as a Discretionary Use for the Subject Lands;*

- b. Under Section 14.1.8 Exceptions in the Business Park District the maximum site coverage to be as follows for the Subject Lands: The maximum site coverage, including all buildings and impermeable surfaces, is 60% of the total lot area or as supported by a stormwater management plan prepared by an accredited professional;
- c. Under Section 14.1.8 Exceptions in the Business Park District the maximum height of structures to be 18 metres for the Subject Lands;
- d. Under Section 14.1.8 Exceptions in the Business Park District the parking requirements to be as follows for the Subject Lands: Parking must be provided at a rate of 1.5 parking stalls or units per permanent employee. This excludes Handicap Parking which shall be determined by the Development Authority; and
- e. Under Section 14.1.8 Exceptions in the Business Park District a complete development permit application for a data centre campus must include a noise mitigation and monitoring plan (unless the entire facility is subject to an AUC application and required to comply with rule 12), a fire prevention program and dynamic emergency response plan to the satisfaction of Foothills County.

Further consideration of the bylaw is subject to the following:

1. 2nd and 3rd readings granted to Bylaw 05/2025 for amendments to the Foothills Crossing ASP;
2. Developer is to enter into a Deferred Services Agreement as per Policy 6.1.1.5 of the Foothills Crossing ASP, with respect to future piped water and wastewater servicing and connection fee requirements, provided to the satisfaction of the Public Works department;
3. A Traffic Study to be provided by the Applicant / Developer, in accordance with Policy 5.2.5.3 of the Foothills Crossing ASP, to the satisfaction of the Public Works department;
4. Applicant / Developer are informed that a pre-release condition of development permit will be to fully execute and comply with all requirements as outlined within a Municipal Development Agreement(s) for the purposes of payment of all applicable off-site levies and/or contributions required by the County, for the Developer's proportional share of the construction of all external and internal transportation infrastructure (including intersectional treatments), future water and wastewater connections, storm water management, utility infrastructure, connection fees and any other necessary municipal and on-site improvements as required by Council and the Public Works department, in accordance within Section 5. Transportation Strategy, of the Foothills Crossing Area Structure Plan;
5. Applicants are informed that a pre-release condition of the development permit will be to obtain Historical Resources Act approval and provide proof of such to the satisfaction of Foothills County;
6. Applicants are informed that a pre-release condition of the development permit will be a road acquisition agreement, for the purpose of road dedication, to be executed and registered by caveat, with respect to an area of land 35 meters in width, parallel to the full west boundary of the Subject Lands as well as additional area required at the north end to accommodate an appropriate curve off of the existing 501 Avenue East as illustrated in Figure 12 Transportation Concept in the ASP;
7. Applicants are informed that a pre-release condition of the development permit will be that a comprehensive stormwater management plan for the proposed development be provided to the satisfaction of Foothills County as per Policy 6.2.1.1 of the Foothills Crossing ASP;

8. *Applicants are informed that as a condition of a development permit the Developer is to adhere to Highway 2A Industrial ASP Enhanced Design Guidelines as set out in Section 8.4.3 of the Foothills Crossing ASP, unless superseded by design guidelines specific to the Foothills Crossing Area Structure Plan in which case that document will guide development; and*
9. *Final Redesignation/Amendment application fees to be submitted.*

CONDITIONS TO BE MET AT FIRST READING:

Bylaw 05/2025

Developer has fulfilled the condition to complete the directed ASP amendments to the satisfaction of Foothills County administration.

A red-line document showing both the original amendments and those done subsequent to the public hearing is attached as Appendix B. Original amendments are in red text and/or highlighted in yellow. New amendments are highlighted in turquoise.

Bylaw 06/2025

There were no conditions associated with this first reading approval.

Bylaw 07/2025

Only conditions 1, 2, 3, and 9 are conditions that are applicable to the redesignation application. All other conditions relate to requirements for the development permit application which will follow land use.

Condition 1 will be met if Council granted 2nd and 3rd readings to bylaw 05/2025.

Condition 3 and Condition 9 have been met.

With respect to Condition 2 (entering into a deferred services agreement). Since the lands are not yet owned by the developer, administration now believes that it would make more sense to revise this condition to be a pre-release condition of a future development permit – at which time the developer will be the land-owner.

As such, administration is asking Council to consider revising condition 2 to read as follows:

2. *Applicants are informed that as per Policy 6.1.1.5 of the Foothills Crossing ASP a Deferred Services Agreement with respect to future piped water and wastewater servicing and connection fee requirements, provided to the satisfaction of the Public Works department will be a pre-release condition of the development permit.*

REQUEST OF COUNCIL:

Council is asked to consider granting 2nd and 3rd readings to the following 3 bylaws:

- **BYLAW 05/2025**

To authorize amendments to the Foothills Crossing Area Structure Plan to text, maps and policy within the Foothills Crossing Area Structure Plan with respect to the land use concept, transportation concept and phasing strategy to allow for the development of a business park which may accommodate a Data Centre Campus and related uses..

- **BYLAW 06/2025**

To authorize the addition of the following definition for Data Centre Campus to Section 2.5 Definitions of the Land Use Bylaw 60/2014:

DATA CENTRE CAMPUS: A large-scale facility designed to house extensive computer systems and associated components, for supporting artificial intelligence, cloud computing, data security, data storage, management and processing digital media, information and applications. This facility encompasses ancillary structures that support its primary function, including but not limited to administrative offices, educational and

training facilities, maintenance facilities, power generation facilities, substations, and security buildings..

- **BYLAW 07/2025**

To authorize the redesignation of Ptn. NE 09-19-28 W4M containing 129.51 +/- acres and Ptn. SE 09-19-28 W4M containing 149.99 +/- acres (the “subject lands”) from Agricultural District to Business Park District, and Site-Specific Amendments to allow for the development of a Data Centre Campus on the subject lands as a Discretionary Use and to outline requirements related to maximum site coverage, maximum height of structures, parking and what must be included in a complete development permit application for a Data Centre Campus. The Site-Specific Amendments are as follows:

Under Section 14.1.8 Exceptions in the Business Park District, Data Centre Campus to be added as a Discretionary Use for the Subject Lands;

Under Section 14.1.8 Exceptions in the Business Park District the maximum site coverage to be as follows for the Subject Lands: The maximum site coverage, including all buildings and impermeable surfaces, is 60% of the total lot area or as supported by a stormwater management plan prepared by an accredited professional;

Under Section 14.1.8 Exceptions in the Business Park District the maximum height of structures to be 18 metres for the Subject Lands;

Under Section 14.1.8 Exceptions in the Business Park District the parking requirements to be as follows for the Subject Lands: Parking must be provided at a rate of 1.5 parking stalls or units per permanent employee. This excludes Handicap Parking which shall be determined by the Development Authority; and

Under Section 14.1.8 Exceptions in the Business Park District a complete development permit application for a data centre campus must include a noise mitigation and monitoring plan (unless the entire facility is subject to an AUC application and required to comply with rule 12), a fire prevention program and dynamic emergency response plan to the satisfaction of Foothills County.

APPENDICES

APPENDIX A: MAP SET:

LOCATION MAP

CURRENT LAND USE MAP

AIR PHOTO

PRELIMINARY SITE PLAN FOR DATA CENTRE CAMPUS

APPENDIX B: REDLINE FOOTHILLS CROSSING ASP DOCUMENT WITH PROPOSED AMENDMENTS

APPENDIX C: PROPOSED BYLAWS

DRAFT BYLAW XX/2025 - BYLAW TO AMEND AN AREA STRUCTURE PLAN

DRAFT BYLAW XX/2025 - BYLAW TO AUTHORIZE AN AMENDMENT TO THE LAND USE BYLAW NO. 60/2014; AS AMENDED (Add Definition to Section 2.5)

DRAFT BYLAW XX/2025 - BYLAW TO AUTHORIZE AN AMENDMENT TO THE LAND USE BYLAW NO. 60/2014; AS AMENDED (Redesignate subject lands and approve Site-Specific Amendments for subject lands)

APPENDIX D: BUSINESS PARK DISTRICT

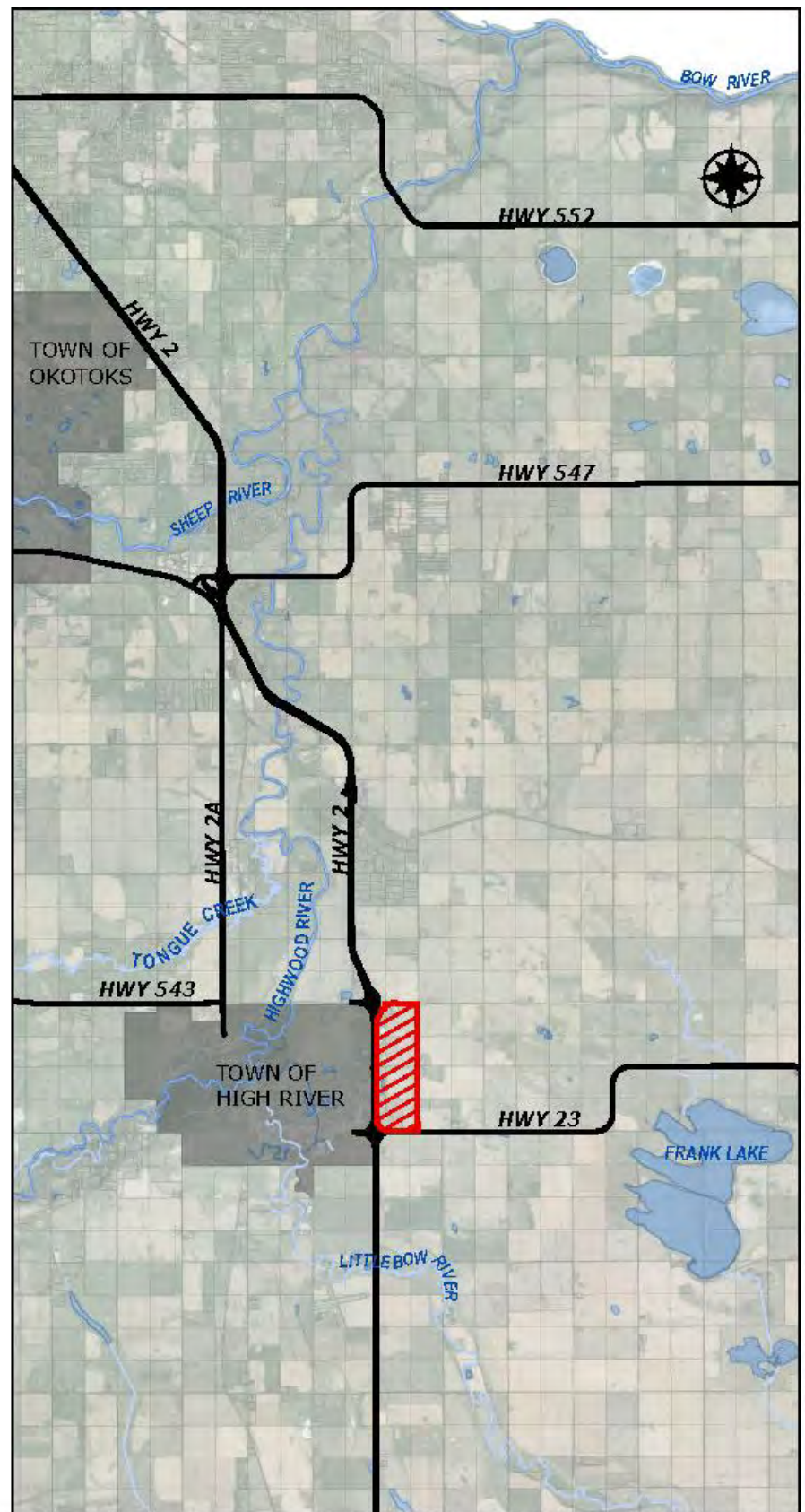
APPENDIX E: LEGAL DESCRIPTIONS & PROPERTY INFORMATION

APPENDIX A: MAP SET

LOCATION MAP

LEGEND

 ASP Plan Area



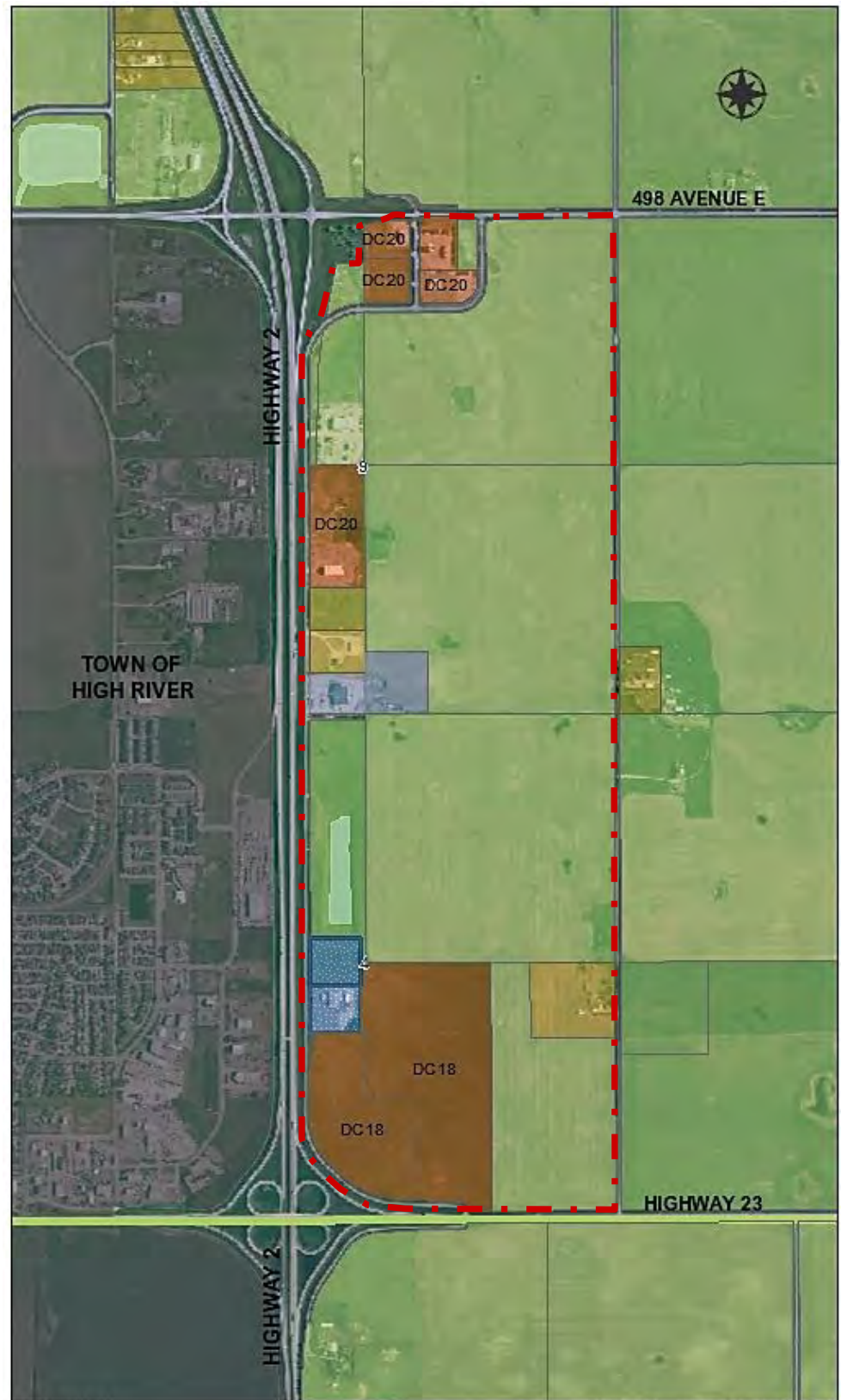
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CURRENT LAND USE MAP

LEGEND

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





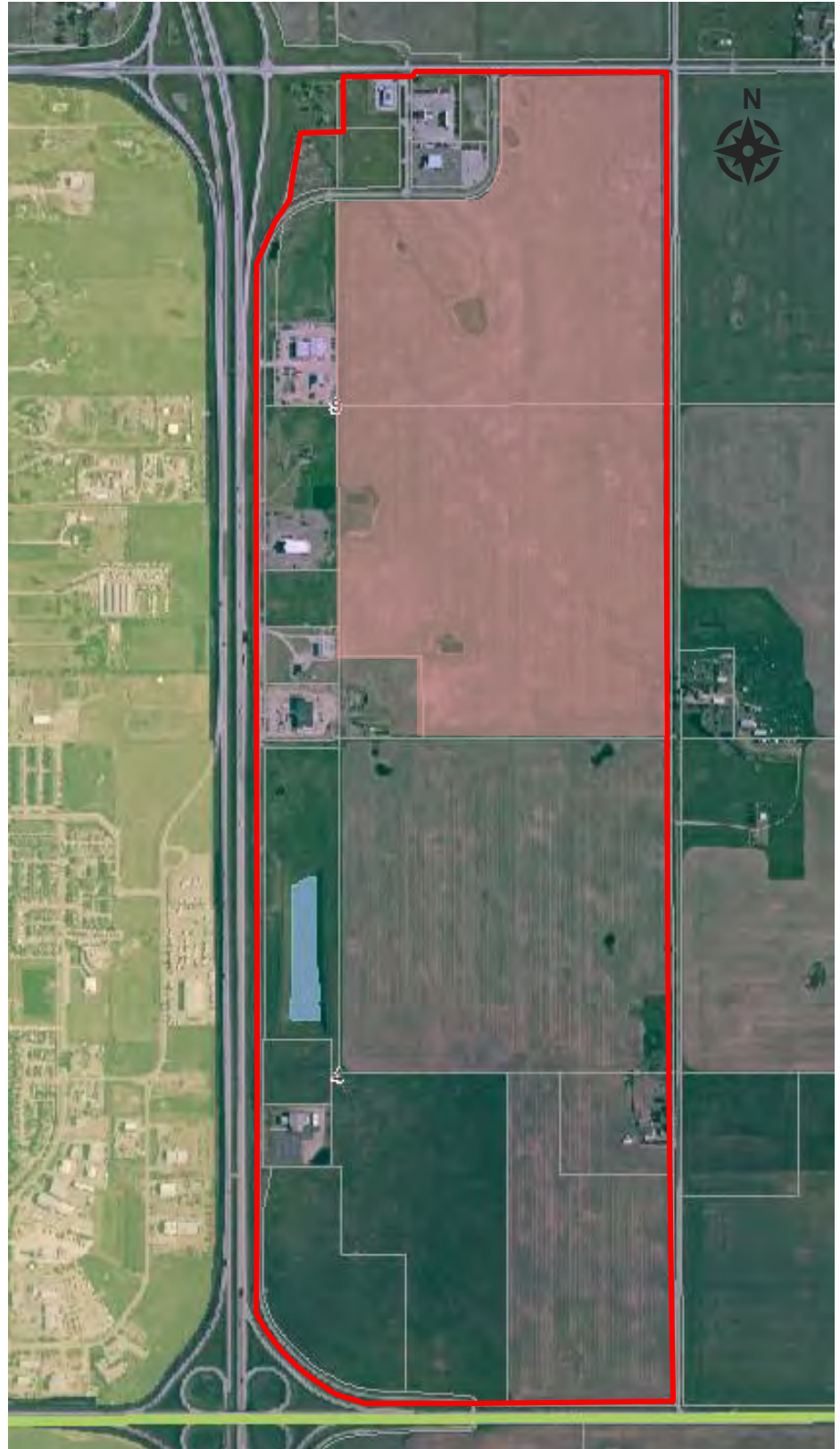
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Date Printed: 2025-01-30

AIR PHOTO



LEGEND

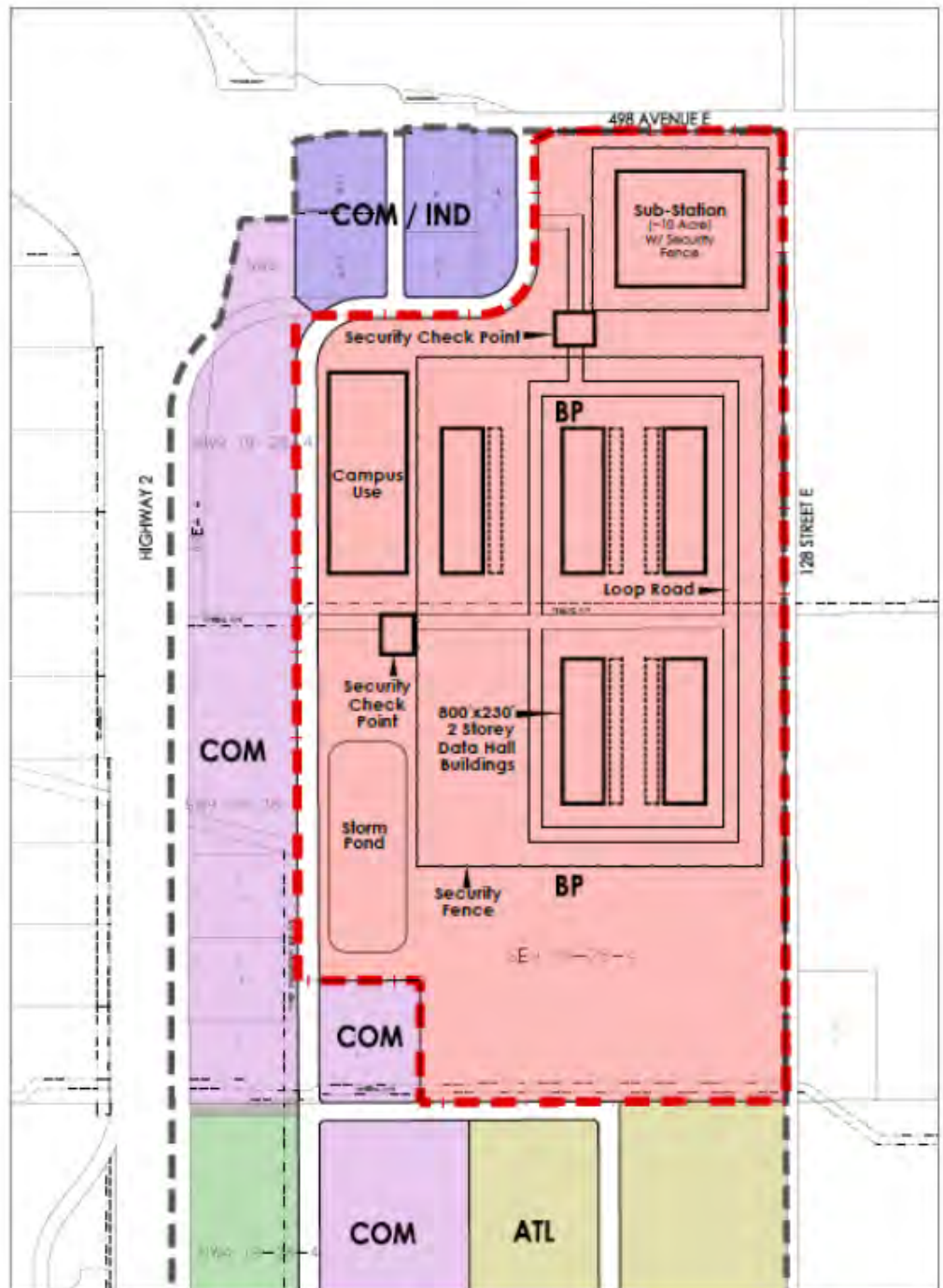
-  ASP Plan Area
-  "Subject Lands"



PRELIMINARY SITE PLAN FOR DATA CENTRE CAMPUS

LEGEND

-  ASP Plan Area
-  "Subject Lands"





Adopted: Nov 30, 2022

Bylaw: 14/2022

Amended: Aaa ##, 2025

Bylaw: 05/2025

Foothills Crossing

Area Structure Plan

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

1. Introduction

1.1 Purpose

The Foothills Crossing Area Structure Plan (the Plan) was undertaken by Foothills County in 2020-22 for the purpose of creating a planning framework for these high visibility and easily accessible lands along Highway 2. This highway is an important route within the provincial transportation system and also forms part of the CANAMEX Corridor linking Alaska to Mexico. Highway 2 is a busy highway which accommodates significant traffic with a Weighted Average Annual Daily Traffic Count of 18,760 17,840 in 2019-2023.

This Area Structure Plan (ASP) will provide a policy framework to guide the development of a highway commercial area along with a business park; and will also, in broad strokes, outline the future infrastructure requirements for the area.

1.2 Background

There are several factors that have led to this area being identified as appropriate for commercial development and a business park.

In 2005, Foothills County Council approved the High River Highway Commercial Area Concept Plan (ACP). This non-statutory plan provided guidance for the development of a commercial area focussed on services for the travelling public at the south end of the Foothills Crossing ASP Plan Area. There was also land use put in place in the form of a direct control district (DC #18) which had been tailored specifically for the development contemplated in the ACP.

There had long been a grade separated interchange at the intersection of Highway 2 and Highway 23 at the south end of the ASP area. Then in 2012 the Town of High River and Foothills County partnered with Alberta Transportation to construct another interchange at the north end of the ASP area where Highway 2 intersects with 498th Avenue. In addition to being highly visible from Highway 2, the construction of the second interchange resulted in the entire ASP area being very accessible to traffic travelling in both directions along Highway 2.

While the 498th Avenue interchange was in the planning stages, The Town of High River and Foothills County Intermunicipal Development Plan (IDP) was being reviewed and amended. During this process, the ASP area was identified in the IDP as being appropriate for a future highway commercial area.

1.3 Plan Area

Figure 1 – Regional Context shows the location of the ASP area in the context of the south portion of the Calgary Metropolitan Region. The Plan Area is located east of the Town of High River on the east side and adjacent to Highway 2, (a level 1 provincial highway). It is bound on the north by 498th Avenue and on the south by Highway 23, (a level 2 provincial highway). Both 498th Avenue and Highway 23 have grade separated interchanges at their intersections with Highway 2. The Plan Area is bounded on the east by 128th Street which is a gravel surfaced municipal road.

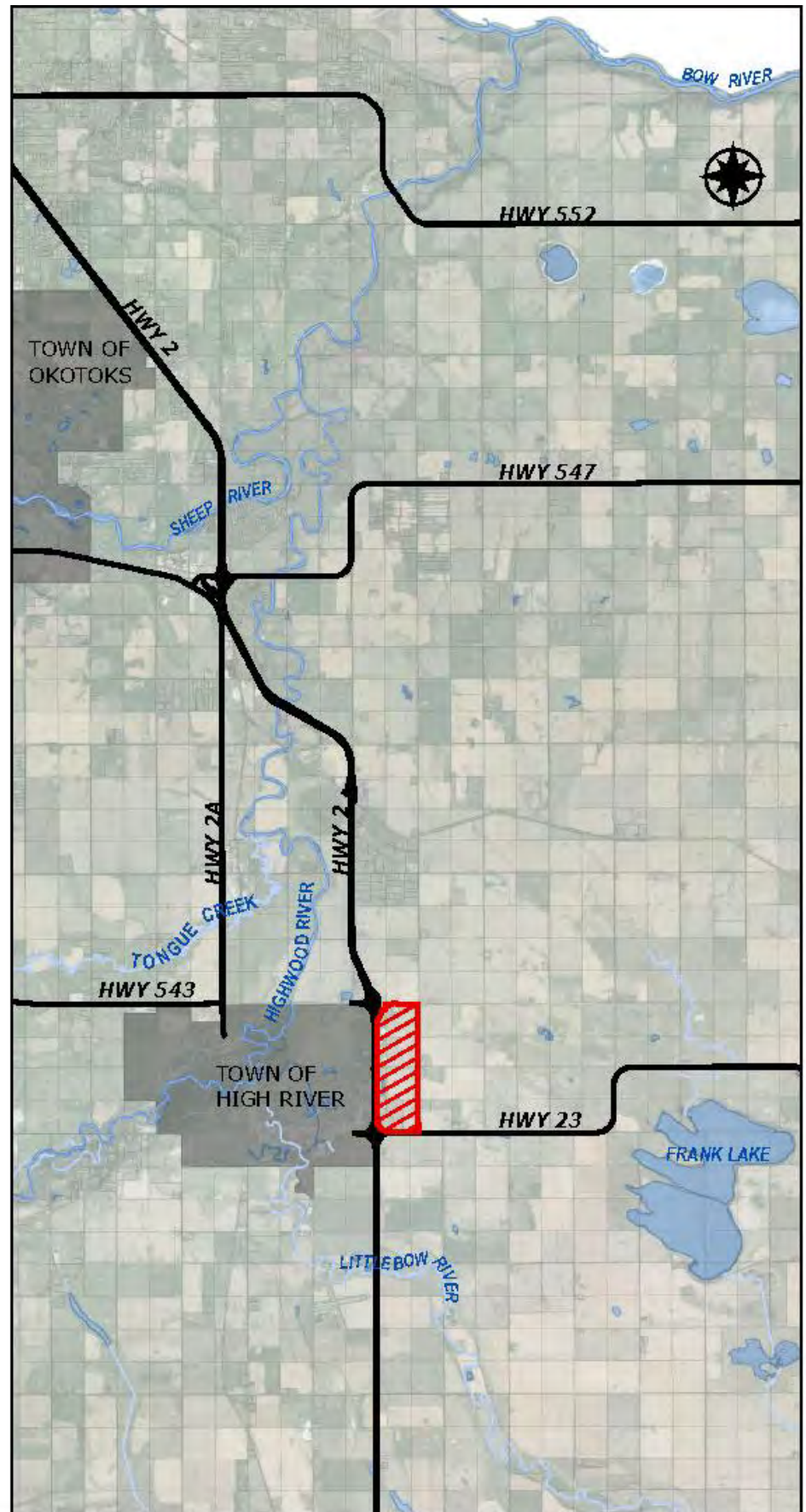
Figure 2 – Plan Area illustrates the lands which are subject to the Plan as well as the immediate surrounding area. The Plan Area comprises approximately 745.6 acres of titled land on the east side of Highway 2, in Sections 4 and 9, of Township 19, Range 28, West of the 4th Meridian. A list of the legal descriptions of the parcels in the Plan Area can be found in Appendix A.



Figure 1
Regional Context

LEGEND

 Plan Area



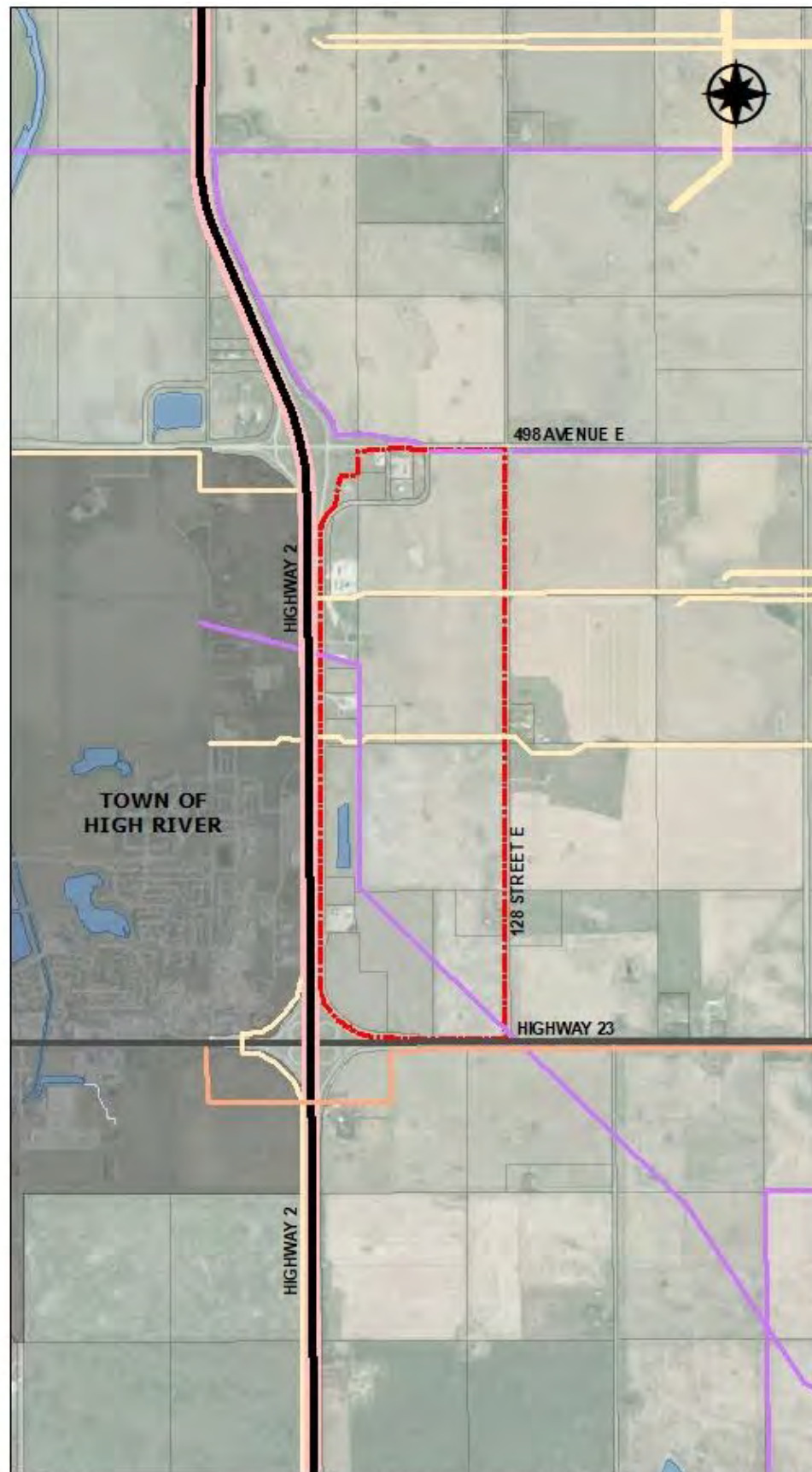
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Figure 2
Plan Area

LEGEND

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



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1.4 Plan Objectives

The following plan objectives were identified during the development of the terms of reference for the ASP:

- To provide a framework for future development including a phasing strategy for the area.
- To understand the costs related to transportation and stormwater infrastructure needed to support future development.
- To foster economic development in Foothills County by providing planned land for commercial development.
- To protect the operational safety and functionality of Highway 2, in particular the intersections at Hwy 23 and 498th Avenue.
- To design a cost effective and efficient internal transportation system with appropriate access to the regional system.
- To ensure appropriate interface with agricultural lands and minimize impacts of development on agricultural operations in the area.
- To minimize the impact of development on the environment.
- To plan for the connection to future piped servicing when it becomes available.
- To plan for multi-modal transportation including providing for future transit when it becomes available.
- To ensure a high standard of development in the area.

1.5 Stakeholder and Public Engagement

At the outset of the project an engagement strategy was developed and approved by Council. The engagement strategy laid out the objectives of engagement, the principles for engagement and indicated that there would be two levels of engagement, one for identified stakeholders and the other for the public. Stakeholders for the project were identified as area landowners, Alberta Transportation and the Town of High River. The engagement process was divided into four phases:

- Phase 1: Stakeholder awareness and identification of issues;
- Phase 2: Public awareness and evaluating options;
- Phase 3: Feedback on draft plan; and
- Phase 4: Public hearing and approval process.

During Phase 1 of the engagement, area landowners were contacted by direct mail and invited to make an appointment for either a telephone, virtual or in-person interview to discuss the project and the future of the Plan Area. The purpose of the Phase 1 engagement was to create awareness of the project and to determine what the important issues were from the perspective of the various stakeholders. Virtual meetings were held with Alberta Transportation and Administration for the Town of High River. Two in-person meetings, one virtual meeting and two phone interviews were conducted with landowners and their representatives. There was broad support for undertaking the project from all stakeholders. Few issues were identified.

For Phase 2 of the engagement, landowners in the Plan Area were notified by direct mail once again while Alberta Transportation and the Town of High River were contacted by email and invited to provide comment on the project vision and objectives and two preliminary development concepts. The public was notified via an advertisement on the front page of the County website. A project page was created on the County website which included an on-line survey where landowners and the public could provide feedback on the vision and the two options. The response was small, with only 9 people completing the survey but there were almost 100 views of the narrated presentation on the project page of the website during the engagement period. Survey results seem to indicate general support for the vision and land use concept and a few concerns relative to relocation of the service road. At the conclusion of Phase 2 a report was provided to Council. At this time Council chose a development concept and a name for the Plan and directed staff to proceed with drafting the ASP.

Once a draft ASP document had been written, permission from Council was sought to undertake Phase 3 of the engagement to seek public and stakeholder feedback on the draft plan. Alberta Transportation and the Town of High River were emailed a copy of the draft plan, while area landowners were contacted by mail and directed to the project page of the County website to review the document or watch a narrated video presentation which provided a summary of the draft plan. A link to a survey was also available so that stakeholders or the public could provide feedback. Once again the response was small with only 8 people completing the survey, but responses seemed to indicate general support for the project. There were two respondents that indicated concerns relative to the relocation of the existing service road. At the conclusion of the Phase 3 review period, a report was provided

to Council. Council accepted the report and directed staff to proceed with scheduling a public hearing.

A public hearing was held March 23, 2022 prior to Council giving consideration to first reading of the bylaw that would adopt the Foothills Crossing Area Structure Plan.

Consulting with the Town of High River

Highway commercial development was identified by the Town and the County as appropriate for these lands in 2012 in the Town of High River and Foothills County IDP. There were interests expressed by both municipalities in this area and some joint projects were proposed to address them. More information on the provisions in the IDP for joint planning for this area can be found in Section 3.3 of this ASP.

The Town of High River was identified in the ASP project engagement strategy as a stakeholder. As such, in the earliest stages of the ASP project Town administration participated in a virtual meeting on the project as part of Phase 1 of the engagement. At that time, they posed a number of questions, spoke to their concerns with ensuring a high standard of development and indicated that the Town was not interested in providing piped servicing to the area. The County's decision not to undertake a detailed water and wastewater servicing study as part of the ASP project was also discussed.

During Phase 2 of the engagement process, the Town provided written comments regarding their interests in the project. There were some questions regarding land use and design guidelines which were subsequently addressed in the ASP document. Due to staffing changes at the Town, the letter mistakenly indicated that the Town had not participated in Phase 1 of the engagement strategy, but this was not the case. The response letter also reiterated the Town's position with respect to servicing the Plan Area, indicating that they were not interested in providing piped services to the area.

When Phase 3 of the engagement was undertaken in October and November of 2021, the Town of High River was given six weeks to review the full draft document and provide comment. The Town provided comments regarding the draft ASP, the bulk of which centred around Phase 1 of the ASP development proceeding prior to completing a "Servicing Functional Report".

Foothills County administration provided a written response letter to the Town and the Town's comments were included in the Phase 3 engagement report that was presented to Foothills County Council.

Prior to the formal 30-day circulation for the proposed ASP, amendments were made to the draft plan in response to comments provided by the Town. As the ASP contains multiple policies regarding the future provision of utility serving, the County is confident that this important component will be fully addressed.

In addition to consulting with Town administration, project updates were provided at Intermunicipal Committee Meetings held during the plan development process which included meetings in September and December 2020, March of 2021 and January of 2022.

2025 ASP Amendment

Stantec Consulting Ltd., on behalf of Beacon Data Centres Inc., submitted a combined application for an ASP Amendment and Land Use Redesignation to develop a Data Centre Campus within Foothills Crossing on November 2024. Supporting public engagement activities were conducted from December 2024 to early January 2025, utilizing various communication platforms, such as printed and online advertisements, on-site signage, and notifications in local news outlets. These efforts aimed to inform the community of the proposed amendments and gather feedback on the proposed development.

An in-person open house was facilitated by Stantec Consulting Ltd on December 11, 2024, at Highwood Centre in High River, where details were presented about the proposed amendments, including changes to ASP, land use and site-specific bylaw amendments. Attendees provided feedback through survey forms collected at the open house, and the Applicant team responded to questions and concerns subsequently via email. Additionally, the project team installed on-site signage from January 15, 2025, to notify the community about the application and upcoming public hearing. The engagement process ensured that community members were appropriately informed of the amendments and had the opportunity to voice their opinions on the project.

2. Site Context

2.1 Existing Conditions

Overview



Most of the Plan Area is presently undeveloped, the predominant land use in the Plan Area is currently agriculture with the majority of the undeveloped lands being cultivated. There is one historic farmstead in the Plan Area near the south end of 128th Street.

Existing development in the Plan Area has occurred gradually and is almost all located immediately adjacent to the service road that runs along Highway 2. There are several light industrial and agricultural support businesses in the north half of the Plan Area, two existing residences near the middle and a church towards the south end of the Plan Area.

As illustrated in *Figure 3 – Topography*, the lands are generally flat with a number of low areas that trap water seasonally. Three of these low wet areas have been identified as potentially crown-claimable wetlands.

2.2 Existing Transportation Infrastructure



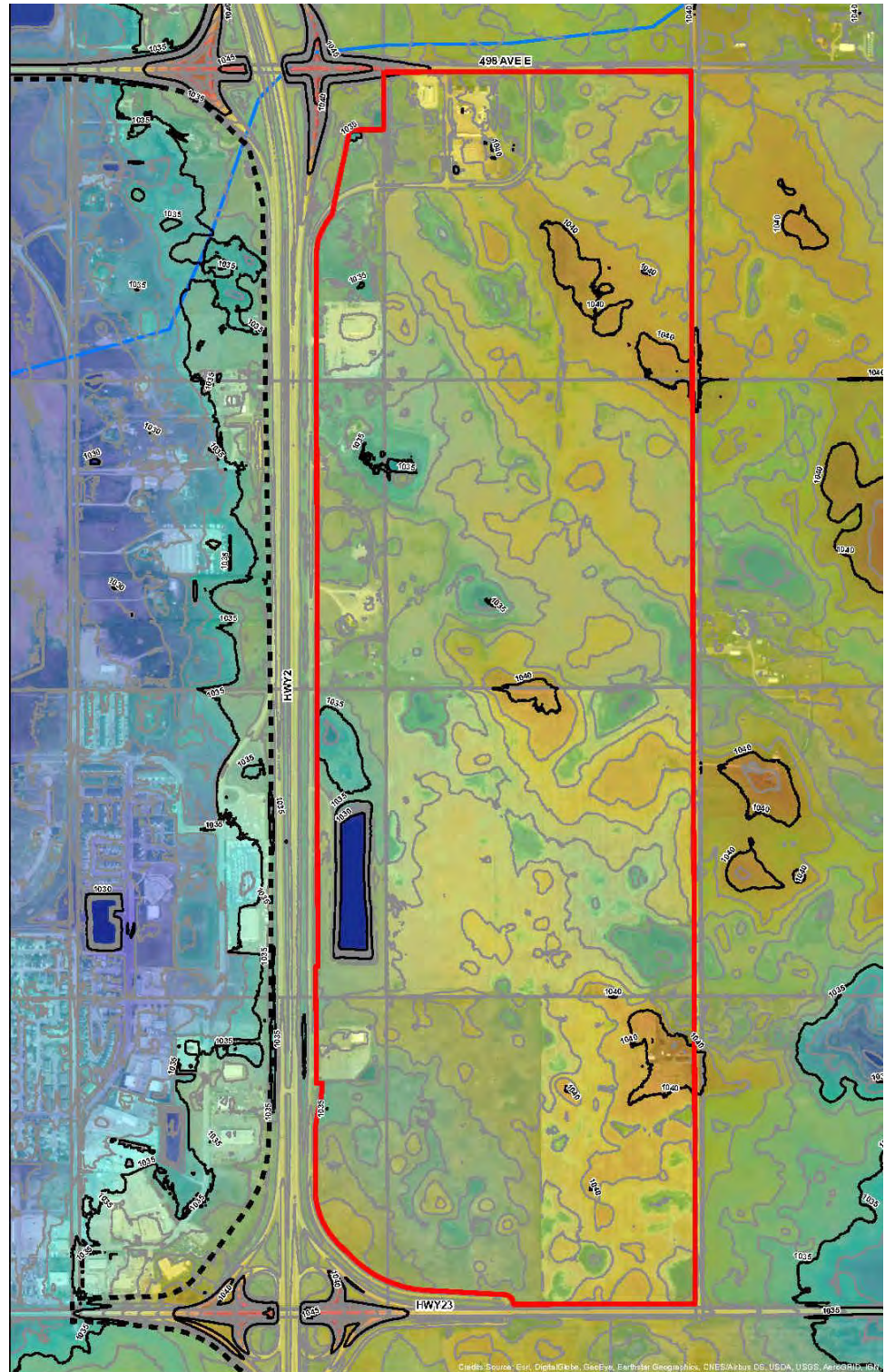
The Plan Area boundary is defined by the surrounding roads and its location adjacent to Highway 2 between two grade separated interchanges was the main impetus for creating a commercial area in this location.

The Plan Area is currently accessed from the north via an unsignalized intersection on 498th Avenue and from the south via another unsignalized intersection on Highway 23. The access on the north end of the Plan Area was installed when the overpass over Highway 2 was constructed in 2012. It is anticipated that this intersection will meet setbacks to the ultimate configuration for the interchange.

The southerly access to the Plan Area from Highway 23 will not meet Alberta Transportation requirements for separation distance to the planned ultimate interchange at the intersection of Highway 23 and Highway 2. Staff from Alberta Transportation have indicated they will

not support an access to the Plan Area between the interchange and 128th Street unless the 128th Street intersection at Highway 23 is closed.

Figure 3
Topography



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



Legend

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

The only roads currently within the Plan Area are the service road adjacent to Highway 2 that links the two access points (121st Street East) and a short cul-de-sac (122nd Street East) that provides access to four industrial lots on the north side of the service road at the north end of the Plan Area. The remaining existing development is accessed from 121st Street East except for the historic farmstead that is accessed from 128th Street.

121st Street was constructed some time between 1976-1980, and it has a 10m oiled surface within a 30m right of way. It does not meet the current standard for a commercial road in the County. 122nd Street was constructed more recently (2012) and has a 250mm gravel base course with an 8m paved surface within a 30m right of way. 128th Street was constructed prior to 1970 and is an elevated grade road with an approximately 6m gravel surface within a 20m right of way.

2.3 Environmentally Sensitive Areas



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

No wetlands within the Study Area are expected to be crown claimed, however there were three seasonal wetlands that were identified as being potentially crown claimable. (see *Figure 4*). The most northerly of these three wetlands has been disturbed and replacement has commenced in accordance with a wetland reclamation plan produced by Tannas Conservation Services Ltd.

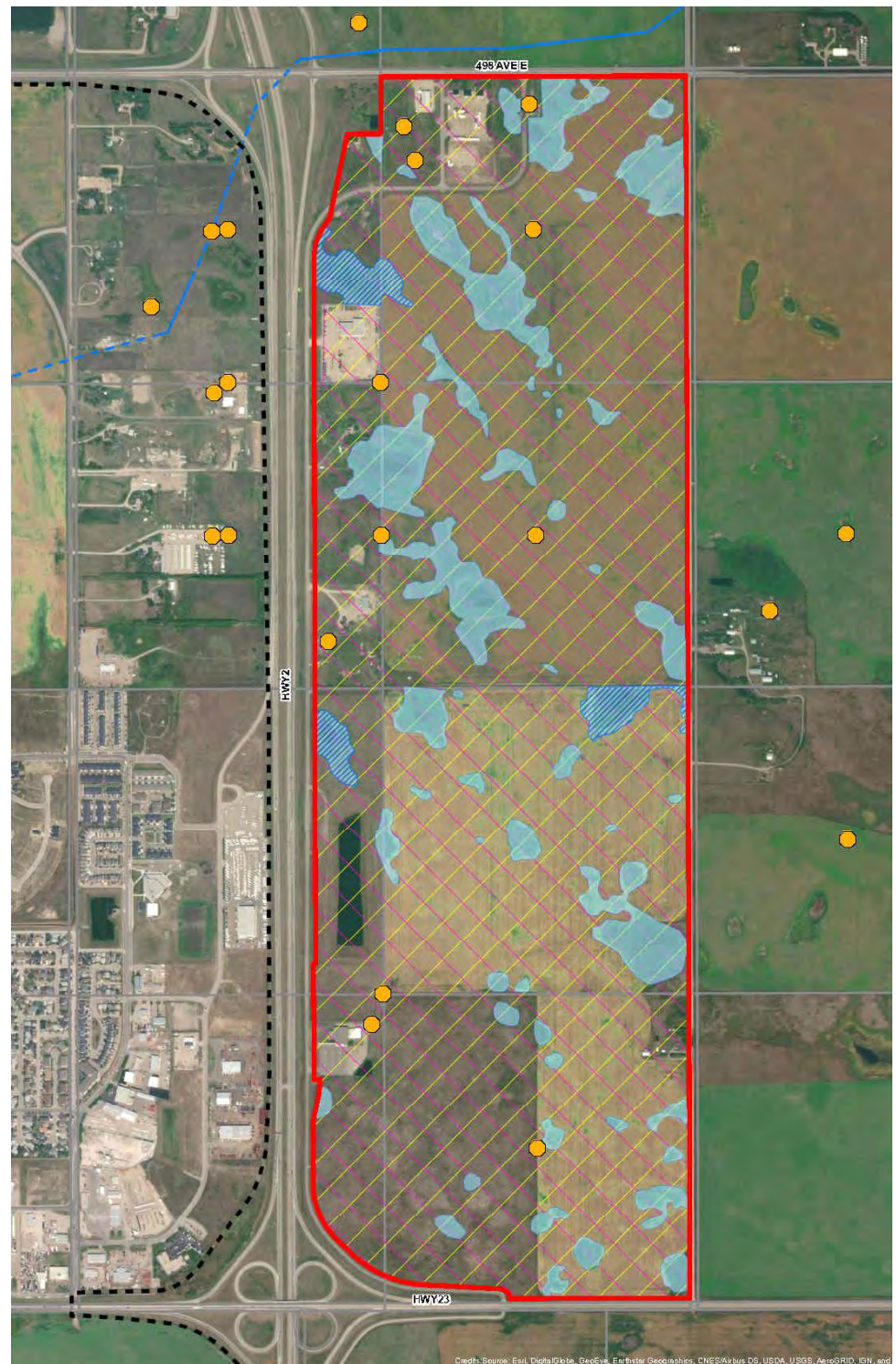
Figure 4 also shows the Plan Area as within the provincially identified sensitive raptor range and sharp tailed grouse survey area. Both of these areas are extensive, extending from the east boundary of the Province to the foothills of the Rocky Mountains and from the US border north as far as Edmonton.

According to the Biophysical Assessment conducted in 2024, the area presents a regionally representative setting of habitat available for plant and animal species with no inherent uniqueness. There were no indications of potential species at risk on site, and the area does not

provide nominal ecological linkages with adjacent properties that could be considered valuable to the future development.

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

Figure 4
Critical Study Area
Elements



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



Integrated Expertise. Locally Delivered.

Legend

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

Figure 5
Wetlands On-Site and
Within 100m

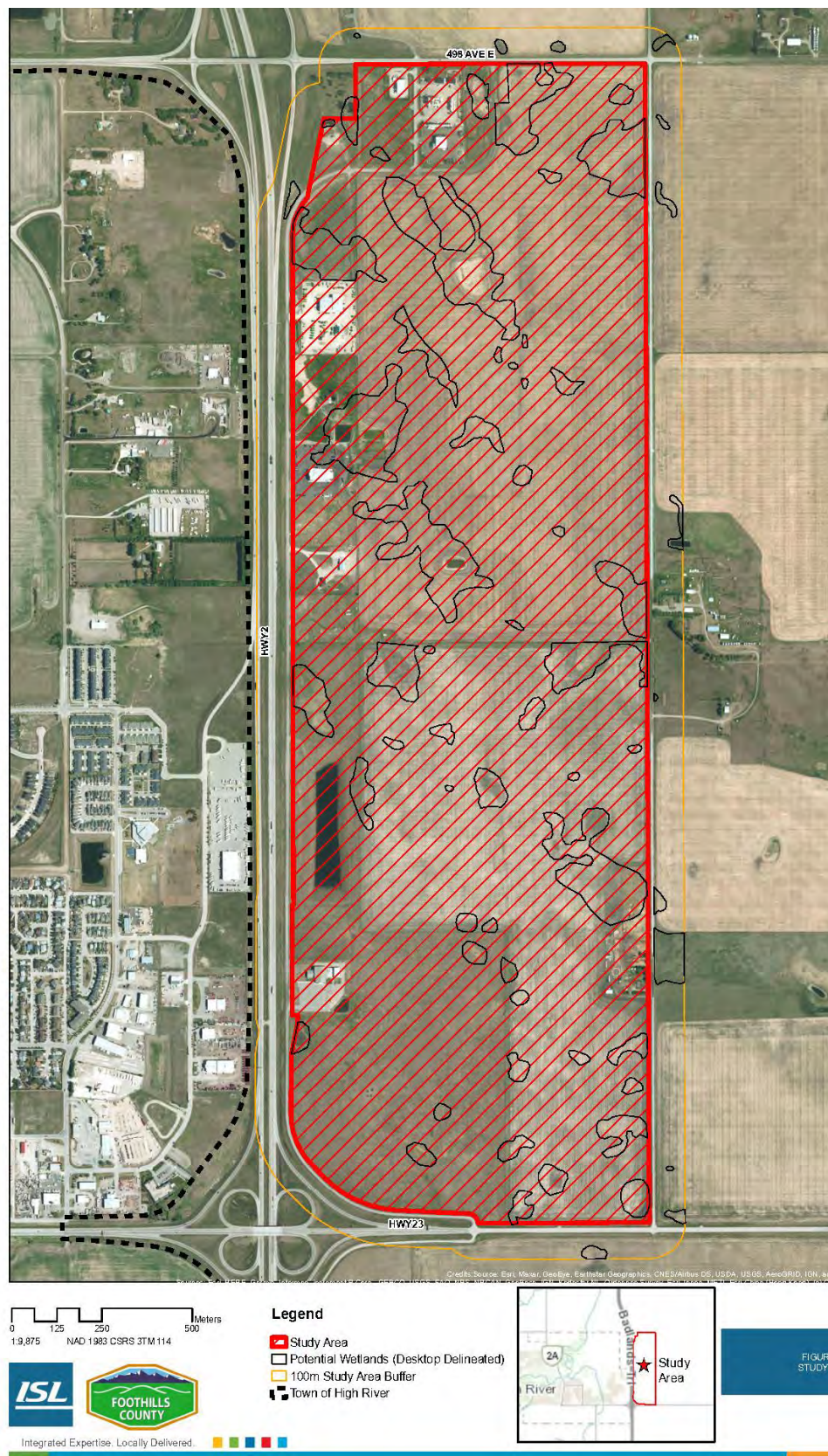
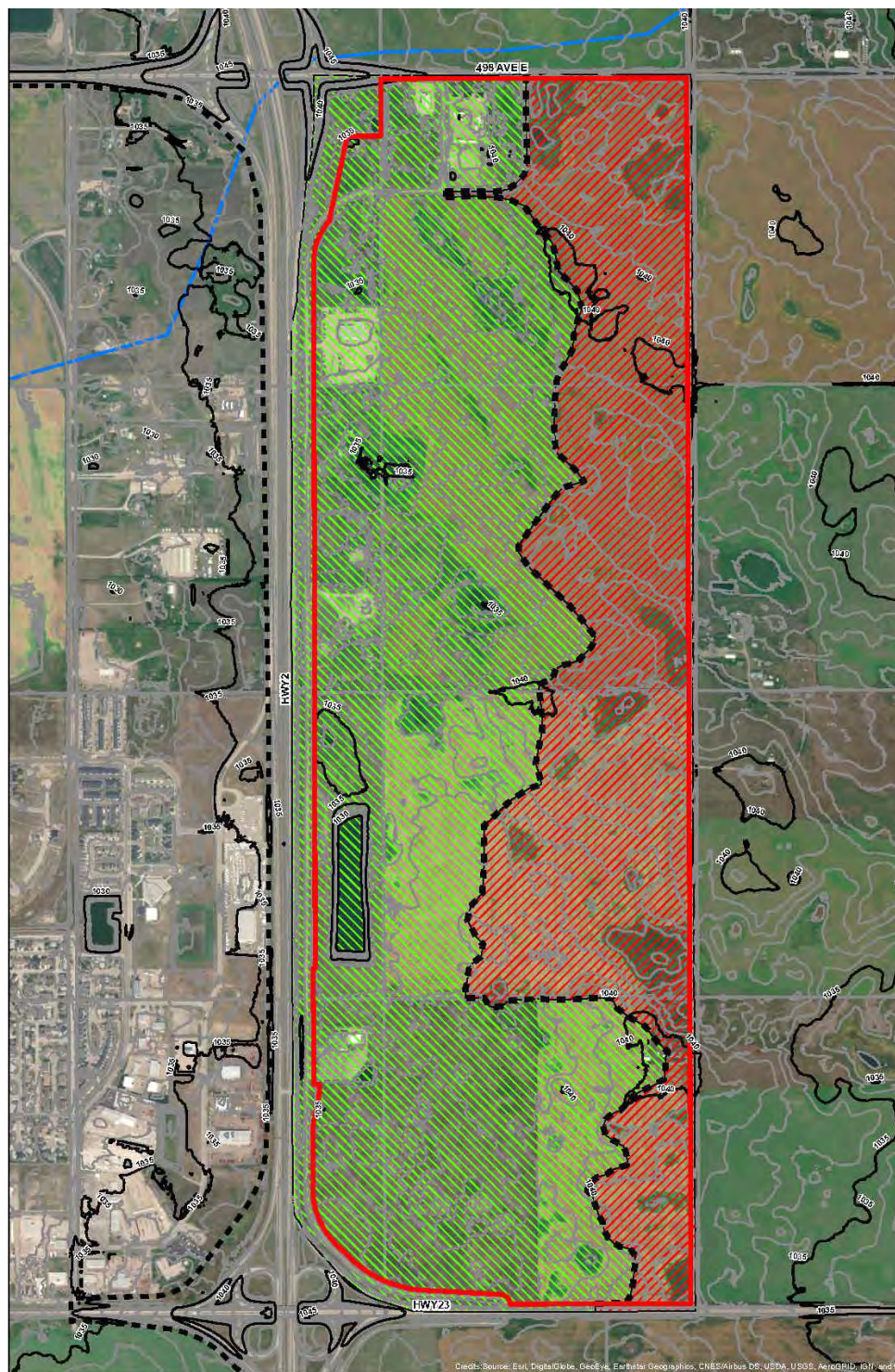


Figure 6
Discharge Boundaries



0 125 250 500 Meters
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Integrated Expertise. Locally Delivered.



Legend

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

2.4 Existing Drainage Conditions

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

The east area (hatched in red) generally drains to the ditches along 128th Street and some of the water passes under the road onto the agricultural lands to the east. The remainder travels south along the westerly ditch to Highway 23 where it proceeds east.

The west area (hatched in green) currently has a path to the west across Highway 2 and into the Town of High River's stormwater system via several culverts under Highway 2.

2.5 Historical Resources

There are lands in the Plan Area that have been identified on the Provincial Listing of Historic Resources as having a high potential to contain a historic resource. The primary resource category of concern is listed as archaeological. The lands identified are illustrated in *Figure 7 – Historical Resources*.



2.6 Easements and Rights of Way

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

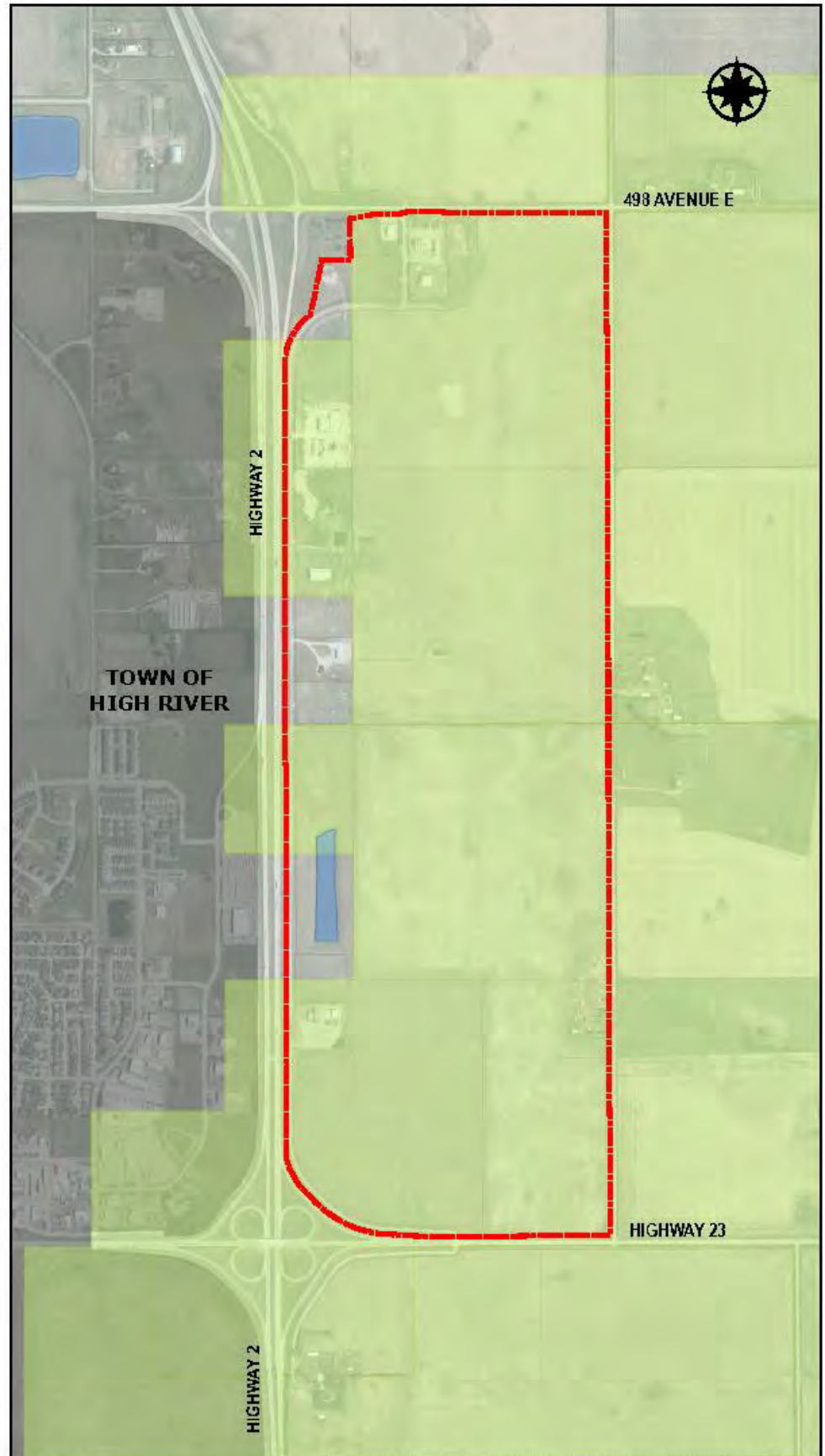
- Power Transmission Line Right of Way (Plan 6417JK - Altalink)*
- Power Transmission Line Right of Way (Plan 1612837 – Altalink)
- Gas Pipeline Right of Way (Plan 9810676 – Canadian Western Natural Gas)
- Pipeline Right of Way (Plan 8610493 - Canadian Occidental Petroleum)
- Overland Drainage Easement (Plan 1212264 – Foothills County)
- Access Right of Way (Plan 0111301 – Foothills County)

*Note: The transmission line that had been located on this right of way was relocated between 2015 and 2018.

Figure 7
Historical Resources

LEGEND

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



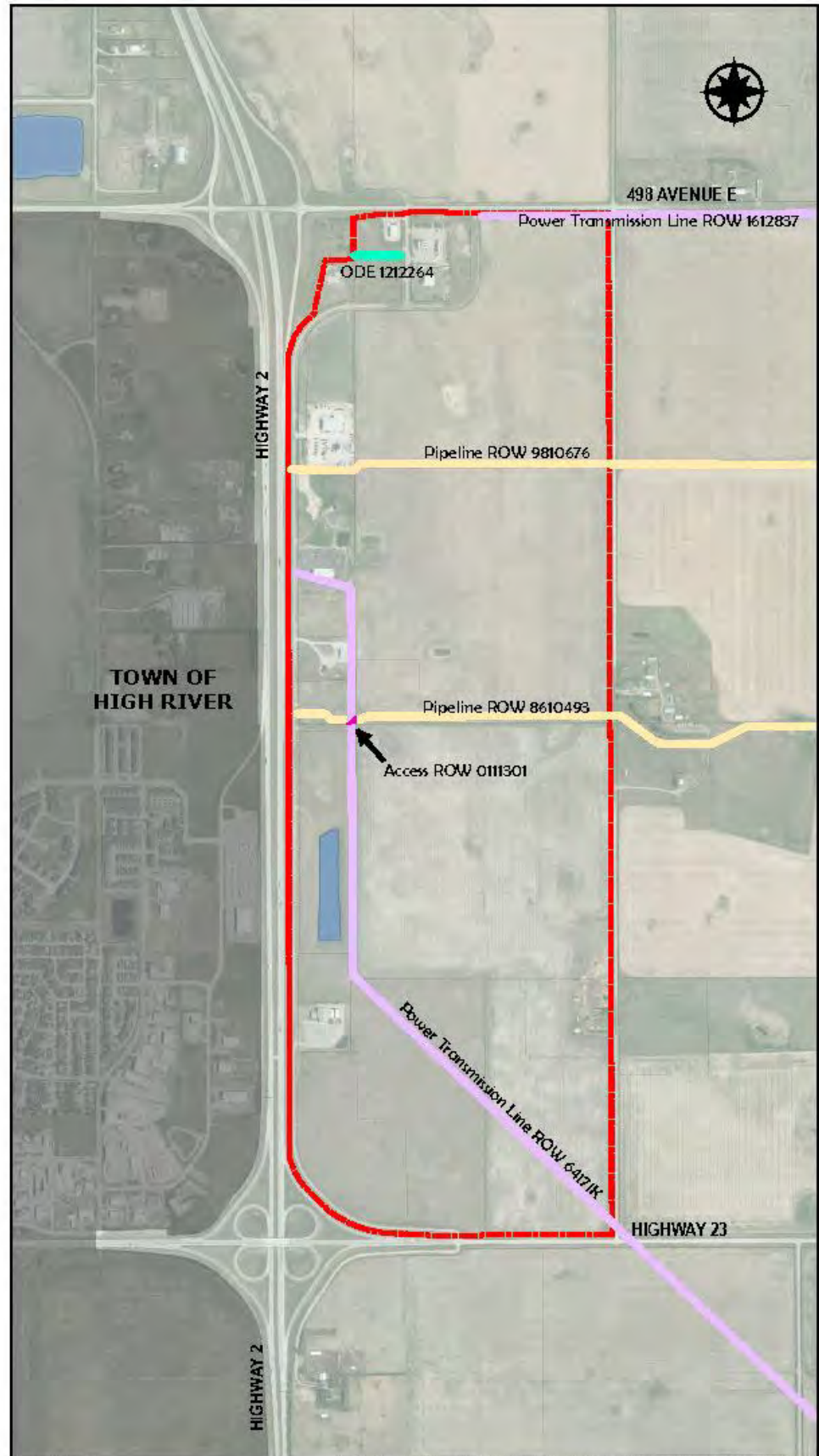
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Figure 8
Easements and
Rights of Way

LEGEND

- Plan Area Boundary
- Power Transmission Line ROW
- Pipeline ROW
- Overland Drainage Easement
- Access ROW

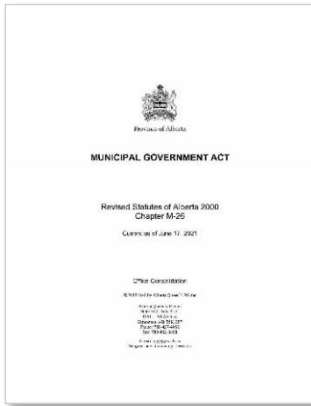


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3. Legislative Framework

3.1 Plan Authority



The authority for municipalities to adopt area structure plans (ASPs) to provide a framework for the development of an area is granted in Section 633 of the Municipal Government Act. This Section also outlines the requirements for area structure plans as follows:

(2) An area structure plan

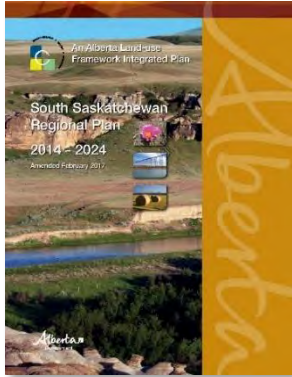
(a) must describe

- (i) the sequence of development proposed for the area,*
- (ii) the land uses proposed for the area, either generally or with respect to specific parts of the area,*
- (iii) the density of population proposed for the area either generally or with respect to specific parts of the area, and*
- (iv) the general location of major transportation routes and public utilities, and*

(b) may contain any other matters, including matters relating to reserves, as the council considers necessary.

The Municipal Government Act also outlines the requirement of a municipality when preparing an ASP to provide notice and an opportunity to make suggestions and representations to the following:

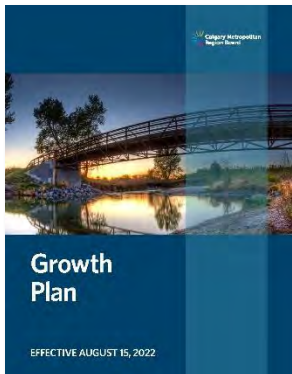
- members of the public who may be impacted by the plan,
- school boards with jurisdiction in the plan area,
- adjacent municipalities,
- the Minister of Transportation, and
- any Indian Band or Metis settlement that may be adjacent to the lands that are the subject of the ASP.



3.2 Provincial and Regional Planning Framework

At the regional level, the Plan Area is subject to the provisions of the South Saskatchewan Regional Plan (SSRP) and to the Calgary Metropolitan Region Growth Plan, Servicing Plan and Regional Evaluation Framework.

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



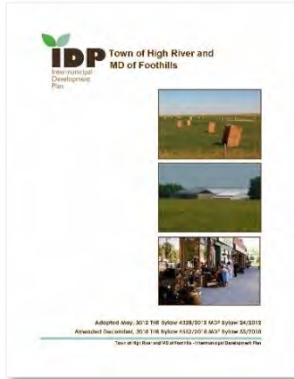
The Calgary Metropolitan Region Growth Plan, was developed in accordance with the Calgary Metropolitan Region Board Regulation and “provides a policy framework for managing growth and implementing a long-term vision for the CMR”. The Servicing Plan “supports the CMRB Growth Plan ... and outlines how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

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

Under the REF, as a new statutory plan, the Foothills Crossing ASP must be submitted to the Board for approval prior to its adoption. It was approved by the Board on November 18, 2022. The Plan Area is also included in an area that was identified in the Growth Plan as a Joint Planning Area (JPA) between Foothills County and the Town of High River. In the Growth Plan JPAs are Preferred Growth Areas, where “future planning should strive for fully serviced urban neighborhoods and Employment Areas where people will be able to walk to everyday needs, or to transit for longer-distance trips”. Under the Growth Plan, municipalities that are party to a JPA must jointly prepare a Context Study, which is to inform new ASPs and development in the JPA.

The Foothills Crossing ASP and the amendments to it that were undertaken in 2025 were developed in consideration of the Growth

Plan, Servicing Plan and REF and compl~~y~~^{ies} with the policy contained therein. The 2025 amendments to the ASP did not require Board approval as they pertained to an employment use in a Preferred Growth Area that contemplated fewer than 20 lots.



3.3 Foothills County & Town of High River IDP

The Plan Area for the Foothills Crossing ASP is within the Foothills County and Town of High River Intermunicipal Development Plan (IDP) area. The IDP was adopted by bylaw by both municipalities in May 2012 and then amended in 2018 to accommodate an annexation by the Town.

During the development of the IDP, the Foothills Crossing ASP Plan Area was identified as an opportunity for future highway commercial development. The IDP indicates that prior to the development of this area the Town and the County will undertake specific joint planning to “*facilitate the development of a mutually beneficial commercial development*”. The joint projects to be undertaken are outlined in Section 6.3.2 of the IDP as follows:

- Undertake a joint economic development study to determine what types of uses would be most appropriate for the area and provide the greatest mutual benefit;
- Investigate the possibility of entering into a servicing agreement relative to the area;
- Enter into negotiations for a revenue sharing agreement relative to a commercial development on the site; and
- Develop design guidelines relative to gateway areas.

3.3.1 Joint Economic Development Study

Late in 2019 at the direction of the Town of High River and Foothills County Intermunicipal Committee administration from both municipalities developed a request for proposals (RFP) and solicited proposals for a joint economic development study.

After reviewing the proposals received, High River’s Council determined that they had no appetite to undertake the joint study. Further, the Town Council approved a motion directing the Town’s Intermunicipal Committee (IMC) members support a motion at the IMC to waive the requirement of undertaking the joint economic development study on the condition that an ASP is put in place by the County.

3.3.2 Servicing Agreement

At the time the IDP was being developed there was interest by the Town in investigating the possibility of a joint servicing agreement relative to the Plan Area. However, as part of the stakeholder engagement process for the development of the Foothills Crossing ASP, the Town has confirmed that they have no interest in servicing the Plan Area.

3.3.3 Revenue Sharing Agreement

Foothills County anticipates that implementation of the Foothills Crossing ASP, in particular the transportation strategy will require significant municipal investment. Should the Town wish to discuss revenue sharing, the County would be amenable to entering into negotiations on a cost and revenue sharing agreement similar to the Highway 2A Industrial Corridor Partnership Framework that is currently in place between Foothills County, the Town of High River and the Town of Okotoks.

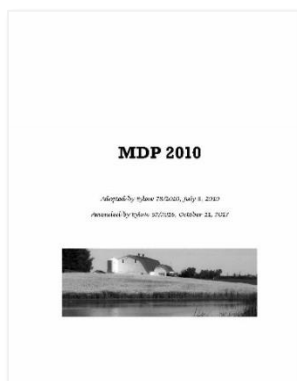
3.3.4 Design Guidelines

During the development of the IDP the Town expressed an interest in ensuring the visual character of this area, located adjacent to one of the main access points to the town, is managed carefully. The County has also recognized the importance of ensuring a high quality of development in this area. Subsequent to the approval of the ASP Foothills County will develop design guidelines for the ASP area. In the interim period between the adoption of the ASP and the development of some design guidelines specifically for this area, the Highway 2A Industrial ASP enhanced design guidelines will be used when evaluating development applications.

3.4 Foothills County MDP (2010)

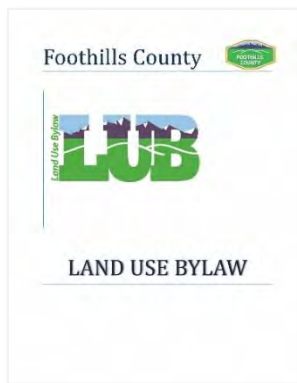
Under the Municipal Government Act every municipal council must adopt a Municipal Development Plan (MDP). Foothills County's current MDP was adopted in 2010 and then updated in 2016-2017.

An MDP is a high level planning document that lays out the overall vision for future growth and development in a municipality. Foothills County's MDP provides the following vision:



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

MDP(2010) contains policy relevant to this ASP in several different sections including the Agriculture Section, Environment Conservation and Open Space Section, Economy Section, Transportation Section, Utility Section and the Intermunicipal Section. The Foothills Crossing ASP has been evaluated in the context of Foothills County's MDP and has been found to be consistent with the policy direction found in that Plan.



3.5 Foothills County Land Use Bylaw 60/2014

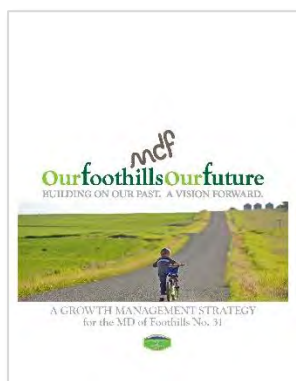
Under the Municipal Government Act, every municipality in Alberta is required to approve a Land Use Bylaw. This bylaw assigns different land use districts (or zoning) to lands in the municipality, outlines the rules and requirements related to the development of land in each district and describes the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

The lands in the ASP area all currently have designated land uses under the Land Use Bylaw. The current land uses in the ASP area are illustrated in [**Figure 8 - Current Land Uses**](#).

The current land uses that can be found in the Plan Area are:

- Agriculture District
- Country Residential District
- Highway Commercial District (Church and parcel to north)
- Direct Control District #18 (2 parcels at south end within the Area Concept Plan Area)
- Direct Control District #20 (4 parcels at north end and the tractor dealership in the SW quarter of Section 9)

As the Plan Area develops, most of the Plan Area will require rezoning to appropriate land use districts prior to subdivision and development.

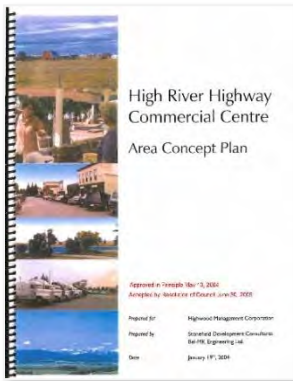


3.6 Growth Management Strategy

Foothills County's Growth Management Strategy (GMS) was adopted by resolution of Council in 2013. The goal of the GMS is to provide

strategies for managing growth and development that build on the vision for the County that was described in MDP 2010.

The GMS divides the County into five growth management districts, the East District, the South Central District, the South West District, the North West District and the Central District. The Foothills Crossing ASP area is located in the Central District. This district has seen the most growth and development in the past and is expected to continue to accommodate the majority of the County's growth going forward.



3.7 High River Highway Commercial Centre Area Concept Plan

There are two parcels at the south end of the Plan Area that have an Area Concept Plan in place. This is a non-statutory plan for a future commercial development that was adopted by resolution of Council May 13, 2004.

The High River Highway Commercial Centre Area Concept Plan (ACP) contemplates a 10-acre Travel Centre / Truck Stop, Highway Commercial development along the service road adjacent to overpass ramps, a retail outlet mall, a farmer's market and a 50–75-unit RV Park and Campground. The illustrative site plan from the ACP is shown in *Figure 9 – High River Highway Commercial Centre ACP Illustrative Site Plan (2004)*.

The ACP proposes an internal road system accessing from the existing service road and off-site solutions (from the Town of High River) for water and wastewater servicing. Stormwater management is proposed through on-site holding ponds or directing stormwater to ditches along Highway 23.

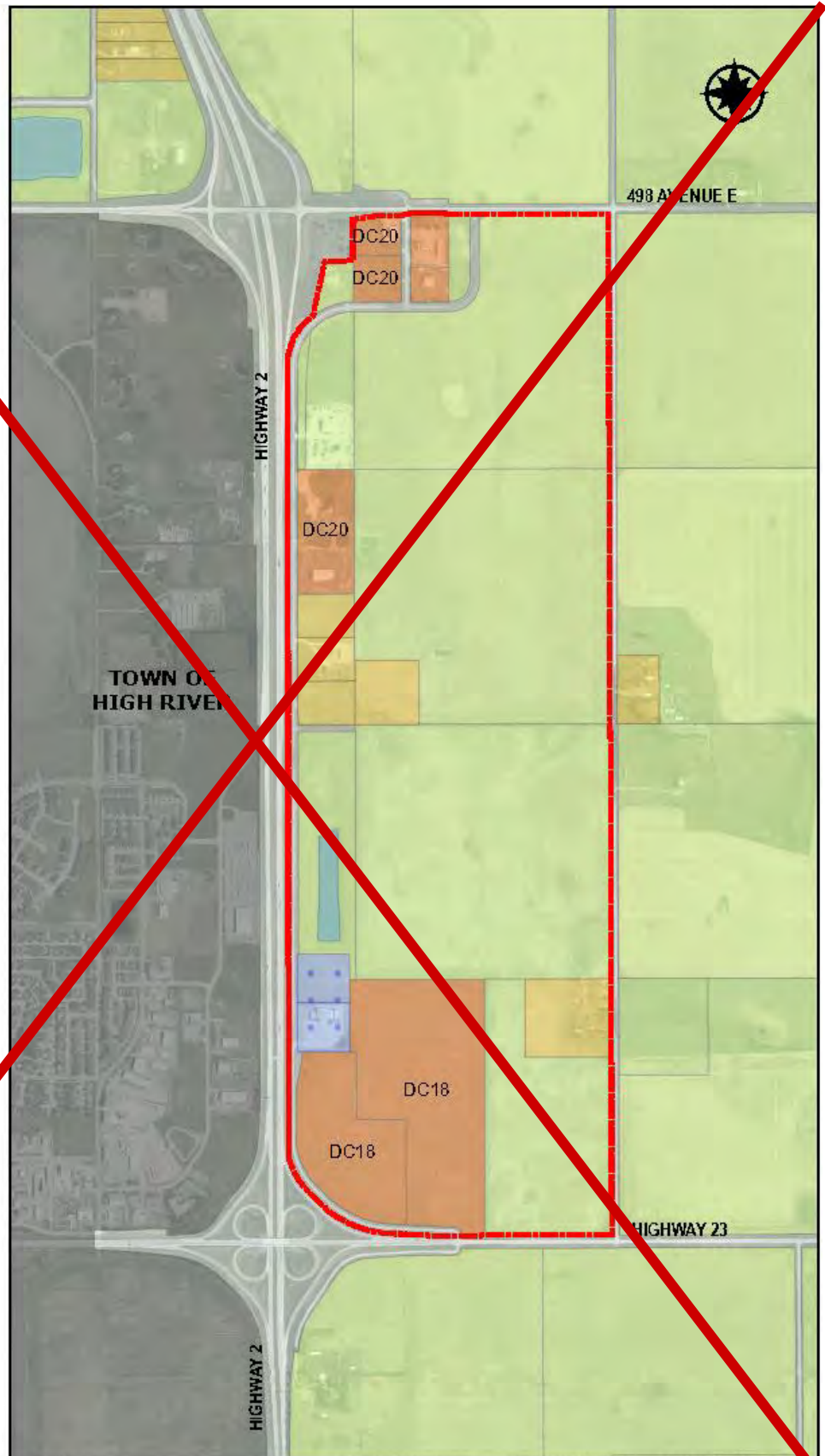
Subsequent to the approval of the ACP, the lands in the Plan Area were rezoned to a direct control district (Direct Control District #18). This land use district was designed specifically to enable the development contemplated in the ACP. All the uses in the district are discretionary, with no permitted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

This ACP is a non-statutory plan and it can remain in place subsequent to the adoption of this ASP as long as it is not in conflict with it.

Figure 9
Current Land Use

LEGEND

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



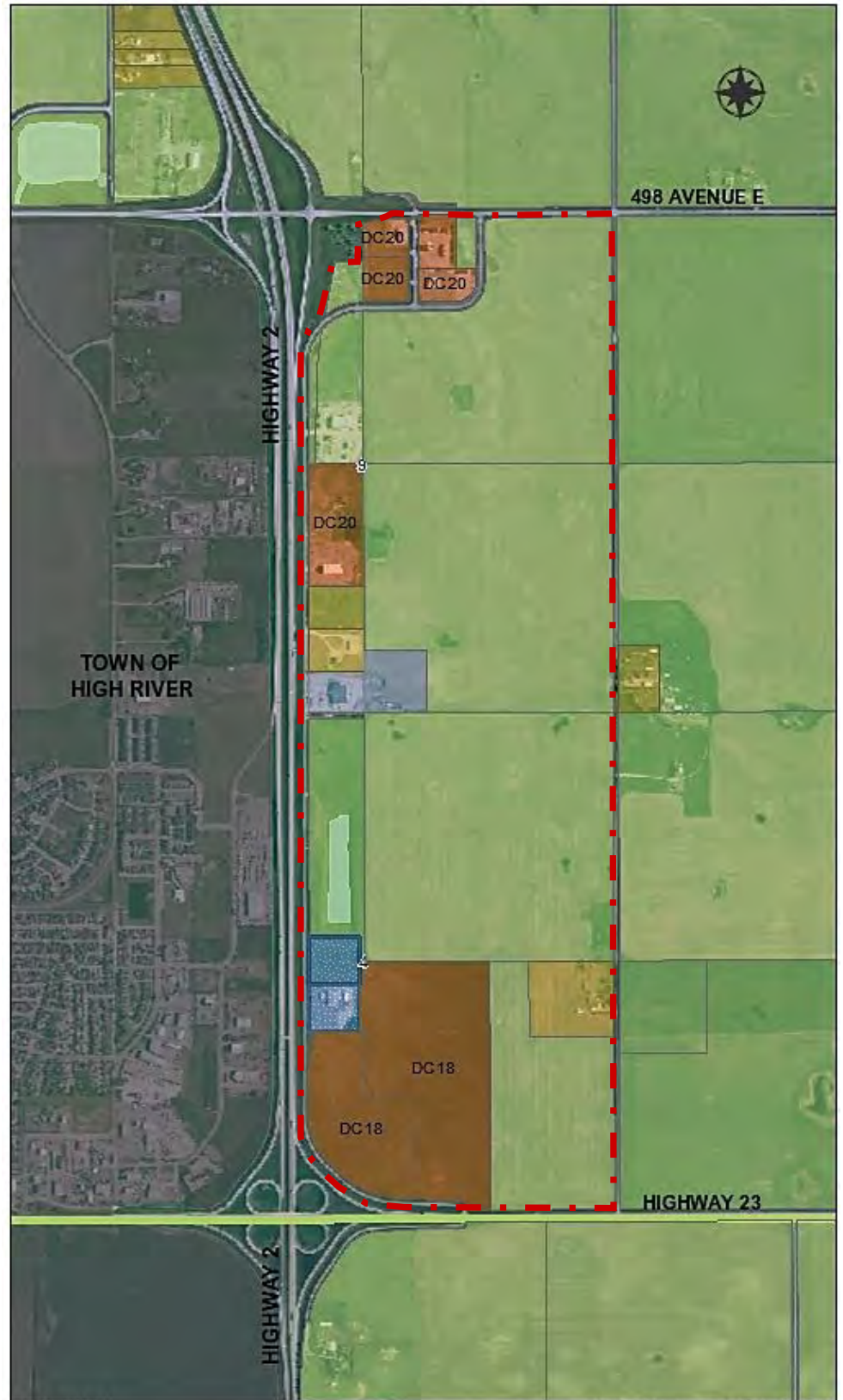
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Figure 9
Current Land Use
 (Amended Jan. 2025)

LEGEND

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



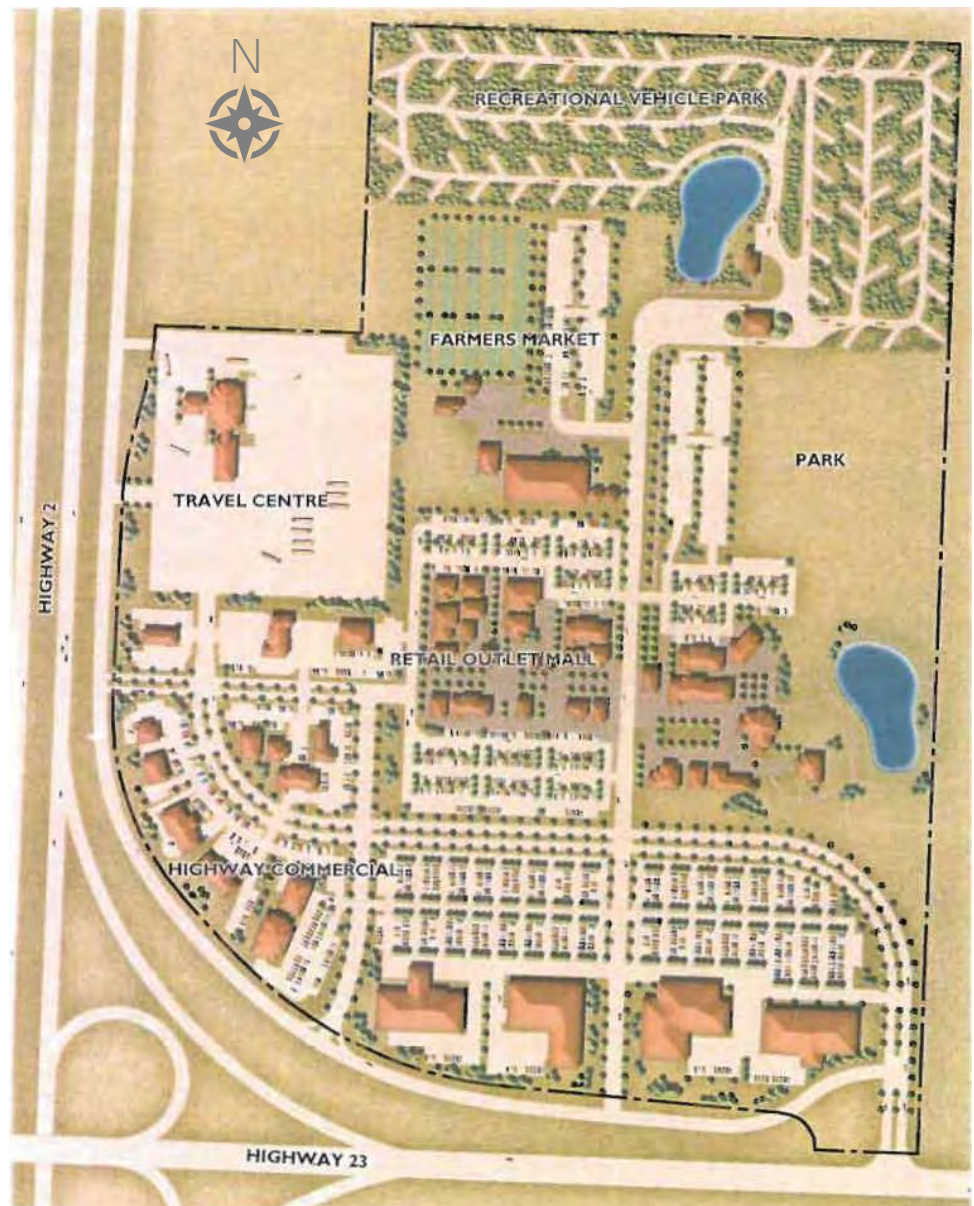
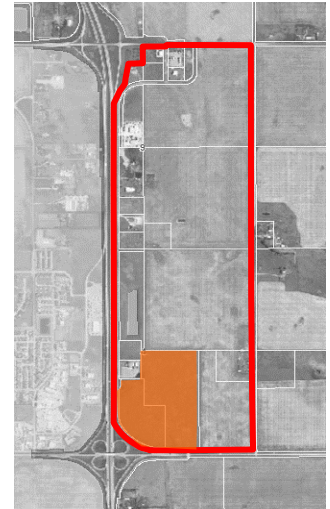
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Figure 10

High River Highway Commercial Centre ACP

Illustrative Site Plan (2004)



4. Development Concept

4.1 Vision



At the outset of the ASP development process a vision for the project was created and then approved by Foothills County Council. The vision for the Foothills Crossing ASP provides a snapshot of the future for the Plan Area. This vision is stated as follows:

A quality commercial development with a high standard of design, the Foothills Crossing ASP area is home to a business park which may accommodate a Data Centre and related uses, as well as businesses and amenities to support the travelling public, the agriculture industry and recreational activities. The development benefits from its location along Highway 2 with excellent access provided by the Highway 23 and 498 Ave interchanges located at either end of the Plan Area.

4.2 Guiding Principles



Once a vision for the area had been established, a set of guiding principles for the ASP were contemplated. These guiding principles provide broad direction for future policy and are articulated as follows:

- Opportunities should be provided for future development in a manner that equitably allocates the costs for that development.
- It is important to ensure a high quality of development due to the high visibility of the area and the investment that will be required to develop the area.
- Design with sensitivity for nearby agricultural lands with higher intensity development located along the highway and less intense development adjacent to the working farms to the east.
- Include provisions to ensure agricultural lands to remain in production as long as possible and that agricultural uses may continue with as little disruption as possible.





- Future land use and development decisions should take into consideration the impact of the proposed development on adjacent agricultural uses.
- Current permitted uses should be allowed to continue until such time as landowners wish to proceed with development or a change of use.
- Ensure that transportation infrastructure is constructed to an appropriate commercial standard.
- Provide for multimodal transportation by including pathways for walking and cycling as well as safe pedestrian movements throughout the Plan Area. Also include provisions to accommodate future transit should it become available.
- Ensure that appropriate stormwater management infrastructure is designed and constructed to avoid off-site or environmental impacts.
- Design with future provision of piped servicing in mind.
- Ensure significant wetlands are identified and protected. Wetlands deemed worth preserving or enhancing may be incorporated into the open space system to provide passive recreational opportunities.
- Utilize a phased approach to development incorporating new infrastructure as required.
- Future proof the plan by providing for state-of-the-art internet service and considering new technologies such as electric or self driving vehicles, and provide for the future installation of piped servicing when it becomes available.
- Be mindful of potential impacts to the Town of High River's interests as outlined in the IDP and impacts to the Town's stormwater management system and mitigate where appropriate.

4.3 Land Use Concept

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

It is the intent that Phase 2 of development ~~on the east side of the Plan Area~~ will not proceed until Phase 1 is mostly developed ~~and provisions are made for piped water and wastewater services.~~

Figure 11
Land Use Concept

LEGEND

-  Plan Area Boundary
-  Commercial
-  Highway Commercial
-  Commercial/ Industrial
-  Service District
-  ATL - Phase 2
-  Open Space
-  Additional HWY ROW Required
-  Town of High River
-  Roads
-  Access Point
-  Potential Crown - Claimable Wetlands
-  Remediated Wetland

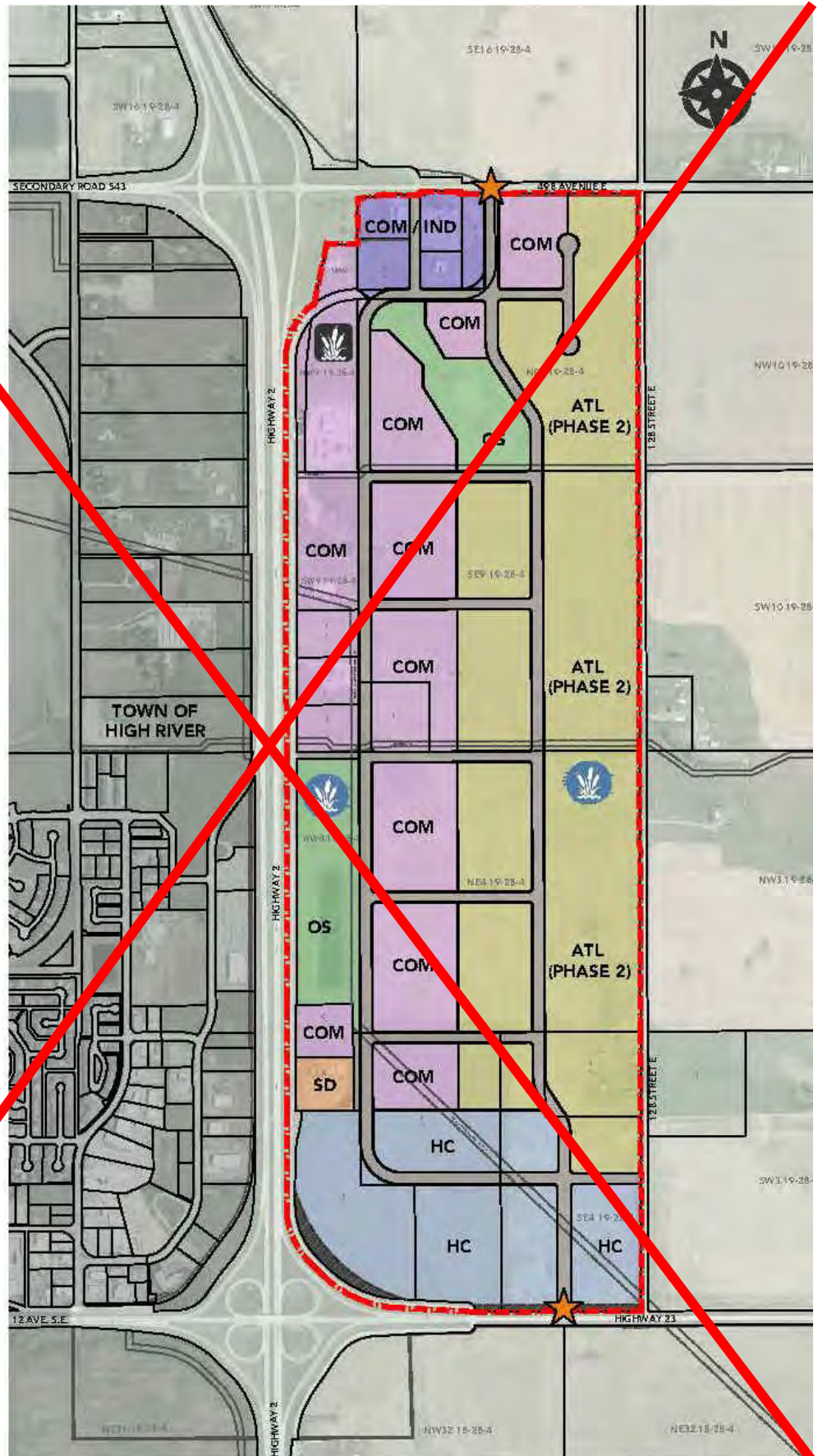
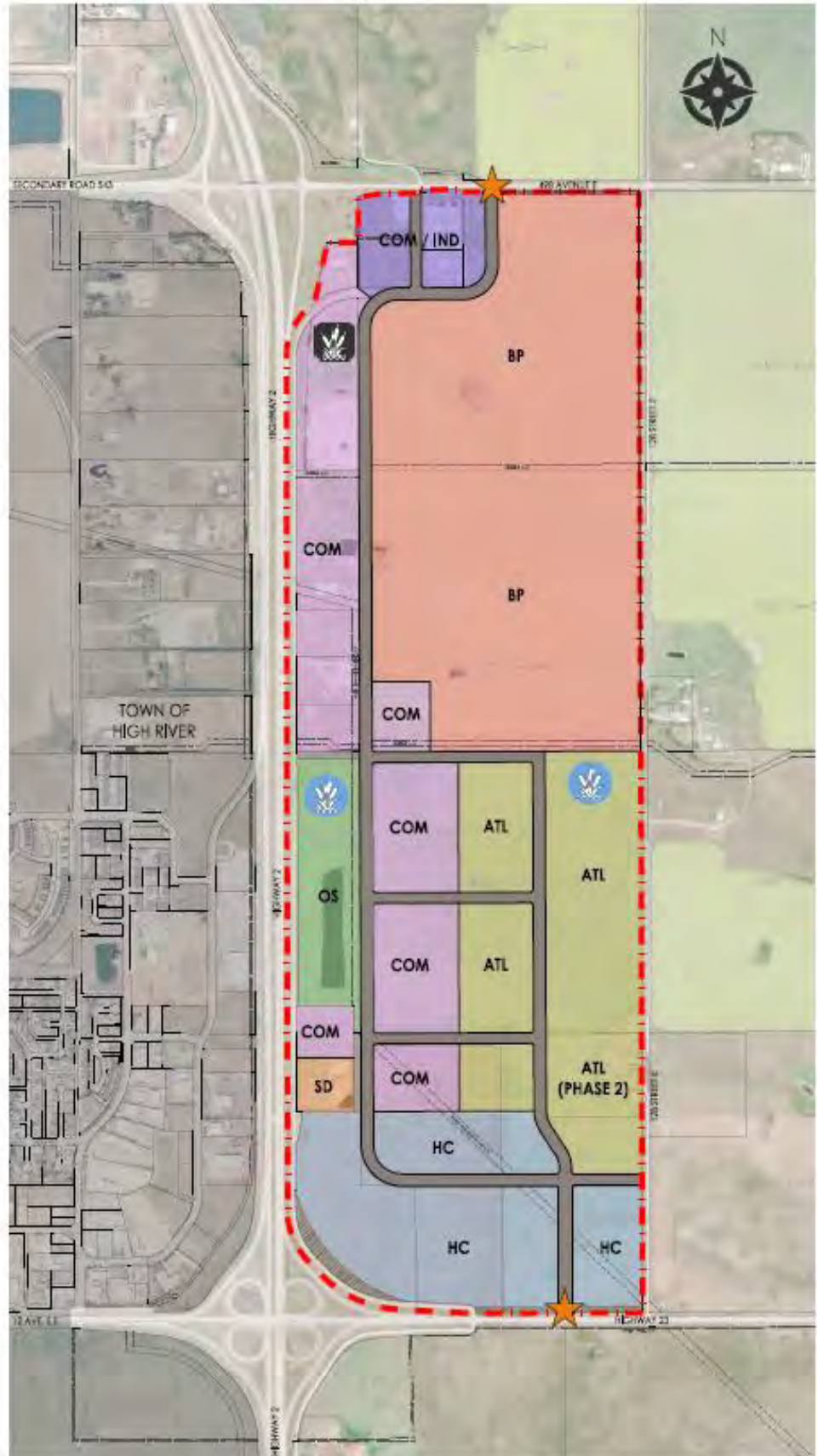


Figure 11
Land Use Concept
 (Amended Jan. 2025)

LEGEND

- Plan Area Boundary
- Commercial
- Highway Commercial
- Commercial / Industrial
- Business Park
- Service District
- ATL - Phase 2
- Open Space
- Additional HWY ROW Required
- Town of High River
- Roads
- ★ Access Point
- ❖ Potential Crown - Claimable Wetlands
- W Remediated Wetland



The Land Use Concept illustrates the area contemplated for Phase 2 of the development as Agriculture Transition Lands. An ASP amendment will be required prior to the development of Phase 2.

4.3.1 Agriculture Transitions Lands (ATL)



Agriculture is currently the predominant land use in the Plan Area, and it is expected that the majority portions of the Plan Area illustrated as ATL will remain in agricultural production in the short and medium terms.

One of the guiding principles of this plan is to ensure agricultural lands remain in production as long as practicable and that agricultural uses may continue with as little disruption as possible. To support the continuation of agricultural uses in and adjacent to the Plan Area, some of the lands on the east side of the Plan Area are illustrated as Agriculture Transition Lands (ATL) in the land use concept and are not contemplated for development until Phase 2. Lands illustrated as ATL should remain as agricultural land until such time as Phase 1 is near full build-out and an ASP amendment is undertaken in support of Phase 2 of development.

When Phase 2 is developed, land uses such as Agriculture Business District and Recreation District are likely to be contemplated. The intent is that less intense or agriculture related commercial development or recreational uses could provide a buffer between more intense highway commercial uses on the west side of the Plan Area and the agricultural lands east of 128th Street.

128th Street is to remain a rural road to accommodate agricultural and existing residential uses in the Plan Area and east of the Plan Area and access from 128th Street for Phase 2 development should not be supported. This road is not anticipated to be upgraded from a rural gravel road to deter commercial traffic from using it. In order to discourage conversion of agricultural land to other uses and to avoid land use conflicts between commercial and agricultural uses, it would be advisable not to support commercial development on agricultural lands east of 128th Street, outside of the Plan Area.

4.3.2 Business Park (BP)



This Plan proposes designating most of the northern portion of the Plan Area to Business Park (BP) District to accommodate a Data Center for developing a hyper AI hub, as illustrated in the Land Use Concept.

The proposed business park development aims to stimulate local economic growth by attracting IT businesses and creating job opportunities. This area is strategically located along major transportation routes, including Highway 2, providing excellent accessibility for logistics and transportation. The existing infrastructure, including transportation networks and utilities, makes this development cost-effective. The proposed Data Centre is compatible with surrounding land uses, including adjacent agricultural uses, commercial and light industrial uses, creating a cohesive and well-planned area. As a less intense use, it also provides a buffer between the more intense Highway Commercial development on the west side of the Plan Area and the agricultural lands to the east.

Proper planning and environmental assessments will ensure that business park development in this area minimizes environmental impacts, such as managing stormwater, protecting wetlands, and preserving historical resources.

4.3.3 Highway Commercial (HC)



In accordance with the vision statement of the ASP, one of the primary functions of the Plan Area is to provide services for the travelling public. The southern end of the Plan Area is envisioned as the area that will primarily serve the travelling public and commercial truck traffic, because the lands here are not already developed to accommodate other uses, and they are highly visible and quickly accessed from Highway 2. This is also in alignment with the existing Area Concept Plan which applies to a portion of this area.

Lands illustrated as Highway Commercial (HC) in the Land Use Concept should eventually be zoned Highway Commercial District under the Land Use Bylaw, or another district that would allow for intensive recreational uses or a recreational vehicle park as contemplated in the High River Highway Commercial Centre ACP. The HC District provides for a host of uses that would support development of businesses intended to serve the travelling public such as service stations, restaurants, motels, and retail and convenience stores. Recreational uses or a recreational vehicle park could be supported through site specific amendments to the Highway Commercial District

or under the Recreation District. It is anticipated that the existing DC-18 District will eventually be rescinded.

4.3.4 Commercial (COM)



Lands illustrated as Commercial (COM) in the Land Use Concept are envisioned as either Highway Commercial District or Recreation District zoned parcels intended to serve the travelling public and commercial truck traffic as in the HC areas, or as Business Park District zoned parcels to accommodate businesses that support the agricultural industry, provide recreation opportunities or support other businesses in the area. Because the ASP area is contemplated as a place for commercial development rather than industrial development, the more industrial uses contemplated under the Business Park District would generally not be supported in the Plan Area.

~~Two~~ **Three** of the parcels in the portion of the Plan Area illustrated as COM already accommodate agricultural support businesses. It is anticipated that these uses will continue as the Plan Area develops. One of these parcels is currently zoned as Direct Control #20 District (the same district as the four parcels illustrated as COM/IND in the Land Use Concept), **one is zoned Business Park District**, and the other is zoned as Agriculture District. Agriculture District lists agricultural support services as a discretionary use but indicates that retail sales are not included. The continuation of existing approved uses is supported but the eventual rezoning **of this Agriculture District parcel** to Business Park District or another appropriate commercial district is suggested.

4.3.5 Service District (SD)



There is one parcel that is illustrated as Service District (SD) in the Land Use Concept. This parcel is the site of an existing church. While this parcel is currently zoned Highway Commercial District under the Land Use Bylaw, it is suggested that it should eventually be re-zoned to Service District which is more appropriate for its current and anticipated ongoing use.

4.3.6 Light Industrial / Commercial (COM/IND)

There are four parcels at the north end of the Plan Area that are illustrated as Light Industrial / Commercial (COM/IND) in the Land Use Concept. These parcels are distinguished from those with the COM



designation in order to recognize existing businesses which could be characterized as more industrial than might be generally expected in a highway commercial area.

These parcels are currently zoned as Direct Control #20 District and 3 of them accommodate businesses that could be described as light industry or agricultural support businesses. As per the guiding principles for the plan, existing commercial uses are recognized and will be permitted to continue. Going forward, similar uses to those that currently exist could be supported on these parcels or they could transition to uses similar to those envisioned in the rest of the Plan Area.

4.3.7 Open Space (OS)



Areas illustrated as Open Space (OS) in the land use concept are intended to support passive or active recreation and may accommodate the preservation or enhancement of existing wetlands. Stormwater management facilities may be incorporated into these OS areas to provide an amenity but the stormwater facilities themselves should be designated as public utility lots.

Some OS areas may also be utilized to enhance opportunities for multi-modal transportation providing for constructed pathways, transit stops or bicycle servicing kiosks. Depending upon their individual characteristics and anticipated use, these lands may be zoned as Open Space District, Public Utility District, or may be dedicated as Municipal Reserve or Environmental Reserve.

4.3.8 Land Use Concept Policies

~~4.3.8.1 Development to allow for any non-agricultural use on lands illustrated as ATL should not be supported prior to an ASP amendment providing for Phase 2 of development.~~

4.3.8.1 Lands in the Plan Area illustrated as HC will primarily support uses to service the travelling public and commercial trucking traffic and should be rezoned to either Highway Commercial District or Recreation District.

4.3.8.2 Lands illustrated as COM in the Land Use Concept should support uses that serve the travelling public and commercial trucking traffic or be developed to accommodate uses that

support the agricultural industry, provide recreation opportunities or serve other businesses in the Plan Area.

- 4.3.8.3 Lands illustrated as COM should eventually be zoned as either Highway Commercial District or Business Park District, Recreation District may also be supported.
- 4.3.8.4 The continuation of existing permitted businesses on parcels illustrated as COM or COM/IND in the Land Use Concept is anticipated and supported.
- 4.3.8.5 The following uses in the Business Park District should not be supported in the Plan Area and should instead be directed towards the Highway 2A Industrial Corridor: Industry General, and Industrial Manufacturing / Processing, ~~and Industrial Storage and Warehousing.~~
- 4.3.8.6 The parcel illustrated as Service District in the Land Use Concept may be rezoned from Highway Commercial District to Service District in support of its current use.
- 4.3.8.7 Over time, transitioning of parcels illustrated as COM/IND to uses that are contemplated in the HC or COM portions of the Plan Area may be supported.
- 4.3.8.8 Areas illustrated as OS in the land use concept may contain natural areas, stormwater facilities, parks, pathways or other amenities for use and enjoyment by the public.

5. Transportation Strategy

5.1 Transportation Concept



Among the stated objectives of the ASP are to protect the operational safety and functionality of Highway 2, in particular the interchanges at Highway 23 and 498th Avenue as well as to design a cost effective and efficient internal transportation system with appropriate access to the regional system.

The proposed Transportation Concept for the ASP is shown in [Figure 12 – Transportation Concept](#). The concept illustrates the existing intersection configurations at Highway 23 and 498th Avenue on Highway 2, but accounts for future right of way that will be required to accommodate planned improvements of the Highway 23 interchange. There are intersections contemplated on both Highway 23 and 498th Avenue that will provide access to the ASP area and connect to the primary internal road system that will support future development. It is anticipated that internal subdivision roads may be added to the illustrated network to facilitate access to individual sites, depending on the ultimate lot sizes that are developed.

The primary internal road system shown in the concept displaces the existing service road to the east of the existing lots that front Highway 2. This reduces the overall cost for construction and maintenance of roads because there are fewer lineal meters of roads required overall. It also achieves efficiencies by enabling double loading of roads and utilities that are likely to be located in the road right of way.

It is anticipated that the transportation improvements required to support the development will be phased over time and the pace of development in the Plan Area will dictate when on and off-site improvements are constructed. The Transportation Impact Assessment (TIA) that was undertaken in support of the ASP lays out the expected required improvements in the short term as well as for the 2035 and 2045 horizons.

In keeping with the guiding principles of the Plan, Foothills County will ensure that appropriate mechanisms are put in place so that developers will fund necessary transportation improvements on an equitable basis.

Figure 12
Transportation
Concept

LEGEND

- Plan Area Boundary
- Entry Road
- Commercial Collector
- Commercial Local Road
- Local Rural Road
- Pathway
- Potential Regional Pathway Connection
- ▨ Additional HWY ROW Required
- Town of High River
- ★ Access Point
- Enhanced Intersection
- Ⓜ Potential Future Transit Stop

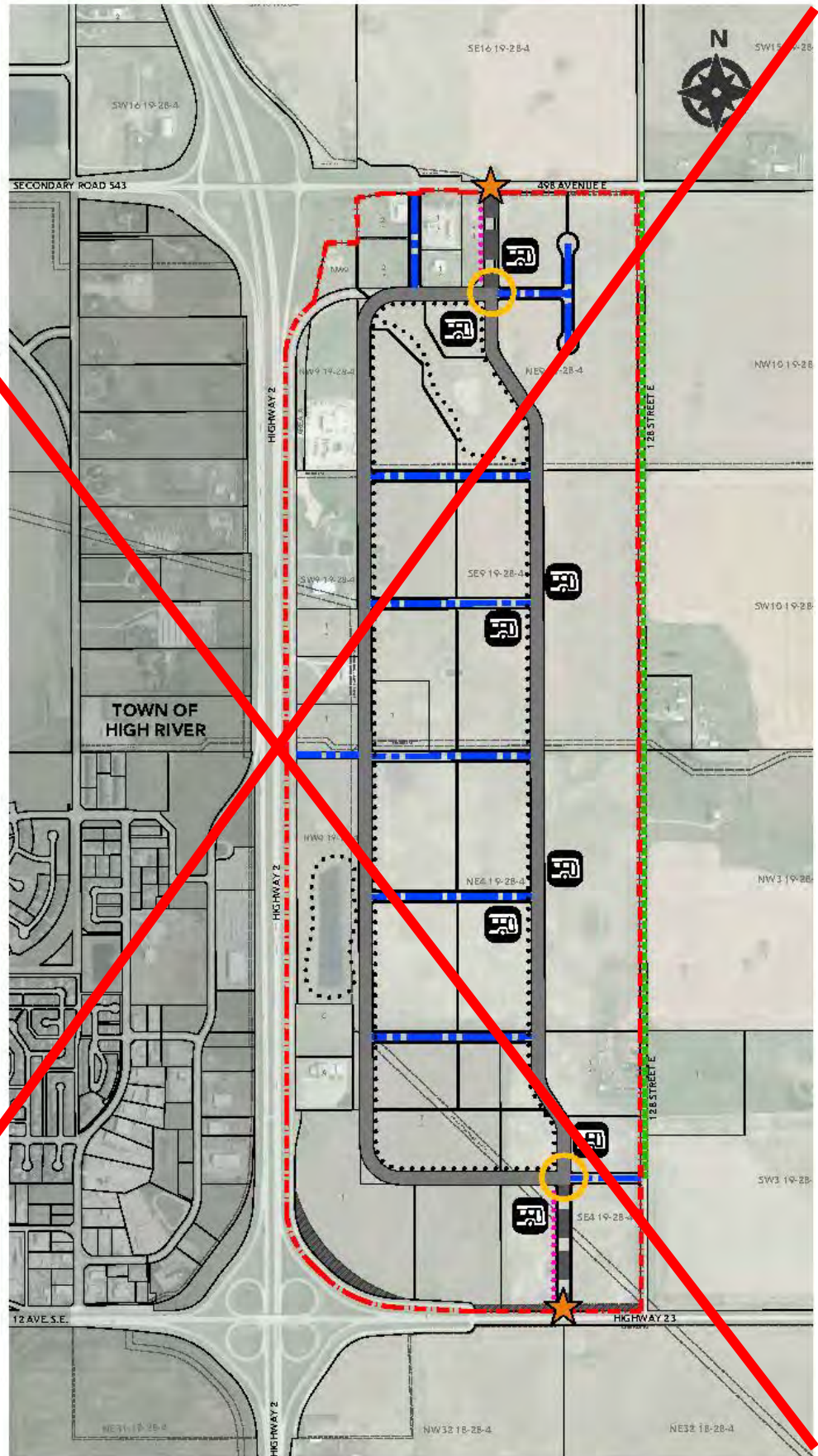
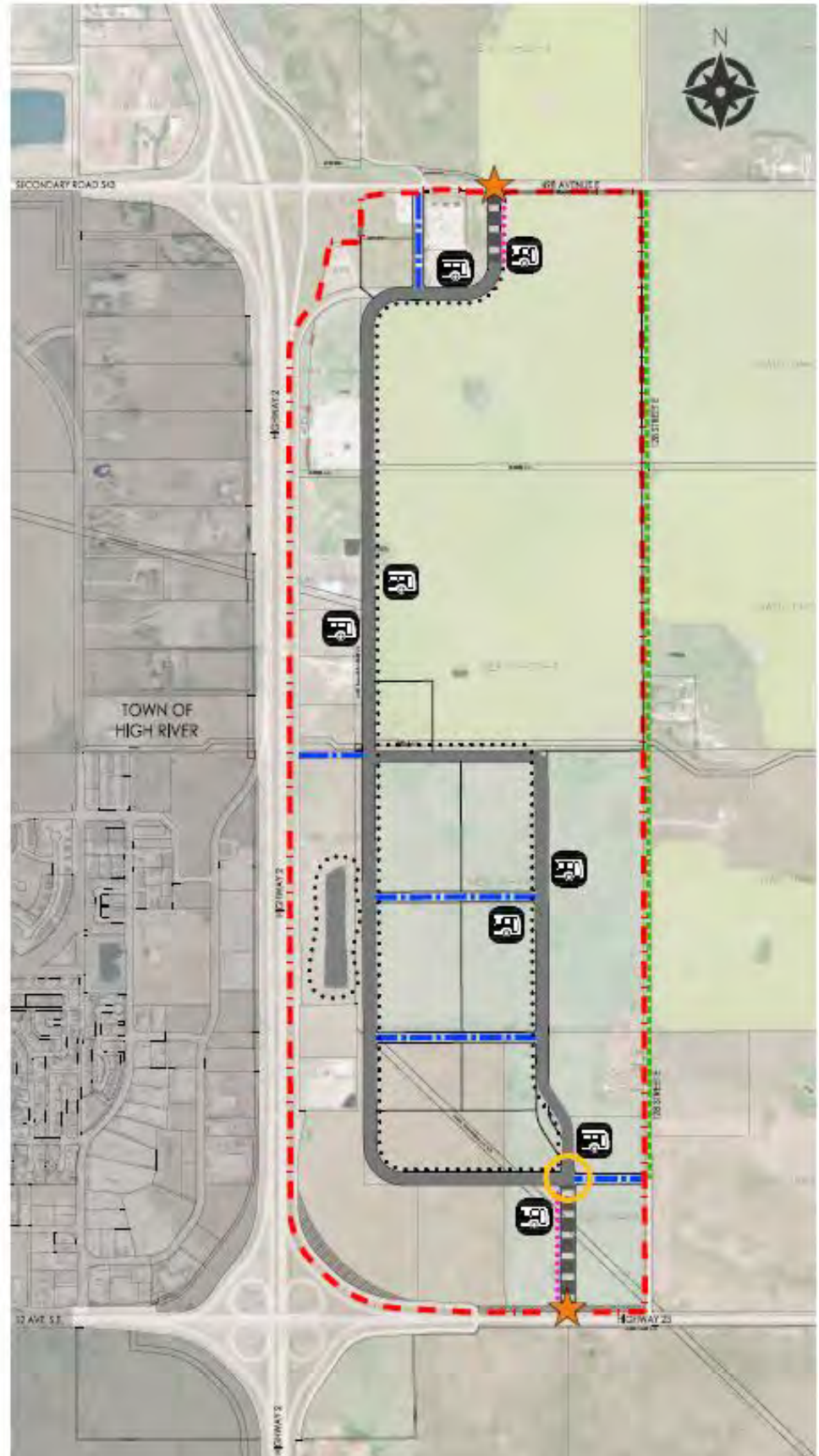


Figure 12
Transportation
Concept
 (Amended Jan. 2025)

LEGEND

- Plan Area Boundary
- Entry Road
- Commercial Collector
- Commercial Local Road
- Local Rural Road
- Pathway
- Potential Regional Pathway Connection
- Additional HWY ROW Required
- TOWN OF HIGH RIVER
- ★ Access Point
- Enhanced Intersection
- Potential Future Transit Stop



5.1.1 Transportation Concept Policies

- 5.1.1.1 The primary roads that will comprise the ultimate transportation system for the ASP area will be approximately as illustrated in Figure 12 – Transportation Concept.
- 5.1.1.2 Transportation improvements may be phased over time with the rate of area development dictating the timing for improvements.
- 5.1.1.3 New development along the Highway 2 frontage shall be required to adhere to the Transportation Concept, as illustrated, however access to the existing service road may be accommodated on a temporary basis.

5.2 Transportation Off-Site Improvements



It is anticipated that future development of the ASP area will contribute to the need for off-site improvements to transportation infrastructure in the vicinity of the Plan Area. These may include upgrades to the interchange at Highway 23 on Highway 2, a new intersection on Highway 23 to provide access to the ASP area from the south, and upgrades to the intersection at 498th Avenue that will continue to provide access to the ASP area from the north. Future commercial development proponents will be required to undertake a traffic study to determine the impact of their proposed development on the transportation system and shall pay a proportional share of the costs for these improvements through off-site levies or another mechanism deemed appropriate by the County.

5.2.1 Upgrades to Highway 23 and Highway 2 Interchange



The existing interchange at Highway 23 and Highway 2 is an older type cloverleaf interchange that is on Alberta Transportation's list for improvements. Alberta Transportation has undertaken a functional planning study for the interchange and safety was identified as a major deficiency with substandard loop and ramp radii and substandard entry and exit tapers. The current interchange also has short weaving distances between ramps among several other issues that were identified.

The ultimate interchange that is planned by Alberta Transportation is a diamond interchange with a loop ramp at the southeast corner that



would accommodate the eastbound to northbound movement. The requirement for the upgrading of this interchange may be triggered by development in the Plan Area or development east of the Plan Area along Highway 23 or by growth on the south side of the Town of High River.

Since the design for this upgrade has already been determined and the project is on Alberta Transportation's long-term list it may be 100% funded by the Province. However, Foothills County and the Town of High River may opt to offer to contribute a portion of the cost to move the project up the list. If Foothills County were to contribute to upgrade the interchange, an appropriate mechanism will be determined to ensure that the funds are recovered from future developers in the Plan Area. It should be noted that the TIA indicates that no improvements to this interchange would be required to support 100% development of both phases of the ASP.

5.2.2 Upgrades to 498th Avenue and Highway 2 Interchange



The existing interchange at 498th Avenue and Highway 2 was constructed in 2012 as part of a joint project between Alberta Transportation, Foothills County, and the Town of High River. According to Alberta Transportation, there is one further improvement that could occur to this diamond interchange which is the addition of a loop for the east to north movement in the SE corner of the interchange. However, the need for this improvement would be primarily driven by development in the Town of High River and is likely beyond the horizon of this plan.

There are currently signals at either end of the overpass at the interchange junctions and it is anticipated that this interchange will be able to continue to function within acceptable parameters for the foreseeable future as development occurs on the north side of High River and in the Plan Area. The TIA undertaken in support of this project did not indicate any improvements required for this interchange due to development of the ASP area. Significant growth on the north side of High River would be necessary to trigger Alberta Transportation adding the loop to the interchange.

5.2.3 Intersection at 498th Avenue

The main access to the Plan Area from the north as shown in the Transportation Concept will be located at the current intersection of

498th Avenue and 124th Street East. This T-intersection is currently unsignalized, with a stop sign located on 124th street.



In the short term it is anticipated that this intersection will require upgrading to a Type II intersection as outlined in the TIA undertaken in support of this plan. Additional improvements are not indicated at either the 2035 or 2045 horizons, should they be required though, intersection upgrades may be constructed by developers in the Plan Area or by the County. Should the County decide to undertake improvements in anticipation of development, costs will be recovered through development levies, or another funding mechanism determined appropriate by Foothills County.

5.2.4 Intersection at Highway 23



The current south access to the Plan Area at Highway 23 is an intersection that provides access to the existing service road. It is located approximately halfway between 128th Street and the Highway 2 / Highway 23 interchange. Alberta Transportation has indicated that this intersection will not meet the setback requirements to the ultimate configuration of the interchange.

The Transportation Concept illustrates a new intersection at the south end of the Plan Area to provide access to the internal road system. This intersection is to be constructed east of the existing intersection. It is likely that when Alberta Transportation undertakes the planned interchange improvements on Highway 2, they will require the relocation of the existing intersection as it does not meet required setbacks to the end of the taper. The construction of this new intersection could also be triggered by development within the Plan Area. When the new intersection is constructed, the existing intersection of Highway 23 and 128th Street will need to be closed as Alberta Transportation has indicated they will not support two intersections so close together on Highway 23. As shown in the Transportation Concept, access to 128th Street will be provided via the internal road system in the Plan Area.

As indicated in the TIA, the new intersection on Highway 23 may initially be controlled with a stop sign, but it is anticipated that signalization will be required by the 2035 horizon. A roundabout may also be considered at this location subject to meeting requirements of Alberta Transportation. The TIA notes that the roundabout option operates better than an intersection at both the 2035 and 2045 horizons.

As with the other contemplated transportation improvements, this new intersection may be constructed by area developers, or may be constructed by Foothills County in anticipation of development. Should Foothills County construct the intersection, costs will be recovered through development levies or another appropriate mechanism as determined by the County.

5.2.5 Transportation Off-Site Improvement Policies

- 5.2.5.1 Foothills County will undertake future study to determine the most appropriate mechanism to fund transportation off-site improvements.
- 5.2.5.2 All new commercial development may be subject to transportation levies to support improvements to the transportation system within and in proximity to the Plan Area.
- 5.2.5.3 A Traffic Study shall be required for all new proposed commercial development to determine the impacts on the transportation system.
- 5.2.5.4 Timing of required upgrades to intersections will be determined by development triggers as outlined in Section 5.2.1 through Section 5.2.4.

5.3 Access Strategy



It is proposed that there will be two primary access points to the Plan Area. One at the north end from 498th Avenue, at 124th Street and the other at the south end of the Plan Area from Highway 23. Alberta Transportation has indicated that it is not likely that they would support any direct access to or from Highway 2 to the Plan Area. Access to the plan area via 128th Street is not contemplated unless an emergency access is required and access to future development directly off 128th Street is not supported.

5.3.1 North Access from 498th Avenue

Staff from Alberta Transportation have indicated that the north access should be able to remain in its current location at 124th Street as no further upgrades are anticipated to the interchange at Highway 2 and 498th Avenue that would impact intersection spacing.

This intersection is currently a Type I intersection and while upgrading to a Type II intersection is recommended in the short term, future signalization and other intersection improvements are not anticipated to be required as development of the ASP area proceeds as outlined in the TIA undertaken in support of this project.

5.3.2 South Access from Highway 23

The current access to the Plan Area from Highway 23 does not meet Alberta Transportation's setback requirements to the interchange.

Alberta Transportation have indicated that they would support one access point from Highway 23. That access could be located at 128th Street or between 128th Street and the current access. They will not support two intersections on Highway 23 at the south end of the Plan Area once the Highway 2 / Highway 23 interchange improvements are completed. The Foothills Crossing ASP Transportation Concept illustrates a new access between 128th Street and the current access and the closure of the 128th Street intersection. The relocation of the existing access is necessary in order to meet the required minimum setback distance to the tapers for the planned ultimate configuration of the Highway 2 and Highway 23 interchange.

In the short term this intersection is anticipated to be required to be a Type IV, unsignalized intersection, however by the 2035 horizon it is recommended that it should be signalized unless a roundabout is constructed.

5.3.3 Connections to 128th Street



As outlined in Section 5.3.2, when the new access to the Plan Area from Highway 23 is constructed the current intersection at 128th Street and Highway 23 will be closed. Existing properties at the south end of 128th Street will be accessed through the internal road system of the ASP area. The Transportation Concept illustrates only one connection to 128th Street from the ASP area, however additional connections may be considered if deemed necessary to provide appropriate emergency access and egress. It is not anticipated and is not deemed desirable that traffic will utilize 128th Street to access commercial development, and future (Phase 2) development should not be permitted to have direct access to 128th Street. As such, upgrades to 128th Street are not

contemplated. The intent is to maintain 128th Street as a gravel surface rural road that will primarily service existing agricultural properties.

5.3.4 Site Access to Internal Road System

Each commercial lot created in the Plan Area will be required to have direct access to the internal road system. Depending on the ultimate lot sizes and configurations this may necessitate additional local roads be constructed to connect each lot to the primary road system.

5.3.5 Access Strategy Policies

5.3.5.1 Other than the existing interchanges at Highway 23 and 498 Avenue, direct access to Highway 2 shall not be considered unless approved by Alberta Transportation.

5.3.5.2 Concurrently with the construction of a new access to the Plan Area from Highway 23, the intersection of Highway 23 and 128th Street shall be closed.

5.3.5.3 Access from Highway 23 to existing parcels that currently access from the south end of 128th Street will be provided via internal roads in the Plan Area approximately as shown in the Transportation Concept.

5.3.5.4 Future non-agricultural development should not be permitted to have direct access from 128th Street.

5.3.5.5 Every parcel in the Plan Area shall have direct access to the internal road system.

5.4 Internal Road Network



The primary roads of the internal road network for the Plan Area are illustrated in *Figure 12 – Transportation Concept*. The concept is designed around a main through road connecting the north and south main access points and the displacement of the existing service road to the east of the existing lots along Highway 2. This road will serve as a main through-road connecting the north and south access points. Two main cross sections are anticipated one for commercial collectors and another for commercial local roads (See *Figure 13 – Road Cross Sections*). In addition, further enhancements may be considered for the

entry roads for the Plan area, from the main access points to the enhanced intersections as illustrated in the Transportation Concept.

The road types for the ASP area are described as follows:

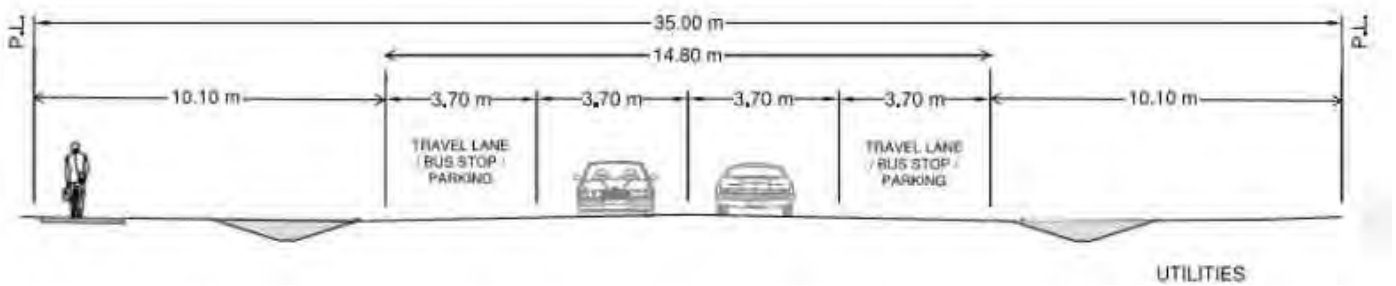
- The main through-north-south road and the displaced service road are illustrated as Commercial Collectors. They will have a rural cross section built to a commercial standard containing the road with ditches on either side, a pathway and a utility right of way in a 35m road right of way.
- The east west connector roads and any additional local roads will utilize the Commercial Local Road cross-section - a rural cross-section built to a commercial standard containing the roadway with ditches on either side, and a utility right of way in a 30m right of way.
- Entry roads may have a similar cross-section to the Commercial Collectors or may be further enhanced with a centre median or additional lanes to accommodate stacking. The right of way for these portions of the road system will be 40m.
- All roads will have provisions within the cross-section for the installation of deep utilities. Utilities may be installed during road construction and not commissioned until required or may be installed after the servicing strategy has been fully determined.

The Transportation Concept indicates ~~an two~~ “enhanced intersections” on the main through road; one is just south of the 498 Ave / North Access (Intersection A) and the other just north of the Hwy 23 / South Access (Intersection B). ~~Both were analyzed to confirm the traffic control requirements. It is anticipated that~~ an unsignalized intersection would accommodate traffic up to the 2035 horizon. In the 2045 horizon, signalization or single-lane roundabout will be required.

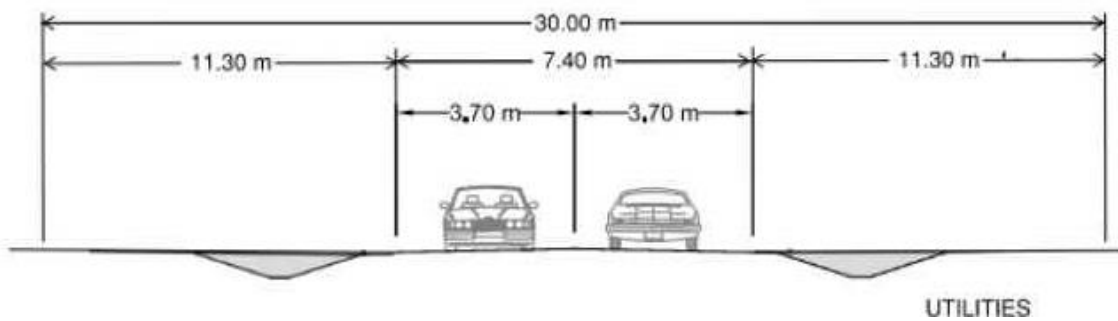
It is anticipated that construction of the road network will be undertaken by development proponents, but the County may develop portions of the internal road system in anticipation of development. Any costs incurred by the County to develop the internal road system in the Plan Area will be recouped through an appropriate funding mechanism as determined by Foothills County. Should a developer construct portions of the internal road system that benefit others, endeavors to assist or other such mechanisms may be employed to ensure costs are borne equitably by all benefiting parties. Foothills County’s commercial development standards will be employed to ensure appropriate road construction standards for a highway commercial development.

Figure 13
Road Cross Sections

Commercial Collector Cross Section



Commercial Local Road Cross Section



5.4.1 Internal Road Network Policies

- 5.4.1.1 Commercial Collectors will be developed to a commercial standard with a rural cross-section in accordance with Foothills County design standards within a 35 m right-of-way approximately as illustrated in *Figure 13 – Road Cross Sections*.
- 5.4.1.2 Commercial Local Roads will be developed to a commercial standard with a rural cross-section in accordance with Foothills County design standards within a 30m right-of-way approximately as illustrated in *Figure 13 – Road Cross Sections*.
- 5.4.1.3 Entry Roads may be developed to the same standard as Commercial Collectors or may incorporate additional enhancements. They will be constructed in a 40m right-of-way.
- 5.4.1.4 All internal roads will be able to accommodate the installation of deep utilities either under the road surface or in the area within or along side of the ditch portion of the cross-section.
- 5.4.1.5 Funding mechanisms such as off-site levies and endeavours to assist may be utilized to ensure that road development costs for the Plan Area are allocated equitably among area developers.
- 5.4.1.6 Foothills County will undertake future study to determine the most appropriate mechanism to fund transportation improvements within the Plan Area.

5.5 Multimodal Transportation



Among the guiding principles for the ASP is to provide for multimodal transportation by including pathways for walking and cycling as well as safe pedestrian movements throughout the Plan Area. The inclusion of provisions to accommodate future transit, should it become available, is also suggested.

Multimodal transportation systems are those that consider not only vehicular traffic, but also walking, cycling, and public transit. Proponents of multimodal transportation list carbon emission reduction, reduced spending on infrastructure, vibrant streets, and a healthier population

among the potential benefits of incorporating multiple modes of transportation into transportation systems.

While it is not anticipated that the area will see much pedestrian or bicycle traffic in the short term, it is important to ensure that it can be accommodated in the future. Likewise, while there are currently no opportunities for transit service in the Plan Area, there could be potential for regional transit to this employment area in the future.

5.5.1 Accommodating Pedestrians and Bicycles



It is proposed that a pathway system be incorporated into the right-of-way-along the Commercial Collectors in the Plan Area as well as within open space areas. As a rural road cross-section is anticipated, the intent is that the pathways would be separated from the driving surfaces by a ditch. *Figure 12 – Transportation Concept* illustrates a conceptual pathway system along the roadways and within the open space areas in Phase 1. *Figure 13 – Road Cross Sections* illustrates the anticipated cross-sections for the Commercial Collectors (which incorporate a pathway) as well as the Commercial Local Roads. When Phase 2 proceeds, it is anticipated that the pathway system would could be expanded to include open space areas in that phase as well.

The Transportation Concept also illustrates potential regional pathway connections to the north and south boundaries of the ASP area. Alberta Transportation has indicated that the ultimate design for the interchange at Highway 2 and Highway 23 includes a pedestrian pathway along the north side of Highway 23. This will enable a safe connection to the Town of High River at the south end of the ASP area. A connection along 498th Avenue to the north could be contemplated as part of any future interchange upgrades at the discretion of Alberta Transportation.

In addition to providing for pathways, the design guidelines for the area should speak to accommodating pedestrians in site design and ensuring safe routes from the pathway system to building entrances as well as providing for bicycle parking.

5.5.2 Accommodating Future Transit

While it is unlikely that transit will be available to the Plan Area in the foreseeable future, *Figure 12 – Transportation Concept* illustrates conceptual locations for future transit stops. It is envisioned that either

a loop could be created through the ASP area entering and leaving from the same main access point, or there could be a one-way route through the Plan Area that enters via the south access and leaves via the north access or vice versa. Either way, locating transit stops as illustrated in the Transportation Concept would make it possible to provide transit access within approximately 400m from any part of the Plan Area.

5.5.3 Multimodal Transportation Policies

- 5.5.3.1 A pathway system shall be incorporated into the design of the Commercial Collector roads in the Plan Area as well as within open space areas in Phase 1 of the development approximately as illustrated in the Transportation Concept.
- 5.5.3.2 Provisions shall be incorporated into the design guidelines for the ASP area to consider pedestrians in individual site design and to provide for safe routes from the pathway system to building entrances.
- 5.5.3.3 Provisions shall be incorporated into the design guidelines for the ASP area to accommodate cyclists and to ensure the provision of parking for bicycles is considered.
- 5.5.3.4 Provisions shall be incorporated into the design of future business sites and open space areas to allow for transit stops to be located approximately as illustrated in the Transportation Concept.

5.6 Phasing of Transportation Improvements

It is anticipated that both internal and external transportation improvements that will service the Plan Area will be phased over time as development proceeds as outlined in the TIA.

The predicted off-site improvements will, as described in Section 5.2, be triggered by traffic volumes. Foothills County will work with Alberta Transportation to determine when upgrades are required and what portion of the costs, if any, should be allocated to development in the Plan Area.

The construction of the internal road system as illustrated in the Transportation Concept may be phased over time allowing for some roads to be constructed sooner than others. In addition, the County may

consider allowing for roads to be constructed with a gravel or oiled surface as an interim solution and then paving as traffic volumes justify.

At such time as the relocation of the existing service road occurs, the future of the lands that comprise the current right-of-way will be considered. It is likely that one of the following will occur:

- The lands may be turned over to Alberta Transportation to be incorporated into the Highway 2 right-of-way,
- The road allowance may be closed and offered to adjacent landowners to purchase to add to their parcels, or
- The road allowance may be incorporated into the open space or storm water systems for the development.

The existing service road will not be closed until alternative access has been constructed for the parcels that it currently serves.

5.6.1 Phasing of Transportation Policies

5.6.1.1 Internal and external transportation improvements shall be phased over time as development proceeds with improvements being triggered by traffic volumes.

5.6.1.2 The existing service road shall not be closed until alternative access has been constructed to the parcels that it currently serves.

6. Servicing & Utilities Strategy



6.1 Piped Services (Water and Wastewater)

There are still certain unknowns regarding piped servicing in areas surrounding the Foothills Crossing ASP Area which could potentially impact the ultimate servicing concept. However, the creation of the planning framework for the area cannot wait until the ultimate detailed servicing concept has been determined. A planning framework is critical to ensure that lands in the Plan Area develop in a logical sequence and that interim development does not hamper the ultimate highest and best use for the lands. The planning framework contained in this ASP is supported by a Water and Sanitary Servicing Strategy that was undertaken by K2 Engineering. This Servicing Strategy outlines how the Plan Area can be serviced by connecting to the future systems that will service the Highway 2A Industrial Corridor from new water and wastewater treatment plants to be constructed at Aldersyde. The County will be moving forward with this servicing concept to support the development of the business park if approved.

In 2011-12 when the Foothills County and Town of High River IDP was being developed, it had been anticipated that the Town might extend water and wastewater services to the area in exchange for revenue sharing. As such, provisions were included in the IDP that spoke to shared servicing and revenue sharing. The Town has since indicated that they have no interest in extending piped services to the Plan Area. Foothills County has determined that servicing from the Aldersyde system is viable and this is the most likely long term servicing solution. Should a more efficient means of servicing the area become available prior to Phase 2 of development proceeding, plans will be adjusted accordingly. and these changes captured in the ASP amendments that are required prior to Phase 2 proceeding.

It is anticipated that the water treatment plant at Aldersyde will be operational early in 2026. While piped wastewater servicing will eventually be extended to this area once the Aldersyde wastewater

treatment plant is completed, as outlined in the servicing strategy; the timing of those services that facility coming on-line is currently unknown. It is anticipated that Phase 1 in the interim development will continue to be supported through on-site servicing options as described in the Servicing Strategy. However, in accordance with the guiding principles listed in Section 4.2 of this ASP, provisions for future piped servicing are to be incorporated into both phases of development; this includes a requirement for Phase 1 developers to enter into a deferred servicing agreement and may include the installation of deep services within road rights of way when roads are constructed.

As Foothills County undertakes more detailed design for piped servicing, it may become evident that additional rights of way will be required outside of road or highway rights of way. Once alignments are known, the County will ensure that required rights of way are acquired.

6.1.1 Piped Services Policies

- 6.1.1.1 Foothills County will continue to study and refine details relative to piped servicing for the Plan Area.
- 6.1.1.2 Phase 1 development may be supported through on-site servicing as an interim measure.
- 6.1.1.3 Piped servicing shall be in place prior to Phase 2 of development proceeding.
- 6.1.1.4 Deep servicing will primarily be accommodated within road rights of Way. Additional rights of way for piped services will be acquired by the County should they be required.
- 6.1.1.5 A deferred servicing agreement shall be utilized for Phase 1 development that proceeds in advance of full servicing being available. This agreement will require that development connect to future piped servicing for water and/or wastewater when it becomes available.

6.2 Stormwater Management

In accordance with the guiding principles for the ASP, the stormwater management system for the Plan Area will be designed to ensure there are no negative off-site impacts and that water quality is maintained. The conceptual strategy for stormwater is illustrated in *Figure 14 – Stormwater Management Concept*. The concept utilizes stormwater



management facilities, control structures, sewers, a lift station and forcemain, and outfalls to manage stormwater in the Plan Area. This stormwater infrastructure was sized for this concept using spreadsheets and The City of Calgary's Water Balance Spreadsheet (WBSCC). In order to reduce the overall runoff produced by the developed site, several low impact development (LID) options may be integrated into the stormwater design. LID generally functions to improve stormwater conditions by providing a combination of peak flow attenuation, water quality improvement, and volume reduction through the promotion of infiltration and evapotranspiration. Overland drainage courses both within and outside of road rights-of-way may be utilized for conveyance. Drainage easements may be utilized to protect these overland drainage courses, or they may be incorporated into public utility lots.

Best management practices will be utilized to ensure that future development does not negatively impact adjacent lands and developers will be encouraged to integrate measures to ensure that the stormwater discharged from the Plan Area is of high quality and that erosion is mitigated.

Certain efficiencies, such as repurposing AT's borrow pit, or synergizing on-site facilities and the centralized stormwater concept may be considered. There may also be opportunities to enhance existing wetlands, or dugouts within the Plan Area and incorporate them into the stormwater management strategy. These will be investigated in conjunction with future applications for development. It is noted that any changes to wetlands, including alteration of flow or level, change in the location of water, or infilling of wetlands, will require a Water Act approval.

The western portion of the Plan Area currently drains to the west and discharges a limited amount of water into the ditch along the east side of Highway 2. This water has a path whereby it may be conveyed under Highway 2 and into the Town of High River's stormwater system via several culverts that currently exist under the highway. Particular care will be taken to ensure that future applications for development do not negatively impact the Town's stormwater infrastructure.

It is anticipated that as with the transportation system, the construction of stormwater management facilities will be phased as development of the Plan Area proceeds. Also, as with the transportation system it is anticipated that developers will construct the various facilities as development proceeds. However, the County may elect to construct

some of the required facilities in advance of development and utilize off-site levies or other appropriate mechanisms to recover the costs.

6.2.1 Stormwater Policies

6.2.1.1 Stormwater management plans, or lot grading plans shall be required in support of non-agricultural development applications, to define the regulation of stormwater discharge and water quality according to Alberta Environment and Foothills County standards.

6.2.1.2 Stormwater will be managed through a combination of stormwater management facilities, control structures, sewers, a lift station and forcemain, and outfalls to be constructed in the Plan Area.

6.2.1.3 Any drainage courses not contained within road rights-of-way, will be secured as public utility lots or easements in favour of the County.

6.2.1.4 Drainage to ditches along either of the highways or local roads shall be controlled to pre-development rates.

6.2.1.5 When evaluating development proposals with respect to stormwater management, the County will ensure that there are no negative impacts on the Town of High River's stormwater management infrastructure.

6.2.1.6 Developers shall be encouraged to integrate best management practices that improve water quality in the design of stormwater systems.

6.2.1.7 Developers will be required to submit a detailed Erosion and Sediment Control (ESC) report detailing the downstream erosion impacts caused by any proposed stormwater discharge and detail how these impacts are being mitigated.

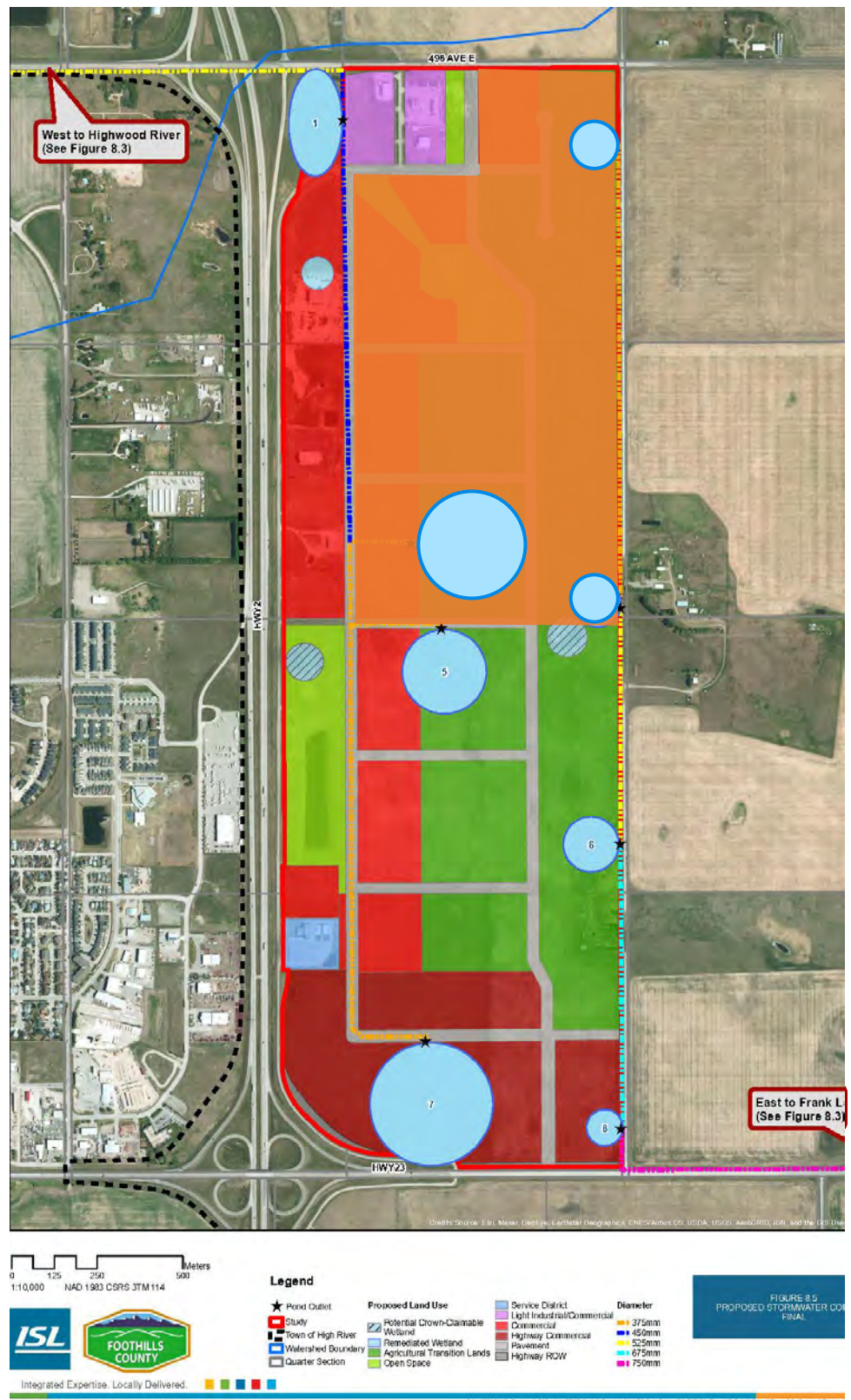
6.2.1.8 Stormwater ponds, wet or dry, shall not be accepted as municipal reserve or environmental reserve. Stormwater ponds will be designated as public utility lots (PUL) but may be integrated into the open space system.

6.2.1.9 Should Foothills County undertake the construction of any part of the stormwater management system servicing the



Plan Area, any costs associated with this project may be incorporated into the off-site levies for the area.

Figure 14
Stormwater
Management
Concept



6.3 Shallow Utilities



All commercial development in the Plan Area shall be appropriately serviced by natural gas, electricity and high-speed internet. Developers will be expected to fund the installation of these services to the property lines of all new non-agricultural lots and subsequently to buildings located on the lots.

There may be an opportunity for Foothills County to extend the fibre optic internet cable that services the Highway 2A corridor to the Plan Area. This may be partially or fully funded through federal or provincial grants. Should the County undertake the extension of the fibre optic line to the Plan area and the costs associated with this project are not fully recovered by the County they may be incorporated into the off-site levy for the Plan Area and/or the County may opt to charge connection fees to hook up to the service.

6.3.1 Shallow Utilities Policies:

- 6.3.1.1 Shallow Utilities shall be installed to lot lines at the time of subdivision by the developer at their own expense.
- 6.3.1.2 All shallow utilities shall be located in areas acceptable to the County and utility companies. Right-of-way requirements shall be determined at the time of subdivision.
- 6.3.1.3 Power lines in the Plan Area should be installed underground to ensure that height restrictions are not created.
- 6.3.1.4 Should Foothills County extend the fibre optic line that services the Highway 2A Corridor to the Plan Area, any costs borne by the municipality may be recovered through an off-site levy for the Plan Area and/or through connection fees.

6.4 Emergency Services



Emergency services that will likely be required in the Plan Area include fire services, protective services and emergency medical services. All of these services in will be provided by external bodies through agreements.

6.4.1 Emergency Services Policies

- 6.4.1.1 Fire services in the Plan area will be provided by the Town of High River Fire Department in accordance with the County's shared servicing agreement with the Town.
- 6.4.1.2 Protective services in the Plan area will be provided by the RCMP as per the province's police service agreement with the RCMP unless another policing solution is put in place by the County.
- 6.4.1.3 Emergency medical services, when required will be dispatched to the area through the Alberta Health Services EMS dispatch.

6.5 Solid Waste & Recycling

Foothills County does not currently provide solid waste or recycling collection services outside of hamlets. Landowners throughout the County are responsible for waste management on their own individual parcels.

Landowners and commercial business owners in the Plan Area will be expected to make provisions for solid waste management and recycling unless the County implements a collection service for the area. If the County opts to provide solid waste collection users will be billed for this service. Waste management services may be addressed cooperatively among groups of business owners or individually. Waste minimization and diversion (re-use, recycling and composting) will be encouraged.

6.5.1 Solid Waste & Recycling Policies

- 6.5.1.1 Landowners / developers shall be responsible for the management and disposal of solid waste generated during construction in the Plan Area.
- 6.5.1.2 Commercial business owners shall be responsible for providing their own solid waste collection services unless the County implements a collection service for the area.
- 6.5.1.3 Provisions for the storage and collection of recyclable materials should be incorporated into individual site plans.

6.6 Phasing of Servicing and Utilities

Piped water and wastewater ~~is are~~ currently unavailable in the plan area and the Town of High River has indicated that they have no interest in extending piped servicing to the plan area. According to the servicing strategy undertaken by K2 Engineering, providing water and wastewater services from the County's Aldersyde System is feasible and is the most likely solution to servicing the ASP area. Foothills County ~~will continue to examine options and is currently evaluating the details~~ relative to piped servicing to ensure that the area is appropriately serviced as efficiently as possible. ~~Piped servicing will need to be available prior to Phase 2 of the development proceeding.~~

Stormwater management infrastructure and utilities will be installed as development proceeds. It is intended that the servicing and utilities for the area will either be installed by the area developers at their expense or may be installed by the County in anticipation of development. If Foothills County opts to construct any of the servicing or utilities infrastructure, the costs may be incorporated into off-site levies for the Plan Area, may be incorporated into connection fees, or another appropriate funding mechanism may be utilized to ensure that area developers equitably share the cost of servicing the area.



7. Environment & Historic Resources

7.1 Environmental Studies

One of the stated objectives of the ASP is to minimize the impacts of development on the environment. In addition, ensuring significant wetlands are identified and protected is one of the guiding principles of the Plan.

As described in Section 2.3, the site analysis undertaken by ISL Engineering in support of the Stormwater Engineering Report, identified a number of wetlands in the Plan Area, mainly they were considered not crown-claimable, but three potentially crown-claimable wetlands were noted. This site analysis also identified sensitive species ranges that overlap the study area. In addition, it is worth noting that there was once a service station located at the south end of the Plan Area.

In light of the above noted site conditions, prior to non-agricultural both environmental site assessments and biophysical assessments may be required.

7.1.1 Environmental Studies Policies

- 7.1.1.1 Applications for land use redesignation in the Plan Area should be accompanied by an Environmental Site Assessment Level 1 undertaken by a qualified professional.
- 7.1.1.2 Applications for land use redesignation in the Plan Area may be required to be supported by a biophysical assessment prepared by a qualified professional at the discretion of the County. The assessment should identify and analyze any environmentally sensitive or significant areas and recommend ways to protect these features and address topography, geology, hydrology, soils, vegetation, and wildlife.
- 7.1.1.3 In order to maintain compliance with the Alberta Wildlife Act, the Migratory Bird Convention Act and the Species at Risk

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

7.2 Environmental Reserve and Environmental Reserve Easement

Under Section 664 of the Municipal Government Act:

A subdivision authority may require the owner of a parcel of land that is the subject of a proposed subdivision to provide part of that parcel of land as Environmental Reserve (ER) if it consists of

- (a) a swamp, gully, ravine, coulee or natural drainage course,
- (b) land that is subject to flooding or is, in the opinion of the subdivision authority, unstable, or
- (c) a strip of land, not less than 6 metres in width, abutting the bed and shore of any body of water.

Alternatively, if the owner and the municipality agree, land that is to be taken as ER, could instead be the subject of an Environmental Reserve Easement (ERE) for the protection of the environment.

7.2.1 Environmental Reserve and ERE Policies

7.2.1.1 As part of any subdivision application in the Plan Area, there shall be a determination of whether any of the lands involved qualify as ER or ERE.

7.3 Wetlands

Ensuring that significant wetlands are identified and protected is listed among the guiding principles for the ASP. A number of wetlands were identified during the preliminary site analysis. It is noted that one of the identified potentially crown-claimable wetlands has been disturbed and replacement has commenced in accordance with a wetland reclamation plan approved by Alberta Environment and Parks.

In order to determine the significance of wetlands in the Plan Area, wetland assessments shall be undertaken prior to non-agricultural

development proceeding. The assessment will delineate and classify wetlands using the Alberta Wetland Classification System and an ecological wetland value will be assigned using the Alberta Wetland Rapid Evaluation Tool. This standardized method must be performed by an Authenticating Wetland Professional within 3 years or less from planned disturbance, to ensure that any required wetland replacement considers the loss of wetland area as well as the specific wetland function. These assessments will be used as a basis for determining if any wetland areas are to be dedicated as ER or ERE at the time of subdivision, or if any of the wetlands would be subject to replacement or compensation if degraded or removed.

7.3.1 Wetlands Policies

7.3.1.1 Wetland assessments shall be undertaken as part of rezoning and development permit approval processes in the Plan Area. Wetlands will be delineated and classified using the Alberta Wetland Classification System and assigned an ecological wetland value using the Alberta Wetland Rapid Evaluation Tool.

7.3.1.2 All requirements of the Alberta Wetland Policy and the Water Act applicable to lands in the Plan Area shall be met through the rezoning and development permit approval processes.

7.4 Historic Resources

As outlined in Section 2.5 and illustrated in *Figure 7 – Historic Resources*, there are lands in the Plan Area that have been identified on the Provincial Listing of Historic Resources as having a high potential to contain a historic resource. In order to avoid the loss or destruction of any archaeological or other historic resources, further assessment should be undertaken on lands identified as having high potential to determine if any historic resources are present prior to commercial development proceeding.

7.4.1 Historic Resources Policies

7.4.1.1 Lands in the Plan Area identified as having a high potential to contain a historic resource may require further study to determine if historical resources are present prior to non-agricultural development proceeding.

8. Implementation

8.1 Existing Uses

Prior to the anticipated commercial or recreational development proceeding in the Plan Area, it is acknowledged that landowners will wish to continue to utilize their property as they have in the past, and this is recognized in the guiding principles for the ASP. Existing uses include agricultural operations including farmsteads, residential uses, approved light industrial and commercial uses and a church. All currently approved uses will be allowed to continue in accordance with the Land Use Bylaw and existing development permit approvals. It is the intent that the continuation of agricultural uses in particular, be supported as long as possible, especially in the area that is allocated as Phase 2 of the development.

8.1.1 Existing Uses Policies

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

Figure 15
Phasing Strategy

LEGEND

- - - Plan Area Boundary
- Phase 1A
- Phase 1B
- Phase 2A
- Phase 2B
- Additional HWY ROW Required
- Town of High River
- ★ Access Point

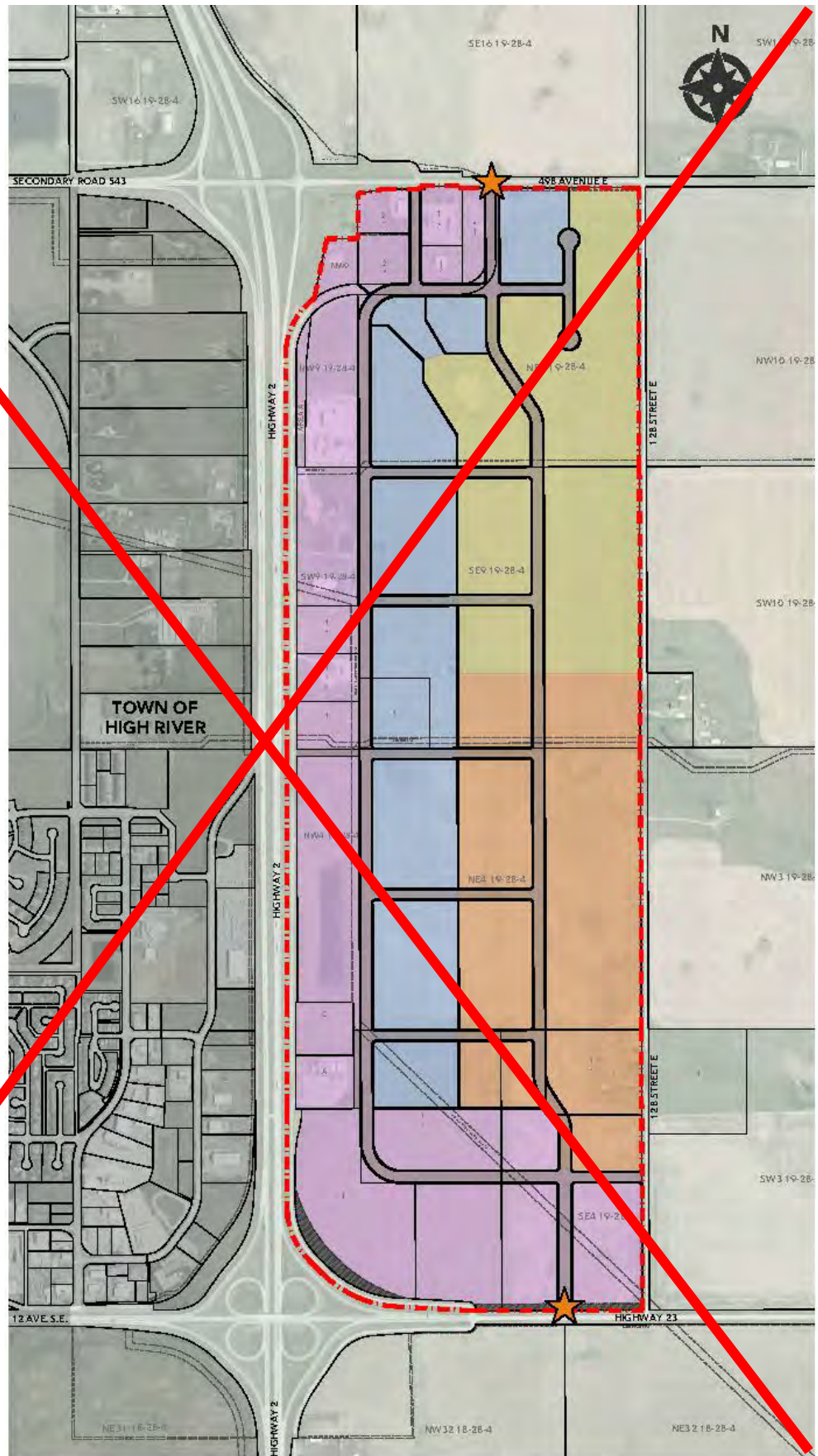
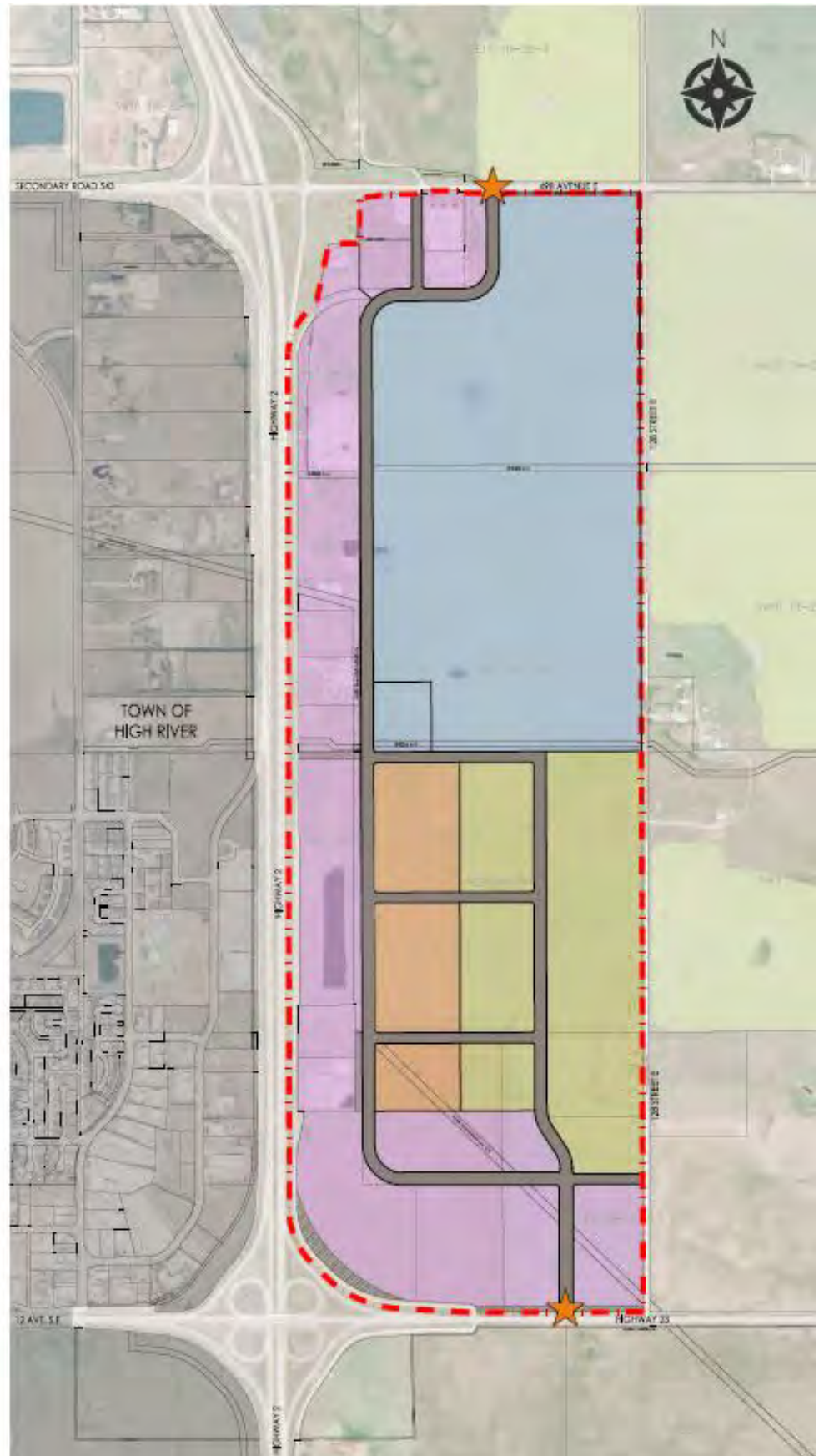


Figure 15
Phasing Strategy
 (Amended Jan. 2025)

LEGEND

- - - Plan Area Boundary
- Phase 1A
- Phase 1B
- Phase 2A
- Phase 2B
- Additional HWY ROW Required
- Town of High River
- ★ Access Point



8.2 Development Phasing

The purpose of the Phasing Strategy is to create a framework for the logical and cost-effective progression of development within the Plan Area. Two general phases for development were identified in the proposed land use scenario, with the Agricultural Transition Lands being considered the second phase of development.

~~Phase 1 lands are those where development may proceed prior to the provision of piped servicing for the area. Piped servicing should be available and an ASP amendment completed prior Phase 2 of development proceeding.~~

Within the two general phases, development is likely to proceed generally from Highway 2 eastward, with the highway frontage lands, ~~and northern business park southward~~ being the first to develop. *Figure 15 – Phasing Strategy* further breaks down the anticipated phasing of development within the two general phases into sub-phases.

The timing of development, and actual size of each sub-phase will be dependent on the desires of the landowners and market conditions and may be altered from the Phasing Strategy without an amendment to this plan.

8.2.1 Development Phasing Policies

8.2.1.1 The Plan Area shall be divided into two general phases for development approximately as shown in Figure 15 – Phasing Strategy.

~~8.2.1.2 An ASP amendment is may be required prior to Phase 2 of development proceeding. Redesignation of the lands identified as Phase 2 within the concept plan may be permitted without the requirement of amending the Foothills Crossing Area Structure Plan.~~

8.2.1.3 The two general phases for development may be further divided into sub-phases approximately as shown in Figure 15 – Phasing Strategy.

8.2.1.4 Adjustments to the size and location of sub-phases from those illustrated in the Phasing Strategy may be made without an amendment to this plan.

8.3 Provision of Municipal Reserve

Upon subdivision, lands in the Plan Area will be subject to the provision of municipal or school reserve lands in accordance with Section 666 of the Municipal Government Act (MGA). Municipal Reserve may be incorporated into the open space network, accommodate pathways or recreation facilities, or may undergo a disposal process as outlined in the MGA and be sold for development.

8.3.1 Provision of Municipal Reserve Policies

8.3.1.1 Lands in the Plan Area shall be subject to the provision of municipal or school reserve lands in accordance with Section 666 of the Municipal Government Act and Foothills County's Municipal Reserve Policy as may be amended from time to time.

8.4 Intermunicipal Collaboration

8.4.1 CMR Growth Plan collaboration requirements

The Calgary Metropolitan Region Growth Plan contains the following policies regarding intermunicipal collaboration:

3.1.1.1 Municipalities should collaborate to coordinate planning for land use, infrastructure, and service provision with other member municipalities, where appropriate.

3.1.1.2 Municipalities should collaborate with municipal neighbours, where appropriate, on the planning and development of statutory plans, including Municipal Development Plans, Area Structure Plans, and Area Redevelopment Plans.

The Foothills Crossing ASP has been developed in consideration of these policies in the Growth Plan and a structured engagement process was undertaken with the Town of High River throughout the development of the Plan.

8.4.2 CMR Growth Plan Joint Planning Area (JPA)

The Plan Area is included in an area that was identified in the Calgary Metropolitan Region Growth Plan as a Joint Planning Area (JPA) between Foothills County and the Town of High River. The Growth Plan requires that the municipalities that are party to a JPA prepare a Context Study for the area within three years of the Minister of Municipal Affairs approving the Growth Plan. They are also mandated to prepare a terms of reference to govern the development of that Context Study within six months of the approval of the Growth Plan Minister.

Foothills County and the Town of High River have had completed a Terms of Reference for the Context Study and will continue to work with the Town of High River together to fulfill the requirements of the Growth Plan with respect to the Terms of Reference and the Context Study within the timeframe outlined in the Growth Plan. Under Policy 3.1.9.10 of the Growth Plan, statutory plan amendments may proceed in advance of the Context Study being completed in accordance with the Growth Plan and were working together on the Context Study when the Minister of Municipal Affairs announced on November 22, 2024 that the Province would no longer be funding the CMRB and that membership would be made voluntary. The future of the CMRB and the Growth Plan are now questionable so the requirements around this joint planning area will likely no longer apply. Foothills County and the Town of High River are still party to an Intermunicipal Development Plan and will continue to work together on issues that impact both municipalities.

8.4.3 Joint Planning Projects in the Foothills/High River IDP

The Plan Area is located within the Foothills County and Town of High River Intermunicipal Development Plan (IDP) area. The IDP illustrates these lands as Highway Commercial in its future land use scenario. There were four joint projects contemplated in the IDP for the Plan Area:

1. to undertake a joint economic development study,
2. to investigate the possibility of a servicing agreement relative to the area,
3. to explore a revenue sharing agreement, and
4. to undertake the development of some design guidelines relative to gateway areas.

The Town has indicated that they do not wish to undertake a joint economic development study and have stated that they are not interested in providing utility servicing to the area, so those two joint projects will not be pursued based on the Town's position. Foothills

County and the Town may choose to negotiate a cost and revenue sharing agreement similar to the Highway 2A Industrial Corridor Partnership Framework that is currently in place between Foothills County, the Town of High River and the Town of Okotoks. These negotiations can commence at the Town of High River's request.

With respect to the fourth joint project ensuring that design guidelines are established for the area, Foothills County recognizes the importance of maintaining a high standard of development for this highly visible area that forms part of a "gateway" to both the County and the Town. As such, Foothills County will, in consultation with the Town and Alberta Transportation, develop a set of design guidelines for the Foothills Crossing Plan Area subsequent to the approval of the ASP. In the interim period between the approval of the ASP and the approval of the design guidelines, the Highway 2A Industrial ASP Design Guidelines for Enhanced Areas will be applied to development applications.

8.4.4 Application Referrals

As outlined in Section 7.7.2 of the Town of High River and Foothills County Intermunicipal Development Plan, Foothills County must refer all applications for the adoption, amendment or repeal of ASP's, ARP's, ACP's, or Outline Plans, and all Subdivision applications and Development Permit applications that are located within the IDP area outside of the Town, to the Town for comment.

The response periods shall be as outlined in the IDP. Should the Town not reply within these time periods, it may be assumed that they have no comment or objection.

As in other parts of the IDP area, should there be a proposal that the County feels may significantly impact the Town's interests, a pre-application consultation may be undertaken at the discretion of County administration.

8.4.5 Intermunicipal Collaboration Policies

- 8.4.5.1 Foothills County will, in consultation with the Town of High River and Alberta Transportation, commence work on a set of design guidelines for the Foothills Crossing Plan Area within one year of the approval of the ASP.**

- 8.4.5.2 Foothills County will ensure that future development in the Plan Area shall be in accordance with the Town of High River and Foothills County IDP.
- 8.4.5.3 Foothills County will refer planning applications in the Plan Area to the Town of High River for comment in accordance with the IDP. Any comments received will be given due consideration when evaluating proposals for development.

8.5 Plan Review and Amendments

8.5.1 Plan Review

While the Foothills Crossing ASP has been designed to allow for a reasonable amount of flexibility, periodic review may be warranted.

Foothills County may, at the discretion of Council, undertake a review of the ASP as deemed necessary. In addition, this plan should be amended at such time as Phase 1 of the Plan Area is near full build-out to provide for the development of Phase 2. Any formal application for non-agricultural development in Phase 2 of the Plan Area will might trigger a plan review and amendment.

Determination of an ultimate plan for the provision of piped water and wastewater services for the Plan Area will not on its own trigger the need for a plan review.

8.5.2 Plan Amendment

Amendments to the Foothills Crossing ASP may be undertaken by the County at the discretion of Council or amendments may be initiated by person(s) with interest in the Plan Area. Any plan amendment process must be done in accordance with the Municipal Government Act and may require approval through the CMRB. Any significant plan amendments will also require a stakeholder and public engagement process be undertaken.

8.5.3 Plan Review and Amendment Policies

- 8.5.3.1 The Foothills Crossing ASP should be reviewed when Phase 1 of the Plan Area is near full build out.

8.5.3.2 Non-agricultural development in Phase 2 of the Plan Area should not proceed without an amendment to this plan.

8.5.3.3 Significant amendments to the Foothills Crossing ASP will require stakeholder and public engagement.

9. Interpretation

Text provided in the document that is not identified as policy, is provided for information and clarification. Should there be an apparent conflict between a policy and other text in the plan, the policy will take precedence.

The policies contained in this plan employ key operative terms, Shall/Will, Should, and May for consistency and clarity. The interpretation of these terms are outlined as follows:

Shall or Will – are directive terms that indicates that the actions outlined are mandatory, therefore must be complied with, without discretion.

Should – is a directive term that provides direction to strive to achieve the outlined action, but is not mandatory. When the policy is directed to the developer, the onus is on the applicant to justify why the desired action/result is not proposed and/or will not be achieved.

May – is a discretionary term, providing notification that the policy in question can be enforced if the County chooses to do so, and is usually dependent on the particular circumstances of the specific site and application.

Appendix A

Legal land descriptions in Plan Area

ATS Legal	Plan, Block, Lot	Size (Ac)	L/U
NW 4-19-28 W4		31.56	A
W 4-19-28 W4	375IC, Blk C	6.2	HC
NE 4-19-28 W4		159.88	A
S 4-19-28 W4	Plan 0612882 Blk 1 Lot 2	65.56	DC-18
S 4-19-28 W4	Plan 0612882 Blk 1 Lot 1	32.69	DC-18
SW 4-19-28 W4	Plan 6437HR Blk A	6.4	HC
SE 4-19-28 W4	Plan 0714303 Blk 1 Lot 3	16.53	CR
SE 4-19-28 W4		63.11	A
NW 9-19-28 W4		20.95	A
NW 9-19-28 W4	Plan 1410162 Blk A *	2.73	A
NE 9-19-28 W4		129.51	A
NE 9-19-28 W4	Plan 1312714 Blk 1 Lot 8	4.16 2.66	A
NE 9-19-28 W4	Plan 1110565 Blk 1 Lot 6	5.06	DC-20
NE 9-19-28 W4	Plan 1110565 2311323 Blk 1 Lot 79	3.21 4.72	DC-20
NE 9-19-28 W4	Plan 1212263 Blk 2 Lot 9	4.57	DC-20
NE 9-19-28 W4	Plan 1212263 Blk 2 Lot 8	5.36	DC-20
SW 9-19-28 W4		17.5	DC-20
SW 9-19-28 W4	Plan 0713773 Blk 1 Lot 3	6.0	CR
SW 9-19-28 W4	Plan 0610463 Blk 1 Lot 2	6.0	CR
SW 9-19-28 W4	Plan 0113560 Blk 1 Lot 1	6.0	CRBP
SE 9-19-28 W4		149.99	A
SE 9-19-28 W4	Plan 9911805 Blk 1 Lot 1	10.01	CRBP
	TOTAL AREA	752.987 752.99	

BYLAW 05/2025

**BEING A BYLAW OF FOOTHILLS COUNTY TO AMEND AN AREA
STRUCTURE PLAN**

WHEREAS the Council of Foothills County (hereinafter called the “Council”) is empowered by Section 633(1) of the Municipal Government Act, being Chapter M-26.1, to adopt an Area Structure Plan which provides a framework for subsequent subdivision and development of an area of land within the Municipality’s boundaries;

AND WHEREAS the Foothills Crossing Area Structure Plan for the properties legally described as Ptn. NW 4-19-28 W4M; Plan 375IC, Block C, Ptn. W 4-19-28 W4M; Ptn. NE 4-19-28 W4M; Plan 0612882, Block 1, Lot 2, Ptn. S 4-19-28 W4M and Plan 0612882, Block 1, Lot 1, Ptn. S 4-19-28 W4M; Plan 6437HR, Block A, Ptn. SW 4-19-28 W4M; Plan 0714303, Block 1, Lot 3, Ptn. SE 4-19-28 W4M; Ptn. SE 4-19-28 W4M; Ptn. NW 9-19-28 W4M; Plan 1410162, Block A, Ptn. NW 9-19-28 W4M; Ptn. NE 9-19-28 W4M; Plan 1312714, Block 1, Lot 8, Ptn. NE 9-19-28 W4M; Plan 1110565, Block 1, Lot 6, Ptn. NE 9-19-28 W4M and Plan 2311323, Block 1, Lot 9, Ptn. NE 9-19-28 W4M; Plan 1212263, Block 2, Lot 9, Ptn. NE 9-19-28 W4M and Plan 1212263, Block 2, Lot 8, Ptn. NE 9-19-28 W4M; Ptn. SW 9-19-28 W4M; Plan 0713773, Block 1, Lot 3, Ptn. SW 9-19-28 W4M; Plan 0610463, Block 1, Lot 2, Ptn. SW 9-19-28 W4M; Plan 0113560, Block 1, Lot 1, Ptn. SW 9-19-28 W4M; Ptn. SE 9-19-28 W4M; Plan 9911805, Block 1, Lot 1, Ptn. SE 9-19-28 W4M was adopted on November 30, 2022 under Bylaw 14/2022;

AND WHEREAS the Council has received an application proposing amendments to text, maps and policy within the Foothills Crossing Area Structure Plan with respect to the land use concept, transportation concept and phasing strategy to allow for the development of a business park which may accommodate a Data Centre Campus and related uses.

AND WHEREAS Council has held a public hearing as required by section 692 of the Municipal Government Act, R.S.A. 2000, c.M-26, as amended:

NOW THEREFORE the Council of Foothills County in the Province of Alberta; hereby amends Bylaw 14/2022, being a Bylaw to adopt the Foothills Crossing Area Structure Plan as follows:

- 1. That the Schedule “A” attached to Bylaw 14/2022 be replaced with a new Schedule “A” as attached to this bylaw.
- 3. This Bylaw shall have effect on the date of its third reading.

FIRST READING:

Reeve

CAO

SECOND READING:

Reeve

CAO

THIRD READING:

Reeve

CAO

PASSED IN OPEN COUNCIL assembled at the Town of High River in the Province of Alberta this day of , 2025.

BYLAW 06/2025

BEING A BYLAW OF FOOTHILLS COUNTY TO AUTHORIZE AN AMENDMENT TO THE LAND USE BYLAW NO. 60/2014; AS AMENDED.

WHEREAS pursuant to the provisions of the Municipal Government Act, Chapter M-26 Revised Statutes of Alberta 2000, and amendments thereto, the Council of Foothills County (hereinafter called the “Council”) in the Province of Alberta, has adopted Land Use Bylaw No. 60/2014 and amendments thereto;

AND WHEREAS the Council has received an application to further amend the Land Use Bylaw by including a definition for Data Centre Campus under Section 2.5 Definitions.

AND WHEREAS Council has held a public hearing as required by section 692 of the Municipal Government Act, R.S.A. 2000, c.M-26, as amended:

NOW THEREFORE THE COUNCIL ENACTS AS FOLLOWS:

- 1. Under Section 2.5 Definitions a definition for Data Centre Campus shall be added as follows:

DATA CENTRE CAMPUS: A large-scale facility designed to house extensive computer systems and associated components, for supporting artificial intelligence, cloud computing, data security, data storage, management and processing digital media, information and applications. This facility encompasses ancillary structures that support its primary function, including but not limited to administrative offices, educational and training facilities, maintenance facilities, power generation facilities, substations, and security buildings.
- 2. This Bylaw shall have effect on the date of its third reading.

FIRST READING:

Reeve

CAO

SECOND READING:

Reeve

CAO

THIRD READING:

Reeve

CAO

PASSED IN OPEN COUNCIL assembled at the Town of High River in the Province of Alberta this day of , 2025.

BYLAW 07/2025

BEING A BYLAW OF FOOTHILLS COUNTY TO AUTHORIZE AN AMENDMENT TO THE LAND USE BYLAW NO. 60/2014; AS AMENDED.

WHEREAS pursuant to the provisions of the Municipal Government Act, Chapter M-26 Revised Statutes of Alberta 2000, and amendments thereto, the Council of Foothills County (hereinafter called the "Council") in the Province of Alberta, has adopted Land Use Bylaw No. 60/2014 and amendments thereto;

AND WHEREAS the Council has received an application to further amend the Land Use Bylaw by authorizing the redesignation of Ptn. NE 09-19-28 W4M containing 129.51 +/- acres and Ptn. SE 09-19-28 W4M containing 149.99 +/- acres (the "subject lands") from Agricultural District to Business Park District.

AND WHEREAS the application also proposes a Site Specific Amendment to the Business Park District Rules to allow for Data Centre Campus as a Discretionary Use on the subject lands.

AND WHEREAS the application also proposes Site Specific Amendments to the Business Park District, with respect to site coverage, maximum building height, parking and what must be included in a complete development permit application.

AND WHEREAS Council has held a public hearing as required by section 692 of the Municipal Government Act, R.S.A. 2000, c.M-26, as amended:

NOW THEREFORE THE COUNCIL ENACTS AS FOLLOWS:

1. Land Use Map 1928 is amended by the redesignation of Ptn. NE 09-19-28 W4M containing 129.51 +/- acres and Ptn. SE 09-19-28 W4M containing 149.99 +/- acres from Agricultural District to Business Park District.
2. Under Section 14.1.8 Exceptions in the Business Park District, Data Centre Campus shall be added as a Discretionary Use for the subject lands.
3. Under Section 14.1.8 Exceptions in the Business Park District the maximum site coverage shall be as follows for the subject lands: The maximum site coverage, including all buildings and impermeable surfaces, is 60% of the total lot area or as supported by a stormwater management plan prepared by an accredited professional.
4. Under Section 14.1.8 Exceptions in the Business Park District the maximum height of structures shall be 18 metres for the subject lands.
5. Under Section 14.1.8 Exceptions in the Business Park District the parking requirements shall be as follows for the subject lands: Parking must be provided at a rate of 1.5 parking stalls or units per permanent employee. This excludes Handicap Parking which shall be determined by the Development Authority.
6. Under Section 14.1.8 Exceptions in the Business Park District the requirements for a complete development permit application for a Data Centre Campus on the subject lands shall include a noise mitigation management and monitoring plan (unless the entire facility is subject to an AUC application and required to comply with rule 12), a fire prevention program and a dynamic emergency response plan to the satisfaction of Foothills County.
7. This Bylaw shall have effect on the date of its third reading.

FIRST READING:

Reeve

CAO

SECOND READING:

Reeve

CAO

THIRD READING:

Reeve

CAO

PASSED IN OPEN COUNCIL assembled at the Town of High River in the Province of
Alberta this day of , 2025.

SECTION 14 COMMERCIAL DISTRICTS

14.1 BUSINESS PARK DISTRICT

BP

14.1.1 PURPOSE AND INTENT

To accommodate a combination of business and industrial activities within a comprehensively planned development in accordance with an approved area structure plan or outline plan. Business parks are encouraged to be located within the Highway 2A corridor on lands covered by the Highway 2A Industrial Area Structure Plan in accordance with the Industrial Commercial land use concept. Business park district lands may be approved at the discretion of Council in other areas of the County in comprehensively planned areas in accordance with an approved Area Structure Plan or outline plan.

Uses secondary to the business and industrial activity may provide personal services primarily to on-site employees and secondarily to local clientele. Any nuisances associated with such uses should generally not extend beyond the boundaries of the site. Some outside storage may be permitted.

14.1.2 GENERAL REQUIREMENTS:

- 14.1.2.1 Refer to Section 4.2 “No Development Permit Required” in the Land Use Bylaw for uses not requiring a development permit.
- 14.1.2.2 Refer to Section 9 and Section 10 respectively for the general and specific land use regulations and provisions that apply to this District.

14.1.3 PERMITTED USES	14.1.4 DISCRETIONARY USES
Amenity spaces for pedestrian use Public works Signs not requiring a development permit Solar Power System, Private (Not requiring a Development Permit) Utility services, minor	Accessory uses Agricultural processing and Distribution Agricultural support services Amusement and entertainment services Animal care services Auto body Auto repair Auto sales Business office Car/ truck wash Commercial school or college Commercial storage Contractor, general Contractor, limited Convenience store Drinking Establishment Dwelling, temporary (accessory to principal use) Farm equipment sales and service Financial services Food service, drive in

14.1.3 PERMITTED USES	14.1.4 DISCRETIONARY USES
	Government Services Health care services Industry, General Industry, Light Industrial, Manufacturing/Processing Industrial, Storage and Warehousing Intensive vegetation operation Manufacturing, light Lot grading Outdoor storage Personal service establishments Protective and emergency services Public and quasi-public installation and facilities Public market Recreation, indoor Recreation, outdoor Recreational Vehicle Sales Recreation vehicle storage Recycling collection point Restaurant Retail garden centre Retail store Service station Signs requiring a development permit Solar Power System, Private (Requiring a Development Permit) Storage compound (accessory to principal use) Warehousing and storage

14.1.5 LAND USE REQUIREMENTS

- 14.1.5.1 A person who wishes to subdivide land in this district into additional lots must first apply for and be granted approval of a land use bylaw amendment.
- 14.1.5.2 In order to facilitate the purpose and intent of this district and ensure the sustainable development of business park uses within the District, the following applies to applications for subdivision:
- a. Parcel Density:
 - i. Parcel density requirements shall be determined by the Approving Authority, and if applicable, in accordance with an approved area structure plan or outline plan.
 - b. Minimum Parcel Size:
 - i. 929.0 m² (10,000 ft²) for lots serviced by a municipal or communal piped sewer and water system.
 - ii. 1,858 m² (20,000 ft²) for lots serviced by a piped water system, and an advanced package sewage treatment system; or

- iii. The area in title at the time of passage of this Bylaw, whichever is greater; or
- iv. The minimum parcel size may be amended by the Approving Authority in accordance with an approved area structure plan or outline plan.
- c. Maximum Parcel size:
 - i. As determined by the Approving Authority in accordance with an approved area structure plan or outline plan; or
 - ii. The area on title at the time of passage of this Bylaw, whichever is lesser.

14.1.5.3 Utility Servicing Criteria

- a. Municipal or communal water and wastewater disposal systems.
- b. Municipal or communal water system, and an advanced package sewage treatment system; or
- c. On site water storage system on site and/or wastewater pump out tanks if deemed appropriate by the Approving Authority in accordance with an approved area structure plan or outline plan.

14.1.6 DEVELOPMENT REQUIREMENTS

14.1.6.1 Maximum Lot Coverage

- a. No building or group of buildings including their accessory buildings and impervious surfaces shall cover more than sixty (60) percent of the lot area.

14.1.6.2 Minimum Yard Setbacks Requirements

- a. Front Yard Setbacks:
 - i. 6 m (19.69 ft) from the property line from an internal road or municipal road.
 - ii. 40m (131.23 ft.) from the ultimate right of way or 70 meters from the centreline of a Provincial highway, whichever is greater.
 - iii. 64m (209.97 ft.) from the centreline of a Municipal Road, Major.
- b. Side Yard Setbacks:
 - i. 1.5m (4.92 ft) from the property line.
 - ii. Where the side yard abuts a residential district, the setback shall be increased by 50%.
- c. Rear Yard Setbacks:
 - i. 6m (19.69 ft) from the property line.
- d. If the title to a lot is subject to a caveat in respect of a land dedication or an agreement for the acquisition of land for road widening purposes, the dedicated area or area of future road widening shall be considered the future property boundary for which setback distances set out shall apply.

14.1.6.3 Corner Parcel Restrictions:

- a. In accordance with Section 9.27.9 - 9.27.12.

14.1.6.4 Other Minimum Setback Requirements:

- a. The Approving Authority may require a greater building setback for any use which, in the opinion of an Approving Authority, may interfere with the amenity of adjacent uses.
- b. See Section 9.27 “Special Setback Requirements” of this bylaw for additional setback requirements that may apply.

14.1.6.5 Maximum Height of Structure:

- a. 12m (39.37 ft)

14.1.7 SPECIAL REQUIREMENTS

14.1.7.1 Landscaping and Screening:

- a. Landscaping shall be completed in accordance with the Municipal Screening Standards.
- b. Levels and methods of screening of the site shall be completed in accordance with the Municipal Screening Standards.

14.1.7.2 Lighting:

- a. All lighting must be in accordance Section 9.15 of the Land use bylaw and with the Municipal Dark Sky Bylaw.

14.1.7.3 Lot Drainage:

- a. A Development agreement shall be entered into for lot grading to the satisfaction of the Director, Public Works and Engineering.
- b. Lot grading and drainage shall be in accordance with Section 9.17 of the Land use bylaw.

14.1.7.4 Other:


- a. The Approving Authority may allow a building to be occupied by a combination of one or more of the above mentioned uses listed for this district and each use shall be considered as a separate use, and each use shall obtain a separate development permit.

14.1.8 EXCEPTIONS:

APPENDIX E: LEGAL LAND DESCRIPTIONS FOR LANDS IN ASP PLAN AREA

ATS Legal	Plan, Block, Lot	Size (Ac)	L/U
NW 4-19-28 W4		31.56	A
W 4-19-28 W4	375IC, Blk C	6.2	HC
NE 4-19-28 W4		159.88	A
S 4-19-28 W4	Plan 0612882 Blk 1 Lot 2	65.56	DC-18
S 4-19-28 W4	Plan 0612882 Blk 1 Lot 1	32.69	DC-18
SW 4-19-28 W4	Plan 6437HR Blk A	6.4	HC
SE 4-19-28 W4	Plan 0714303 Blk 1 Lot 3	16.53	CR
SE 4-19-28 W4		63.11	A
NW 9-19-28 W4		20.95	A
NW 9-19-28 W4	Plan 1410162 Blk A *	2.73	A
NE 9-19-28 W4		129.51	A
NE 9-19-28 W4	Plan 1312714 Blk 1 Lot 8	2.66	A
NE 9-19-28 W4	Plan 1110565 Blk 1 Lot 6	5.06	DC-20
NE 9-19-28 W4	Plan 2311323 Blk 1 Lot 9	4.72	DC-20
NE 9-19-28 W4	Plan 1212263 Blk 2 Lot 9	4.57	DC-20
NE 9-19-28 W4	Plan 1212263 Blk 2 Lot 8	5.36	DC-20
SW 9-19-28 W4		17.5	DC-20
SW 9-19-28 W4	Plan 0713773 Blk 1 Lot 3	6.0	CR
SW 9-19-28 W4	Plan 0610463 Blk 1 Lot 2	6.0	CR
SW 9-19-28 W4	Plan 0113560 Blk 1 Lot 1	6.0	BP
SE 9-19-28 W4		149.99	A
SE 9-19-28 W4	Plan 9911805 Blk 1 Lot 1	10.01	BP
	TOTAL AREA	752.99	

**MISCELLANEOUS PLANNING ITEM
PLANNING AND DEVELOPMENT REPORT TO COUNCIL
REQUEST TO AMEND DEVELOPMENT AGREEMENT
February 26th, 2025**

LANDOWNER'S REQUEST RE: AMEND REGISTERED DEVELOPMENT AGREEMENT		
	LEGAL DESCRIPTION: Plan 2210150, Block 1, Lot 1, PTN: NW 18-22-04-W5M	
	LANDOWNER: Laura Ball	
	AREA OF SUBJECT PARCEL: 43.18 acres	
	CURRENT LAND USE: Agricultural Sub-District "A"	
DIVISION NO: 4	COUNCILLOR: Suzanne Oel	REPORT PREPARED BY: Theresa Chipchase

PURPOSE OF REQUEST

The landowner has submitted a request for Council's consideration to amend the Development Agreement that is currently registered on the title of the subject parcel. The requested amendment would allow access to that portion of the subject lands that are north of Fish Creek, to be from a private road through an Easement Agreement and Access Right of Way registered on the adjacent lands that are located to the northeast of the subject parcel.

The landowner's letter of request has been attached to this staff report under Appendix B.

SITE CONSIDERATIONS

Location

The parcel is located one half mile west of Highway 762, directly east of the Kananaskis Improvement District, one quarter mile north of Aspen Creek Drive, three miles south of Highway 22, and approximately 16 miles northwest of the Hamlet of Millarville.

Physiography

The subject parcel includes heavy fir and spruce tree cover to the north along the east boundary with open grassland along the southern boundary due to extensive logging activities. Logging roads have been constructed into the parcel from the adjacent title. The parcel also contains portions of a ravine along the northern boundary of the lot, with a small flat plateau north of the ravine, in the northeast corner. Fish Creek runs west to east on the south side of this topographical feature. The crest of a steep hillside is also contained within the southwest corner of the property.

Access

Agricultural Access to portion of subject parcel South of Fish Creek:

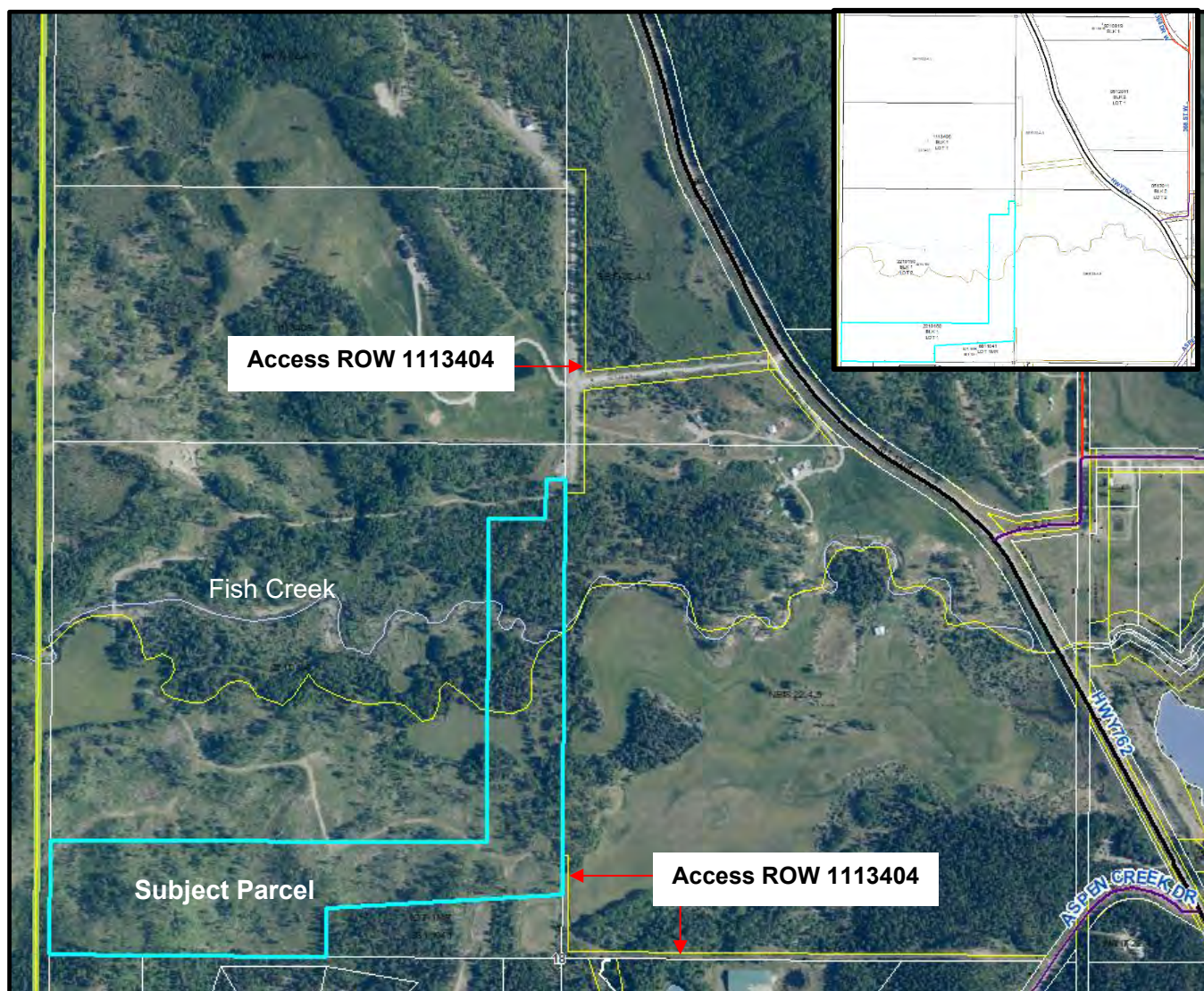
Agricultural access is obtained from an Easement Agreement and Access Right of Way registered on south and parcel west boundaries of the adjacent title to the east. This Access Right of Way is 10 meters in width and connects the subject parcel to the eastern end of Aspen Creek Drive before connecting to Highway 762.

Access to portion of subject parcel North of Fish Creek:

Access is obtained from an Easement Agreement and Access Right of Way registered on the adjacent title to the northeast of the subject parcel. This Access Right of Way is 30 meters in width, is not constructed to any County road construction standard, and connects the subject parcel to Highway 762.

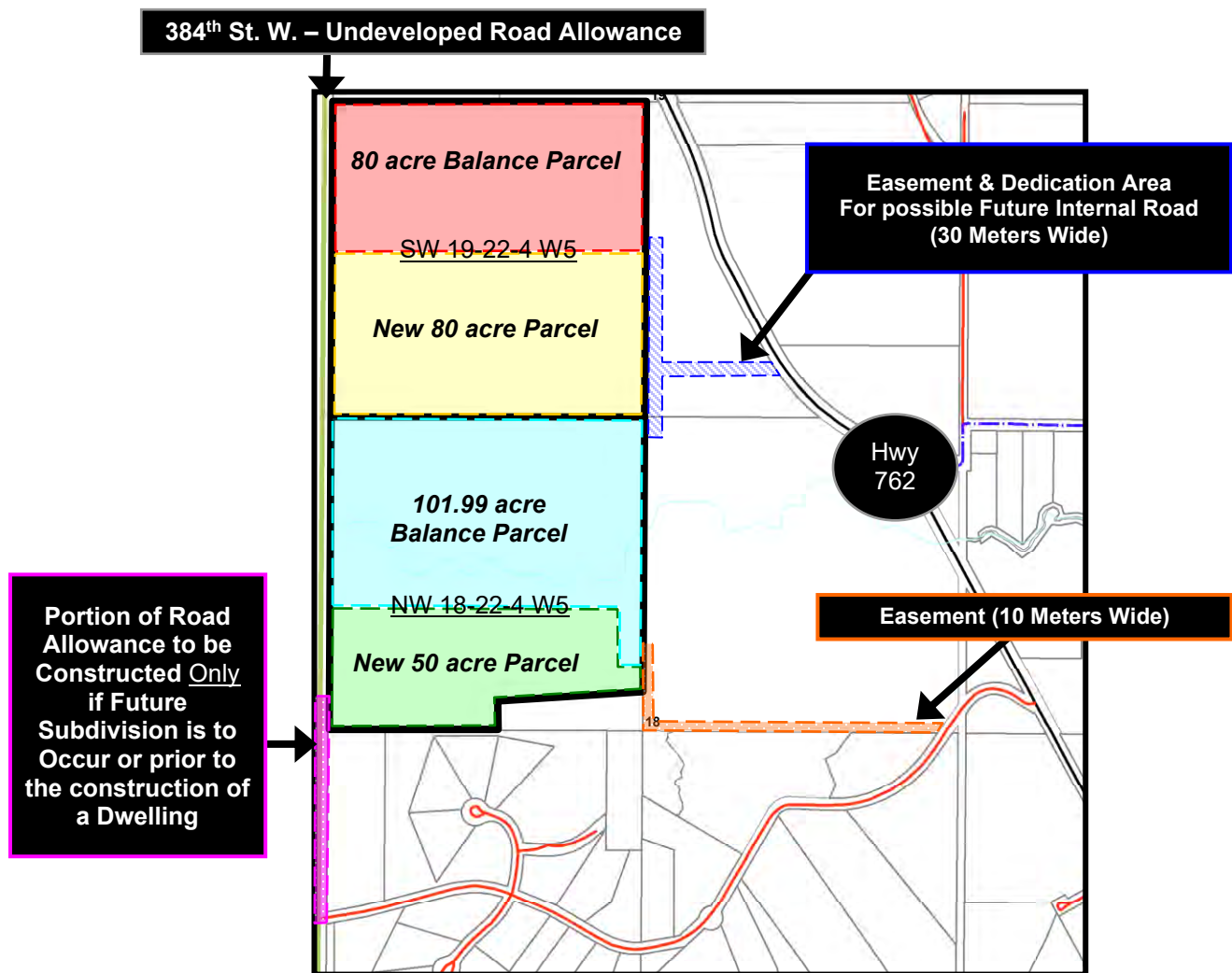
Please note: this is not the access that was approved by Council when the initial subdivision of the quarter section was approved in 2011. See the background section below regarding the approved access strategy for more information.

The noted access rights of way are shown in yellow on the aerial photo below, with the subject parcel identified by the blue outline.



BACKGROUND RE: APPROVED ACCESS STRATEGY

Access to these subdivisions was approved by Council as follows:



SW 19-22-04-W5M and NW 18-22-04-W5M

On May 26th, 2011, Council approved the subdivision of a +/- 80 acre Agricultural District first parcel out of SW 19 (shown above in yellow) and a +/- 50 acre Agricultural Sub-district "A" (A-A) first parcel out of NW 18 (shown above in green). The +/-50 acre A-A first parcel out was zoned Sub-District "A" to ensure that an appropriate building envelope be determined through a development permit process.

SW 19-22-04 W5M (both 80 acre parcels – shaded in red and yellow) and NW 18-22-4 W5M (101.99 acre parcel; portion north of Fish Creek)

Access to these 3 parcels was approved by way of an access easement via a 30 metre wide access right of way (shown above crosshatched in blue). The County is named as a third party to this easement agreement.

A development agreement was also executed and registered which states that should further subdivision be permitted on these lands, or if the landowners benefitting from the easement desire to have access to a developed public roadway, that the landowners would be responsible for the construction of an internal road within the access right of way to Municipal standards,

and to the satisfaction of Council and the public works department. A road acquisition agreement was additionally executed and registered to protect the access right of way for this purpose.

NW 18-22-04 W5M – 50 acre parcel and 101.99 acre parcel (portion south of Fish Creek)

At the time that this quarter section was being subdivided, the landowners advised Council that the lands were not to be developed and that access to the 50 acre parcel would only be required for agricultural purposes; therefore agricultural access was approved and provided through the registration of a 10 meter wide Access Easement and Right of Way Agreement, which runs from Aspen Creek Drive, west along the south boundary of the NE 18-22-04-W5M, then north along the partial west boundary of the NE 18-22-04-W5M. This access right of way is shown on the map on the preceding page shaded in orange. This access easement also provides legal access for agricultural purposes to the portion of the 101.99 that is south of Fish Creek.

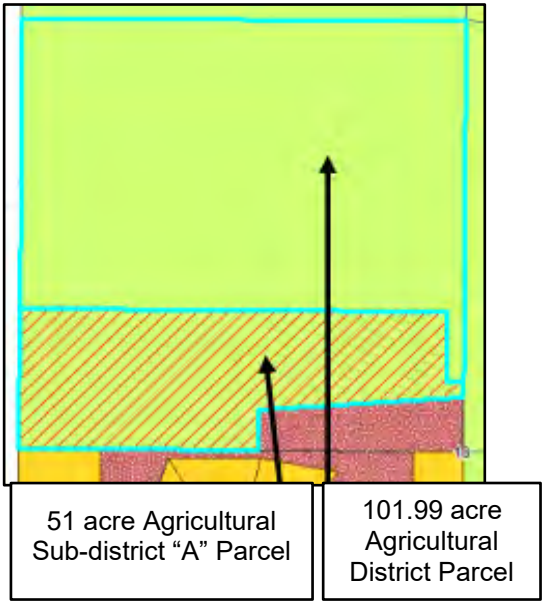
A Development Agreement was also executed and registered on the 51 acre parcel. The agreement states that should further subdivision be permitted on the 51 acre parcel or should a residence be constructed on the 51 acre parcel, the landowners will be responsible for constructing to Municipal Standards, that portion of the undeveloped road allowance (384th St. W.) (shown on the preceding page shaded in purple), to the satisfaction of Council and the County’s Public Works department.

Boundary Adjustment

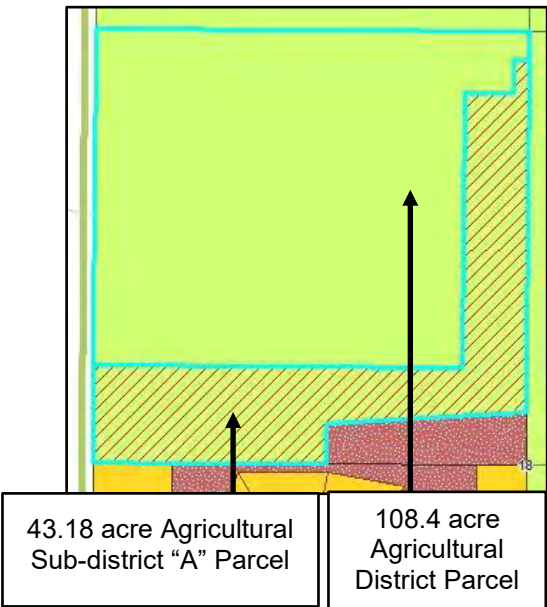
June 2nd, 2021 - Council approved a boundary adjustment between the 101.99 acre parcel and the 51 acre parcel both within NW 18-22-04-W5M. See below images showing the subject parcels pre and post boundary adjustment.

No changes to the above-described approved access strategy were proposed or considered by Council when this boundary adjustment application was approved.

Land Uses and Property Lines
Before Boundary Adjustment



Land Uses and Property Lines
After Boundary Adjustment



CIRCULATION REFERRALS

As the landowner's request regards access, planning staff circulated the request to both Alberta Transportation and Economic Corridors and the County's Public Works Department for review and comment.

Public Works

Public Works provided the following comments:

- The extension of 384th Street West (undeveloped road allowance) required for access to the subject parcel would be challenging. The road would have to be extended roughly 500 meters north of Aspen Creek Drive. The entire 500 meter section consists of +/- 25% side slopes as well as uphill and downhill sections with slopes in excess of +/- 20%. If the road is to be built, engineering will be required to ensure uphill/downhill slopes can be 12% or less. The engineering will also be able to determine the amount of back sloping required, which could be significant.
- Should Council agree to accept the landowner's request for amendments to the registered Development Agreement and allow access to the northern portion of the landowner's parcel from Access Right of Way Plan 1113404, Public Works would recommend that construction of a gravel road to meet current County standards be provided within that Right of Way. The gravel road would be required to meet the excessive road grade policy.

Alberta Transportation and Economic Corridors (ATEC)

ATEC provides the following response:

Upon a desk top review of the location, permanent use of this access for residential purposes (additional dwelling unit) would be acceptable. Sight distances should be checked in the field if a larger design vehicle is to use the intersection (truck traffic, as an example)

COUNCIL REQUEST

OPTION #1: APPROVE REQUEST TO AMEND DEVELOPMENT AGREEMENT

Council may choose to approve the landowner's request to amend the Development Agreement registered on Ptn. NW 18-22-04-W5M Plan 2210150, Block 1, Lot 1, to allow access to that portion of the subject property, located north of Fish Creek, to be provided from Access Right of Way Plan 1113404. The amendments to the Development Agreement are to address the following:

- Access to the portion of the subject parcel that is north of Fish Creek is permitted to be provided from Access Right of Way Plan 1113404;
- Prior to the construction of a Dwelling Unit on the portion of the subject parcel lying north of Fish Creek, the landowner will be required to upgrade the existing private access road to be designed and constructed to meet the County's current gravel road construction standards within the Access Right of Way area, to the satisfaction of the County's Public Works department.

OPTION #2 – REFUSE OF REQUEST TO AMEND DEVELOPMENT AGREEMENT

Council may choose to deny the landowner's request to amend the Development Agreement registered on Ptn. NW 18-22-04-W5M Plan 2210150, Block 1, Lot 1.

APPENDICES

APPENDIX A: MAP SET:

LOCATION MAP

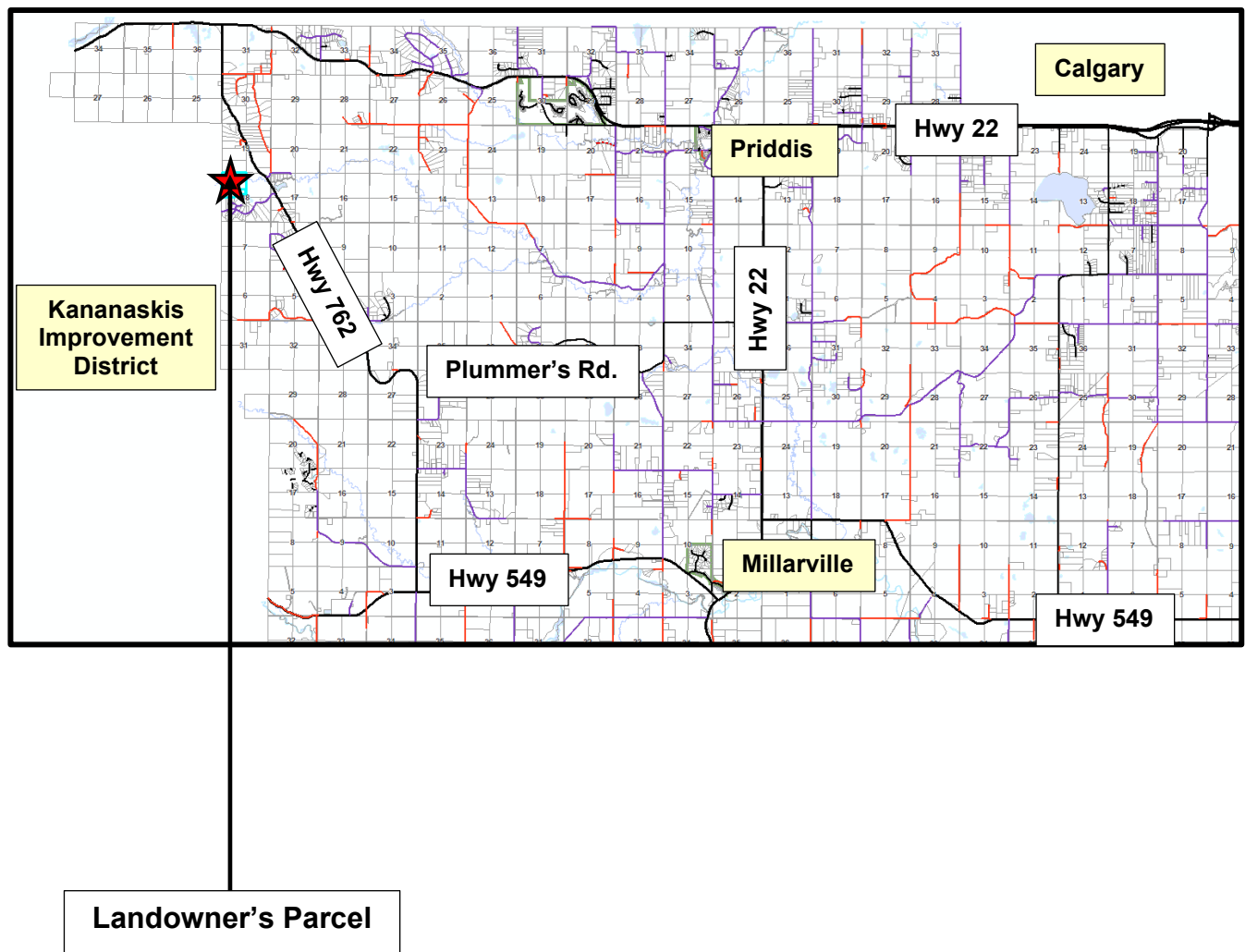
HALF MILE MAP – LAND USE

ORTHO PHOTO

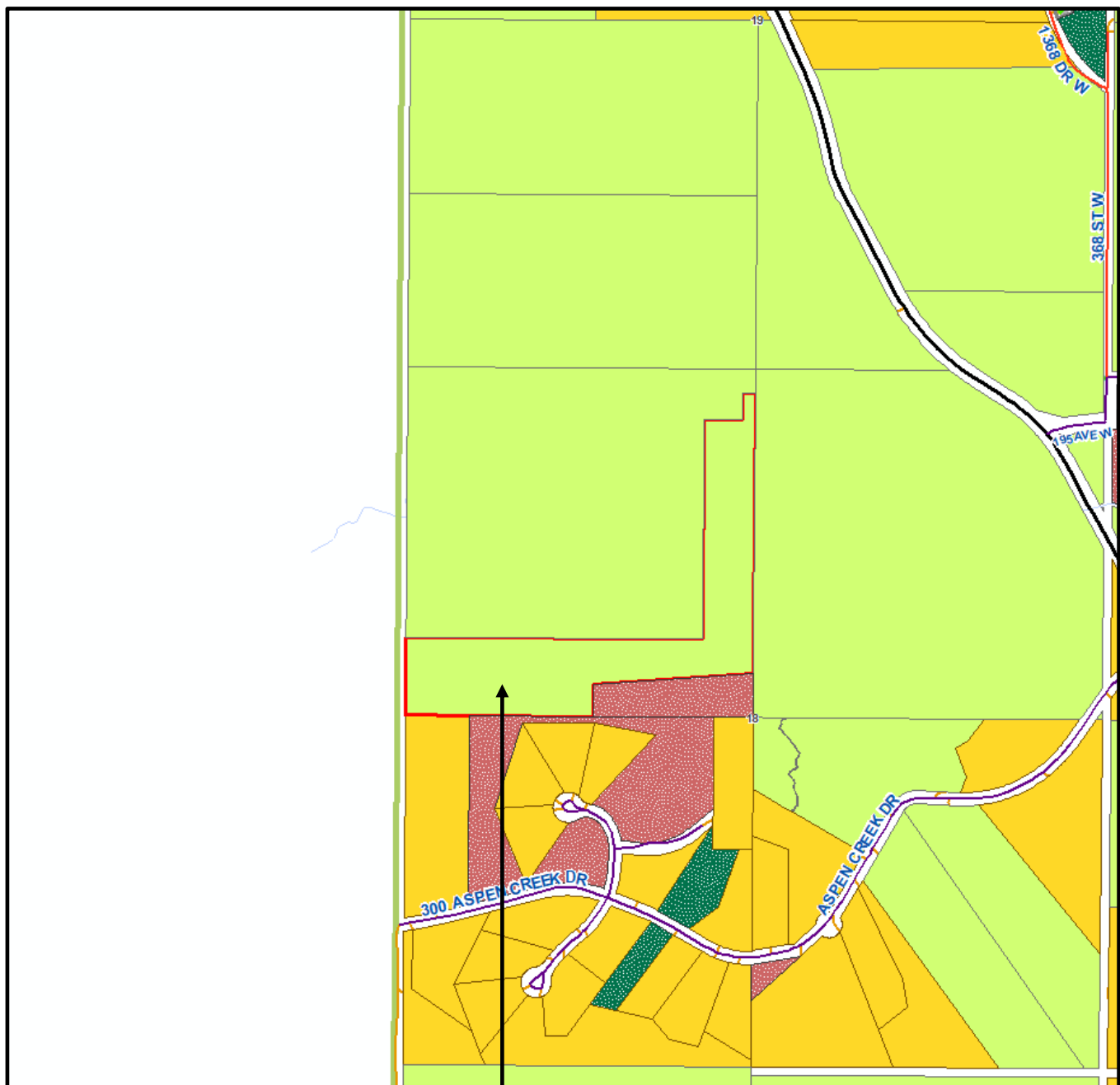
APPENDIX B:

LANDOWNER'S LETTER OF REQUEST

APPENDIX A: LOCATION MAP



APPENDIX A: HALF MILE MAP – LAND USE



Landowner's Parcel

Legend

- | | |
|--------------------------------|----------------------------------|
| — Hard Surface (Chip/oil) | DC - Direct Control |
| — Gravel | INR- Natural Resource Extraction |
| — Pavement | EP- Environmental Protection |
| A- Agricultural | PUL- Public Utility |
| AA- Agricultural Sub A | ER- Environmental Reserve |
| AB- Agriculture Business | MR- Municipal Reserve |
| CR- Country Residential | |
| CRA- Country Residential Sub A | |

APPENDIX A: ORTHO PHOTO



Landowner's Parcel

APPENDIX B: LANDOWNER'S LETTER OF REQUEST

December 9th, 2024

To Foothills County Councillors,

I was recently going through paperwork and came across the document for the Boundary adjustment I completed in 2022. I noticed that on page two and three it stated:

"Should further subdivision be permitted on the 51 +/- acre parcel (registered as 43.0 acres) or should a residence be constructed on the 51 +/- acre parcel, the landowners will be

Access ROW

1113404 Plan

1113405, Block 1,

Lot 2 NW 18-22-04-

W5M

Undeveloped road allowance

Access ROW 1113404

responsible for constructing to

Municipal Standards the portion

of the undeveloped road

allowance (384th St. W.),

identified in purple on Schedule

"A" of this agreement. The road

will be required to be

constructed to the satisfaction

of Council and the Municipal

Engineer."

I am asking for Council's consideration to allow for an amendment to the development agreement that is currently registered on the title of my parcel. The requested amendment is to allow for access to the portion of my parcel that lies north of the creek to be from an existing developed private gravel road, which is located on adjacent lands just northeast of my parcel. There is an existing access easement agreement and right of way plan in place that would facilitate legal physical access to my parcel from this private road.

The reason for the boundary change in 2022 was to have this portion of the property as my future home building site. I adjusted the boundary to include this area and spoke with the planner regarding my access being from the North road. In the future when I build, this would be the access point to my property. I was unaware when the boundary adjustment was completed and finalized that this was included. This was also never mentioned to me throughout my conversations with the County.


Developing the undeveloped road allowance on Aspen Creek Road would be a very significant cost to me. The terrain is very steep, as well I would need a crossing over the Fish Creek which would be extremely difficult to obtain.

Please do not hesitate to contact me about any further questions.

Thank you for your time.

Laura Ball

**MISCELLANEOUS PLANNING ITEM
PLANNING AND DEVELOPMENT REPORT TO COUNCIL
SECOND AND THIRD READING TO BYLAW 41/2023
February 26th, 2025**

SECOND AND THIRD READING TO BYLAW 41/2023 – ASP AMENDMENT		
APPLICATION INFORMATION		FILE NO. 23R012
	LEGAL DESCRIPTIONS: 1. Plan 9912114, Lot 1, PTN: SE 27-20-29-W4M 2. Plan 2310060, Block 8, Lot 22, PTN: SE 27-20-29-W4M	
	LANDOWNERS: Timber Star Inc.	
	AGENTS: Township Planning and Design (Kristi Beunder) / Blair Hann	
	AREA OF SUBJECT LANDS: 1. 10.36 acres 2. 22.16 acres	
	CURRENT LAND USES: 1. Country Residential District 2. Agricultural District	
PROPOSAL: Consideration of second and third reading for an amendment to the Green Haven Estates Area Structure Plan, to include two new phases of development, referred to as Phases 4 and 5.		
DIVISION NO: 7	COUNCILLOR: R.D. McHugh	FILE MANAGER: Theresa Chipchase

PURPOSE OF REQUEST

Request to Council to provide second and third reading to Bylaw 41/2023, amending Bylaw 36/2006 for the adoption of the Green Haven Estates Area Structure Plan to order to include two new phases of development (Phases 4 and 5). All conditions put forth with first reading of this Bylaw have been complied with.

EXECUTIVE SUMMARY

Summary of Proposal

The ASP amendment has been provided in the form of an addendum, to the current Green Haven Estates ASP. The policies of the current Green Haven Estates ASP will apply to the subject parcels unless otherwise noted in or updated within the addendum.

First reading to the ASP amendment was granted by council on June 28th, 2023, and approved the addition of two new phases of development, referred to as Phases 4 and 5, which are outside, but adjacent to, the current boundaries of the current Green Haven Estates ASP area.

The subject parcels are 10.36 acres, which is currently zoned Country Residential District and 22.16 acres which is currently zoned Agricultural District. The new development phases are proposed to facilitate the future subdivision of 23 Country Estate Residential Sub-District “A” lots.

All lots are to be serviced with piped water from the County’s existing water system and wastewater is to be provided by individual high efficiency tertiary treatment systems, with each lot to provide a primary and secondary location for wastewater systems to be installed.

Within the accompanying staff report, second and third reading to Bylaw 42/2023 is also to be considered by Council for the land use redesignation application for these lands.

Further, within the accompanying staff report, second and third reading consideration is also requested for a Site Specific Amendment to the County's Country Estate Residential District to allow relaxations to front yard setbacks for both phases.

Pertinent Site Considerations

The subject parcel is located within a portion of the County that falls within the Intermunicipal Development Plan between the County and the Town of Okotoks.

PREVIOUS COUNCIL DIRECTION

June 28th, 2023, Bylaw 41/2023 – application approved by Council granting first reading to Bylaw 41/2023, under the following motion:

“Council gave first reading to Bylaw 41/2023 was granted first reading to authorize an amendment to Bylaw 36/2006 being a Bylaw to adopt the Green Haven Estates Area Structure Plan, to include Plan 2310060, Block 8, Lot 22 and Plan 9912114, Lot 1, both within SE 27-20-29 W4M, as part of Phase 4 and Phase 5 development according to Schedule A.

Prior to further consideration of the bylaw the applicant will be required to submit the following:

- 1. The existing water system, the water license and the current water use in the community is to be reviewed by a third-party engineer of the County's choosing at the developer's expense to provide the County with a report that determines if the system is capable of servicing the additional 23 lots proposed in the ASP amendment with potable water.*

In consideration of the above noted condition, the County employed MPE to conduct the third party review of the existing water system at the developer's expense. Council acknowledged the Greenhaven Water Review Actions Report on January 31st, 2024.

COUNCIL ACTION REQUESTED – SECOND AND THIRD READING TO BYLAW 41/2023

Request to Council to provide second and third reading to Bylaw 41/2023 to authorize an amendment to Bylaw 36/2006, being a Bylaw to adopt the Green Haven Estates Area Structure Plan, that is to include Plan 2310060, Block 8, Lot 22 and Plan 9912114, Lot 1, both within SE 27-20-29 W4M, as Phase 4 and Phase 5 of the Green Haven development, according to Schedule A of Bylaw 36/2006.

APPENDICES

APPENDIX A - MAP SET

LOCATION MAP

LAND USE MAP

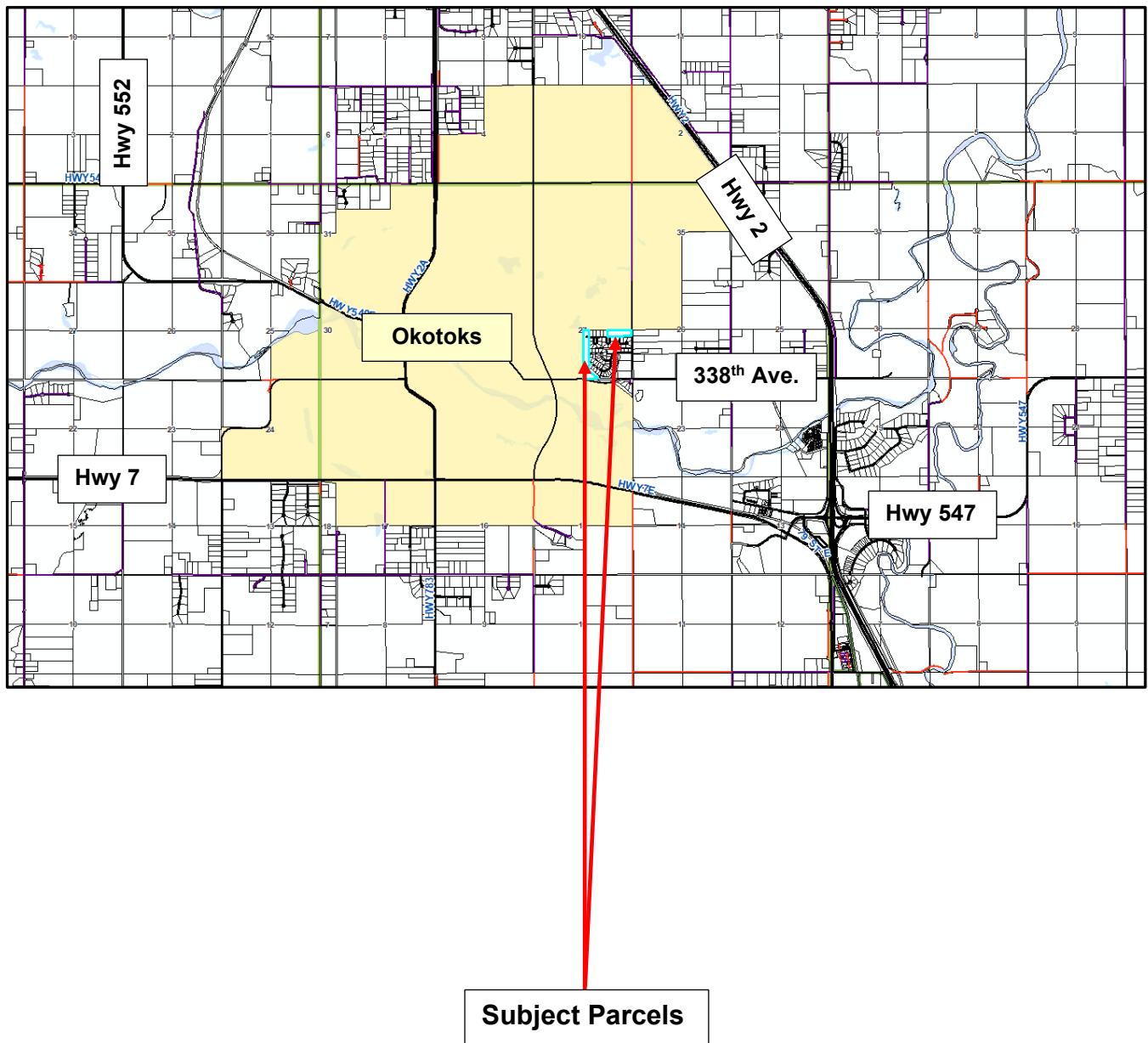
SITE PLAN

ORTHO PHOTO

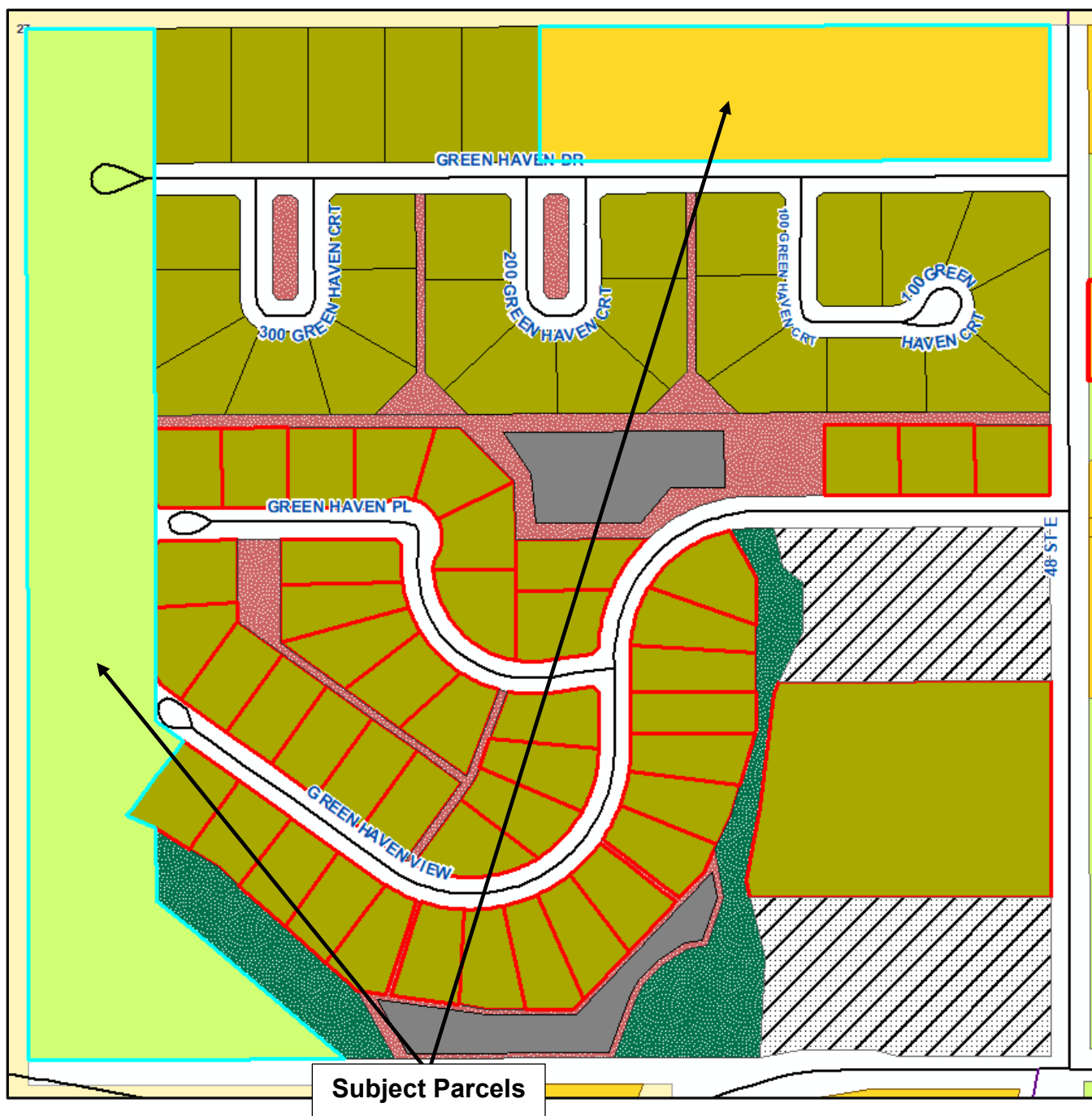
APPENDIX B

BYLAW 41/2023 - FIRST READING

APPENDIX A: LOCATION MAP



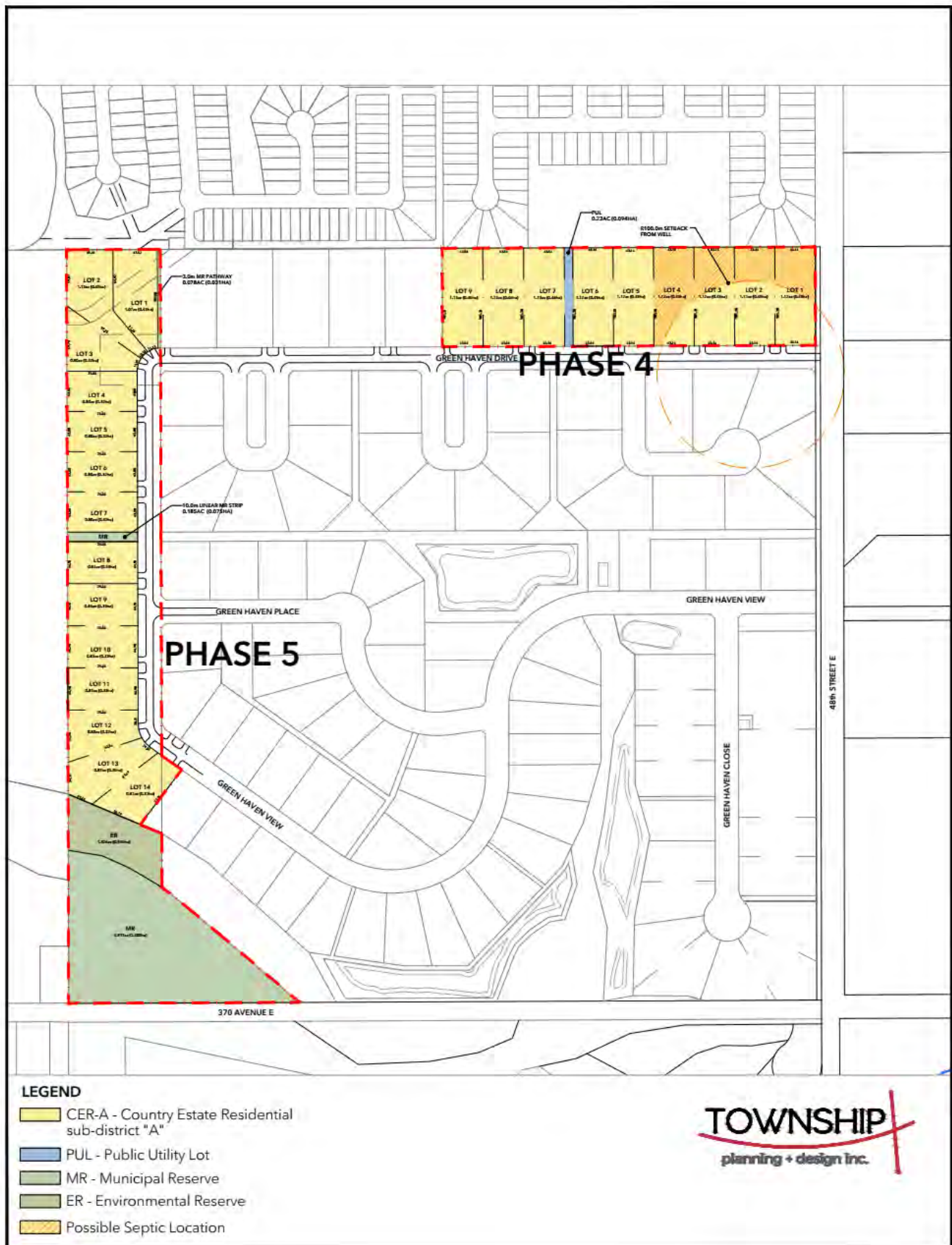
APPENDIX A: EXISTING LAND USE



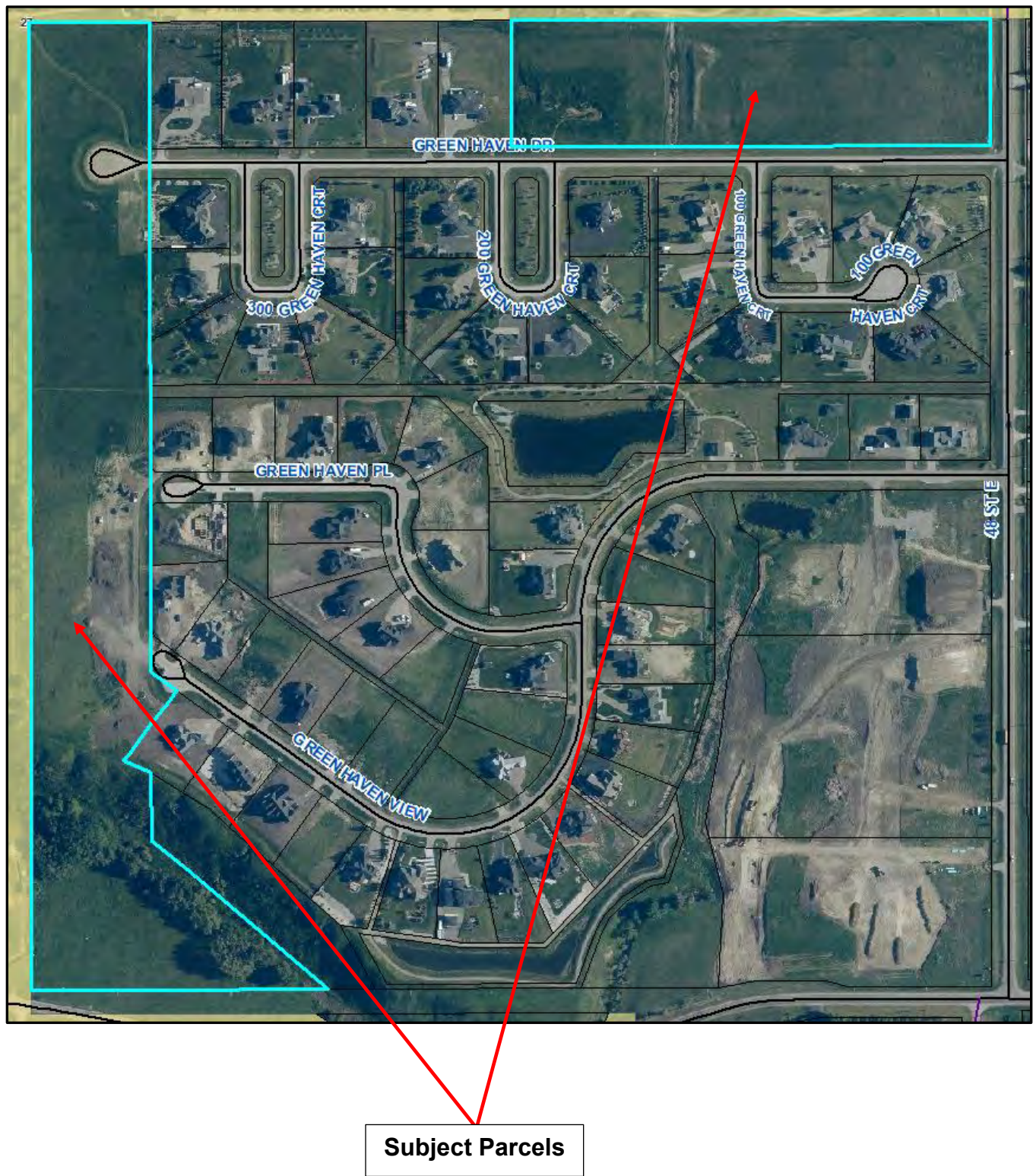
Legend

- | | | |
|----------------------------------|----------------------------------|--------------------------------------|
| Hard Surface (Chip/oil) | CR- Country Residential | MR- Municipal Reserve |
| Gravel | CRA- Country Residential Sub A | MLR- Municipal Land/Reserve District |
| Developer Pavement | DC - Direct Control | |
| Pavement | BP- Bussiness Park | |
| Flood Hazard Protection District | RB- Rural Business | |
| In Transition | INR- Natural Resource Extraction | |
| A- Agricultural | EP- Environmental Protection | |
| AA- Agricultural Sub A | ER- Environmental Reserve | |

APPENDIX A: SITE PLAN



APPENDIX A: ORTHO PHOTO



BYLAW 41/2023

**BEING A BYLAW OF FOOTHILLS COUNTY TO AMEND AN AREA
STRUCTURE PLAN**

WHEREAS the Council of Foothills County (hereinafter called the “Council”) is empowered by Section 633(1) of the Municipal Government Act, being Chapter M-26.1, to adopt an Area Structure Plan which provides a framework for subsequent subdivision and development of an area of land within the Municipality’s boundaries; and

WHEREAS the Green Haven Estates Area Structure Plan for the properties legally described as Plan 04128975, Plan 041003905, and Plan 021098304 within Ptn. SE 27-20-29 W4M (consisting of 127.87 acres) was adopted on January 18, 2007, under Bylaw 36/2006;

NOW THEREFORE the Council of Foothills County in the Province of Alberta; hereby amends Bylaw 36/2006, being a Bylaw to adopt the Green Haven Estates Area Structure Plan as follows:

1. In accordance with Section 3 of the Green Haven Estates Area Structure Plan passed under Bylaw 36/2006, the Plan may be amended from time to time in accordance with the Municipal Government Act;
2. The Green Haven Estates Area Structure Plan as adopted under Bylaw 36/2006 is hereby amended to include Plan 2310060, Block 8, Lot 22 and Plan 9912114, Lot 1 both within SE 27-20-29 W4M as part of Phase 4 and Phase 5 development according to the attached Schedule A;
3. This Bylaw shall have effect on the date of its third reading.

FIRST READING: June 28, 2023

Reeve

CAO

SECOND READING:

Reeve

CAO


THIRD READING:

Reeve

CAO

PASSED IN OPEN COUNCIL assembled at the Town of High River in the Province of Alberta
this day of , 20 .

**MISCELLANEOUS PLANNING ITEM
PLANNING AND DEVELOPMENT REPORT TO COUNCIL
SECOND AND THIRD READING TO BYLAW 42/2023
February 26th, 2025**

SECOND AND THIRD READING TO BYLAW 42/2023 – LAND USE REDESIGNATION		
APPLICATION INFORMATION		FILE NO. 23R012
	LEGAL DESCRIPTIONS: 1. Plan 9912114, Lot 1, PTN: SE 27-20-29-W4M 2. Plan 2310060, Block 8, Lot 22, PTN: SE 27-20-29-W4M	
	LANDOWNERS: Timber Star Inc.	
	AGENTS: Township Planning and Design (Kristi Beunder) / Blair Hann	
	AREA OF SUBJECT LANDS: 1. 10.36 acres 2. 22.16 acres	
	CURRENT LAND USES: 1. Country Residential District 2. Agricultural District	
	PROPOSED LAND USES: Country Estate Residential Sub-District "A" (CERA), Public Utility Lot (PUL), Environmental Reserve (ER) and Municipal Reserve (MR).	
PROPOSAL: <p>Phase 4: Second and third reading for redesignation of Plan 9912114, Lot 1, within the SE 27-20-29-W4M from Country Residential District to Country Estate Residential Sub-District "A", and PUL in order to allow the future subdivision of nine Country Estate Residential Sub-District "A" (CERA) lots and one 0.23 +/- acre Public Utility (PUL) lot.</p> <p>Phase 5: Second and third reading for redesignation of Plan 2310060, Block 8, Lot 22; PTN: SE 27-20-29-W4M from Agricultural District to Country Estates Residential Sub-District "A", Municipal Reserve and Environmental Reserve in order to allow the future subdivision of fourteen Country Estate Residential Sub-District "A" lots, one 0.185 +/- acre Municipal Reserve lot, one 1.326 acre Municipal Reserve lot, one 0.078 +/- acre Municipal Reserve lot (pathway), and one 1.326 +/- acre Environmental Reserve parcel, along with internal road development.</p> <p>Site Specific Amendment: Site-Specific Amendment to the Country Estates Residential District to allow a front yard setback of 8m (26.25 ft) from the property line for those lots fronting 48th Street E (Phase 4); and a front yard setback of 4m (13.12 ft) from the property line for those lots fronting an internal subdivision road, for properties registered in both Phases 4 and 5.</p>		
DIVISION NO: 7	COUNCILLOR: R.D. McHugh	FILE MANAGER: Theresa Chipchase

PURPOSE OF REQUEST

Request to Council to provide second and third reading to the redesignation of a 10.36 +/- acre portion of Plan 9912114, Lot 1; Ptn. SE 27-20-29 W4M from Country Residential District to Country Estates Residential District and a 0.08 +/- acre portion of Plan 9912114, Lot 1; Ptn. SE 27-20-29 W4M from Country Residential District to Public Utility Lot, to allow for the future subdivision of nine 1.13 to 1.15 +/- acre Country Estate Residential District lots and one 0.08 +/- acre Public Utility Lot and a Site-Specific Amendment to Country Estates Residential District to allow for a front yard setback of 8m (26.25 ft) from the property line to for those lots fronting 48th Street E; and a front yard setback of 4m (13.12 ft) from the property line for those lots fronting an internal subdivision road both for properties registered in Phase 4.

AND

Request to Council to provide second and third reading to the redesignation of a 22.16 +/- acre portion of Plan 2310060, Block 8, Lot 22; Ptn. SE 27-20-29 W4M from Agricultural District to Country Estates Residential District, a 6.23 +/- acre portion of Plan 1210671, Lot 1, Block 2; Ptn. SE 27-20-29 W4M from Agricultural District to Municipal Reserve and a 1.33 +/- acre portion of Plan 2310060, Block 8, Lot 22; Ptn. SE 27-20-29 W4M from Agricultural District to Environmental Reserve to allow for the future subdivision of fourteen 0.8 to 1.13 +/- acre Country Estate Residential District lots, two Municipal Reserve lots and one Environmental Reserve lot and a Site-Specific Amendment to the Country Estate Residential District to allow for a front yard setback of 4m (13.12 ft) from the property line for those lots fronting an internal subdivision road for properties registered in Phase 5.

The twenty-three new lots will be designated as Country Estates Residential Sub-District 'A' to ensure that considerations, recommendations, and restrictions within the Stormwater Management Plan, Comprehensive Site Drainage Plan, Lot Grading Plans, Building Envelopes and requirements for installation of high efficiency tertiary wastewater treatment systems and adherence to the 100 meter setback requirement of a wastewater system to a production water well, are complied with to the satisfaction of the Public Works Department. A completion certificate by a Professional Engineer verifying that all aspects of the noted reports have been met, and a \$5,000.00 deposit as a pre-release condition to ensure compliance with all conditions of the development permit will also be required.

EXECUTIVE SUMMARY

Summary of Proposal

Along with the accompanying staff report for the consideration of second and third reading to Bylaw 41/2023, amending Bylaw 36/2006 for the adoption of the Green Haven Estates Area Structure Plan, Council within this staff report is requested to approve second and third reading to Bylaw 42/2023 for the associated Land Use and Site Specific Amendment applications.

First reading to the land use redesignation, under Bylaw 42/2023, was granted approval by Council on June 28th, 2023, to facilitate redesignation of the appropriate parcels from the Country Residential and Agricultural Districts to Country Estate Residential Sub-District A, Municipal Reserve, Environmental Reserve and Public Utility.

First reading to Site Specific Amendments were also proposed under Bylaw 42/2023, and were granted approval in order to facilitate a relaxation of the front yard setback for lots fronting a collector rural road (48th Street East (Phase 4) reducing it from 48 metres to the center line of the road, to 8 metres from property line, and further to allow a relaxation to the front yard setbacks, for those lots fronting an internal subdivision road (Green Haven Drive (Phase 4) and the new internal road development (Phase 5) reducing both setbacks from 5 metres to

property line to 4 metres to property line, all within the Country Estates Residential District of the County's Land Use Bylaw. The relaxations are consistent with the existing exceptions granted for previous phases of the Green Haven development, as listed within the Residential Community District.

The new development phases are proposed to facilitate the future development of a total of 23 Country Estate Residential Sub-District "A" lots.

All lots are to be serviced with piped water from the County's existing water system and wastewater is to be provided by individual high efficiency tertiary treatment systems, with each lot to provide a primary and secondary location for wastewater systems to be installed.

Pertinent Site Considerations

The subject parcel is located within a portion of the County that falls within the Intermunicipal Development Plan with the Town of Okotoks.

PREVIOUS COUNCIL DIRECTION

June 28th, 2023, Bylaw 42/2023 – application approved by Council granting first reading to Bylaw 42/2023, under the following motion:

Bylaw 42/2023 was introduced into the meeting to authorize the redesignation of a 10.36 +/- acre portion of Plan 9912114, Lot 1; Ptn. SE 27-20-29 W4M from Country Residential District to Country Estates Residential District and a 0.08 +/- acre portion of Plan 9912114, Lot 1; Ptn. SE 27-20-29 W4M from Country Residential District to Public Utility Lot to allow for the future subdivision of nine 1.13 to 1.15 +/- acre Country Estate Residential District lots and one 0.08 +/- acre Public Utility Lot and a Site-Specific Amendment to Country Estates Residential District to allow for a front yard setback of 8m (26.25 ft) from the property line to for those lots fronting 48th Street E; and a front yard setback of 4m (13.12 ft) from the property line for those lots fronting an internal subdivision road both for properties registered in Phase 4.

Additionally, to authorize the redesignation of a 22.16 +/- acre portion of Plan 2310060, Block 8, Lot 22; Ptn. SE 27-20-29 W4M from Agricultural District to Country Estates Residential District, a 6.23 +/- acre portion of Plan 1210671, Lot 1, Block 2; Ptn. SE 27-20-29 W4M from Agricultural District to Municipal Reserve and a 1.33 +/- acre portion of Plan 2310060, Block 8, Lot 22; Ptn. SE 27-20-29 W4M from Agricultural District to Environmental Reserve to allow for the future subdivision of fourteen 0.8 to 1.13 +/- acre Country Estate Residential District lots, two Municipal Reserve lots and one Environmental Reserve lot and a Site-Specific Amendment to the Country Estate Residential District to allow for a front yard setback of 4m (13.12 ft) from the property line for those lots fronting an internal subdivision road for properties registered in Phase 4 and 5.

The twenty-three new lots will be designated as Country Estates Residential Sub-District 'A' to ensure that considerations, recommendations, and restrictions within Stormwater Management Plan, Comprehensive Site Drainage Plan, Lot Grading Plans, Building Envelopes and requirements for installation of high efficiency tertiary wastewater treatment systems and adherence to the 100 meter setback requirement of a wastewater system to a production water well, are complied with to the satisfaction of the Public Works Department. A completion certificate by a Professional Engineer verifying that all aspects of the noted reports have been met, and a \$5,000.00 deposit as a pre-release condition to ensure compliance with all conditions of the development permit will be required.

Foothills Council is expecting that the developer and the homeowner's association (HOA) will continue to work together to solve challenges in the community. The County will also

participate in that work to support the community development. Throughout the Land Use and Subdivision process, administration will check in on the progress of cooperation between the developer and the HOA and to review what solutions have been identified and actioned.

Prior to further consideration of the bylaw the applicant will be required to submit the following:

1. Applicant is to fully execute and comply with all of the requirements as outlined within the Municipal Development Agreement(s) for the purposes of construction of all internal road infrastructure, utility infrastructure, water systems, landscaping, storm water management and grading plans, water connection fees, payment of the \$11,300.00 per new lot Community Sustainability Fee, and for the provision of a \$5,000.00 per new lot contribution to the water treatment and distribution facilities in accordance with the County's current Fee Schedule (58/2022);

Note: Condition #1 as listed above has not yet been completed, a requirement for the execution of the Development Agreement, will be recommended to be imposed as a condition of the subdivision approval.

2. Restrictive Covenant to be executed and registered for the Country Estate Residential Sub-District 'A' lots indicating the requirement for high efficiency tertiary treatment septic systems, outdoor watering restrictions and lighting restrictions, provided to the satisfaction of the County, as a condition of subdivision;
3. Registration of a Restrictive Covenant with respect to the Homeowner's Association's Encumbrance to Secure Annual Rent Charge, as a condition of subdivision;
4. Storm Water Management Plan to be provided for the subject lands, to the satisfaction of the Public Works department, as a condition of subdivision;
5. Lot Grading Plans to be provided for all new lots proposed, to the satisfaction of the County's Public Works department, as a condition of subdivision;
6. Comprehensive Site Drainage Plan, to be provided for the subject lands, to the satisfaction of the County's Public Works department, as a condition of subdivision;
7. Site Plan to be provided which identifies building envelopes, for all new lots proposed, which meet the requirements as outlined in Policy 9, under the Residential section of the MDP2010 and the enhanced setback requirements for the proposed septic systems to the existing production wells, to the satisfaction of the Public Works department, as a condition of subdivision;
8. Submission of Level IV Private Septic Treatment System (PSTS) evaluations for the suitability and location of a septic field in accordance with Part 2 Section 6(4)(b)(c) of the Matters Related to Subdivision and Development Regulation, for those lots effected by the 100 meter PSTS setback. The evaluation is to be prepared by a certified septic designer, to the satisfaction of the Municipality. Further, the evaluation must identify a primary location and a secondary location for a septic disposal field for each lot, and shall identify how the two locations will be protected from disturbances that would affect the ability to construct an onsite septic disposal field;
9. Submission of PSTS evaluations for the suitability and location of a septic field for the remaining lots outside of those provided in condition #8, in accordance with Part 2 Section 6(4)(b)(c) of the Matters Related to Subdivision and Development Regulation, to the satisfaction of the Public Works department, as a condition of subdivision;

10. *Geotechnical Report, to be provided for slope stability, with respect to those lots adjacent to the Environmental Reserve, to be provided to the satisfaction of the Public Works department, as a condition of subdivision;*
11. *2nd and 3rd Reading being granted to Bylaw 41/2023, adopting an amendment to the Green Haven Estates Area Structure Plan;*
12. *Final redesignation application fees to be submitted;*
13. *Council is to review and to accept Municipal drainage report for the subject lands currently commissioned by Foothills County.*

Note: *With respect to condition #13 as listed above, Council has reviewed and acknowledged the draft Green Haven Drainage Review as provided by MPE Engineering.*

COUNCIL ACTION REQUESTED – SECOND AND THIRD READING TO BYLAW 42/2023

Request to Council to provide second and third reading to Bylaw 42/2023 which reads as follows:

WHEREAS the Council has received an application to further amend the Land Use Bylaw by authorizing the redesignation of a 10.36 +/- acre portion of Plan 9912114, Lot 1; Ptn. SE 27-20-29 W4M from Country Residential District to Country Estates Residential District and a 0.08 +/- acre portion of Plan 9912114, Lot 1; Ptn. SE 27-20-29 W4M from Country Residential District to Public Utility Lot, to allow for the future subdivision of nine 1.12 to 1.13 +/- acre Country Estate Residential District lots and one 0.23 +/- acre Public Utility Lot and a Site-Specific Amendment to Country Estates Residential District to allow for a front yard setback of 8m (26.25 ft) from the property line to for those lots fronting 48th Street E; and a front yard setback of 4m (13.12 ft) from the property line for those lots fronting an internal subdivision road, for properties registered in Phase 4.

AND WHEREAS the Council has received an application to further amend the Land Use Bylaw by authorizing the redesignation of a 22.16 +/- acre portion of Plan 2310060, Block 8, Lot 22; Ptn. SE 27-20-29 W4M from Agricultural District to Country Estates Residential District, a 6.23 +/- acre portion of Plan 1210671, Lot 1, Block 2; Ptn. SE 27-20-29 W4M from Agricultural District to Municipal Reserve, and a 1.33 +/- acre portion of Plan 2310060, Block 8, Lot 22; Ptn. SE 27-20-29 W4M from Agricultural District to Environmental Reserve in order to allow the future subdivision of fourteen 0.8 to 1.13 +/- acre Country Estate Residential District lots, two Municipal Reserve lots and one Environmental Reserve lot and a Site-Specific Amendment to the Country Estate Residential District to allow for a front yard setback of 4m (13.12 ft) from the property line for those lots fronting an internal subdivision road for properties registered in Phase 5.

The twenty-three new lots will be designated as Country Estates Residential Sub-District 'A' to ensure that considerations, recommendations, and restrictions within Stormwater Management Plan, Comprehensive Site Drainage Plan, Lot Grading Plans, Building Envelopes and requirements for installation of high efficiency tertiary wastewater treatment systems and adherence to the 100 meter setback requirement of a wastewater system to a production water well, are complied with to the satisfaction of the Public Works Department. A completion certificate by a Professional Engineer verifying that all aspects of the noted reports have been met, and a \$5,000.00 deposit as a pre-release condition to ensure compliance with all conditions of the development permit will be required.

APPENDICES

APPENDIX A - MAP SET

LOCATION MAP

LAND USE MAP

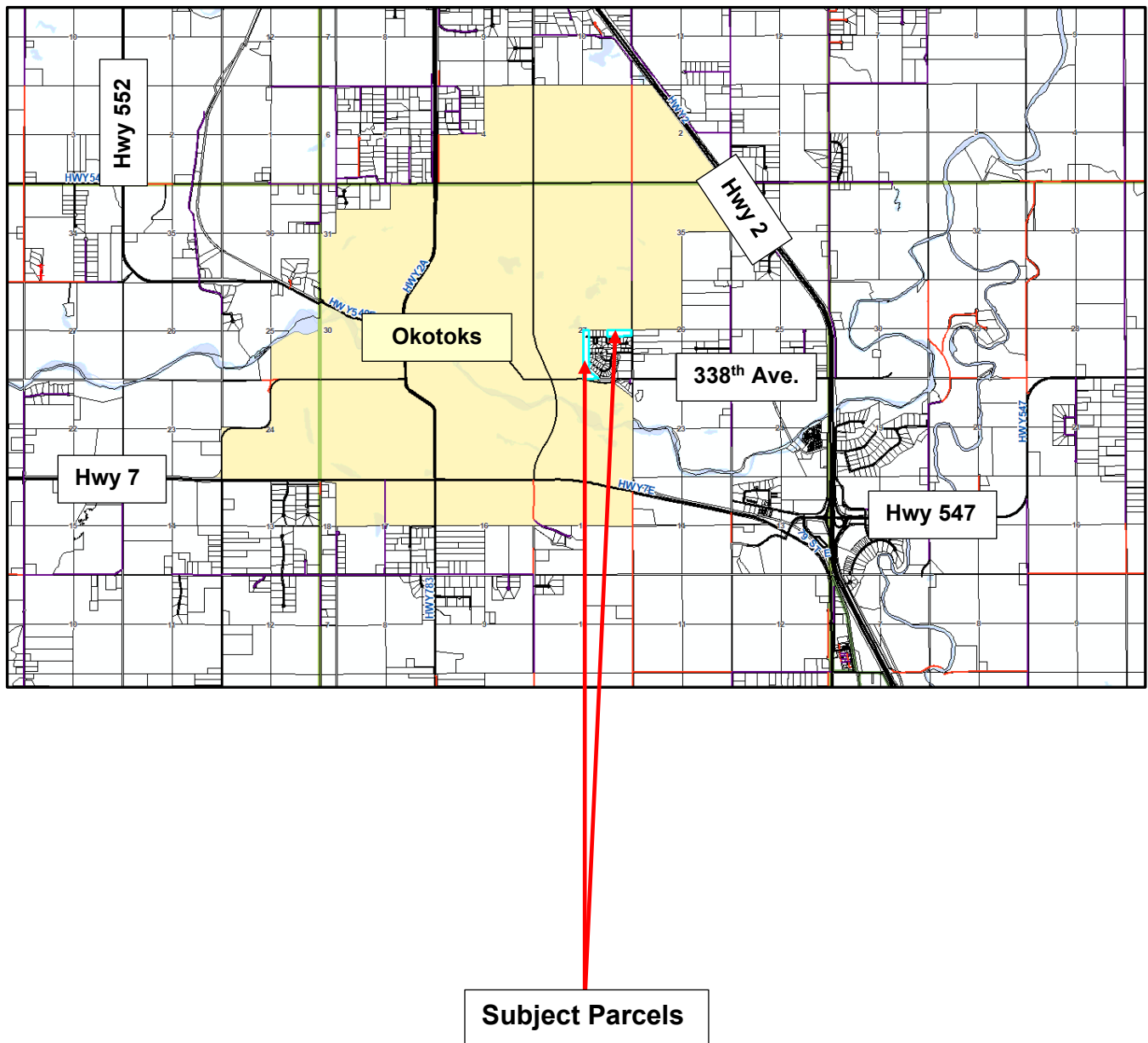
SITE PLAN

ORTHO PHOTO

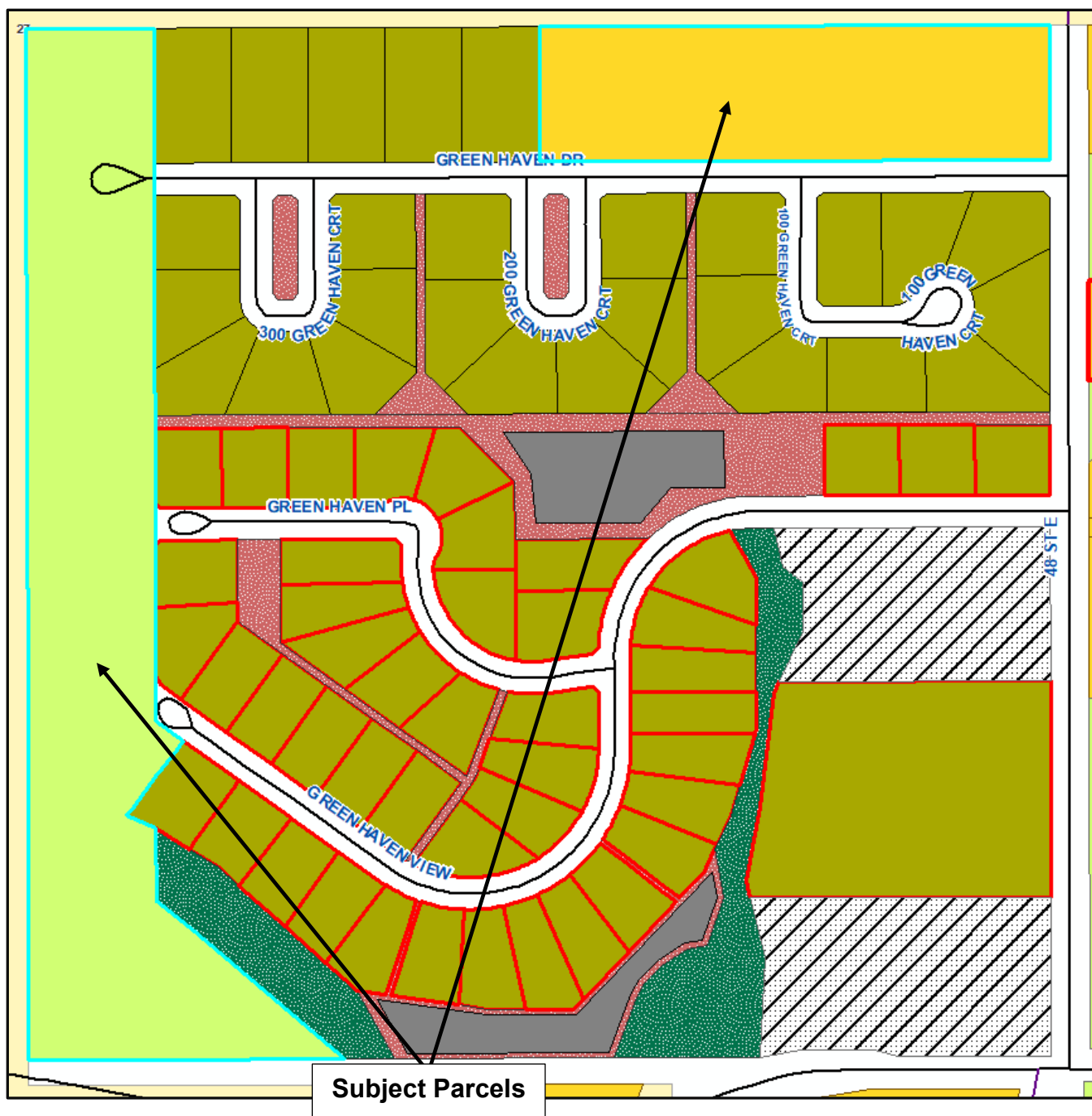
APPENDIX B

BYLAW 42/2023 - FIRST READING

APPENDIX A: LOCATION MAP



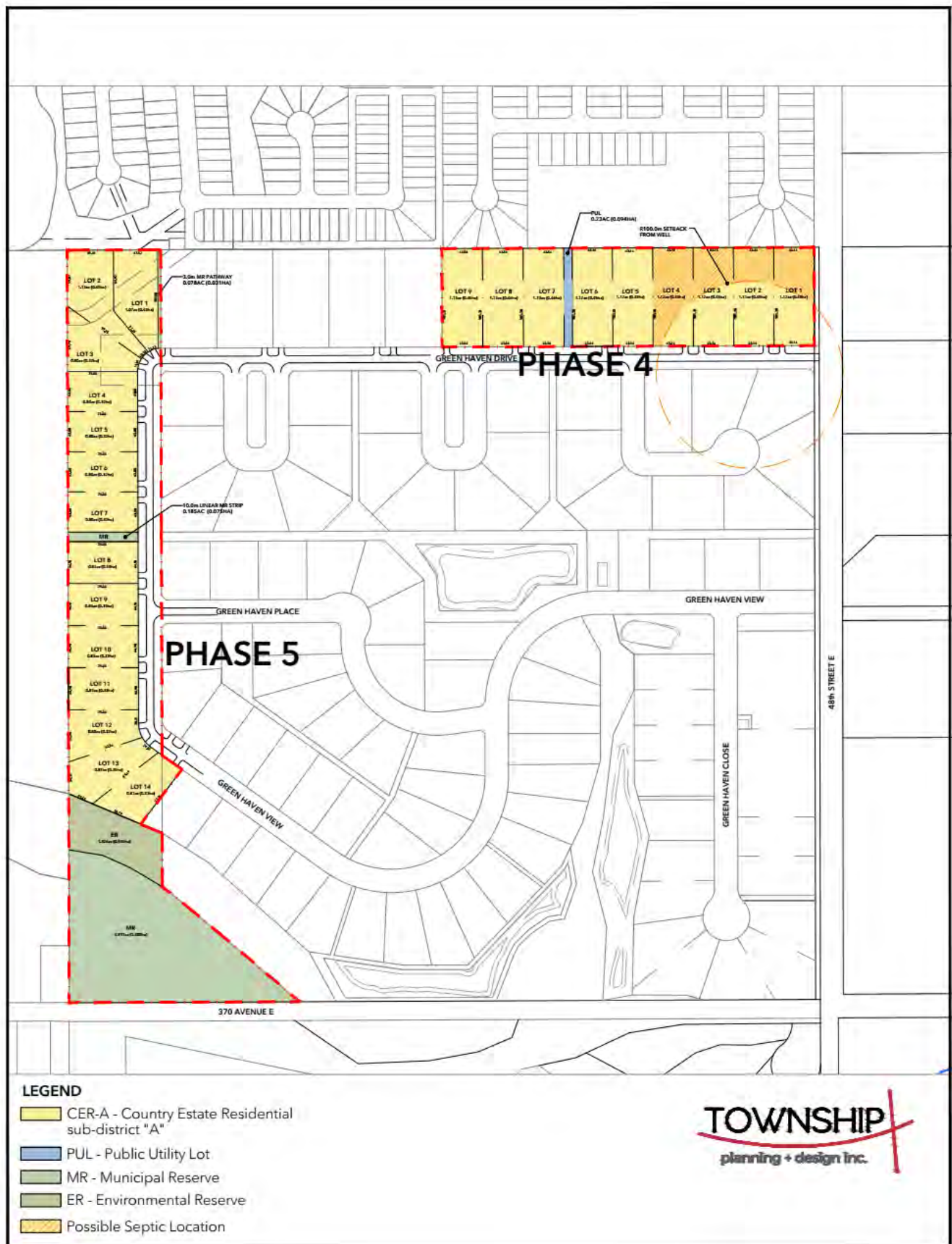
APPENDIX A: EXISTING LAND USE



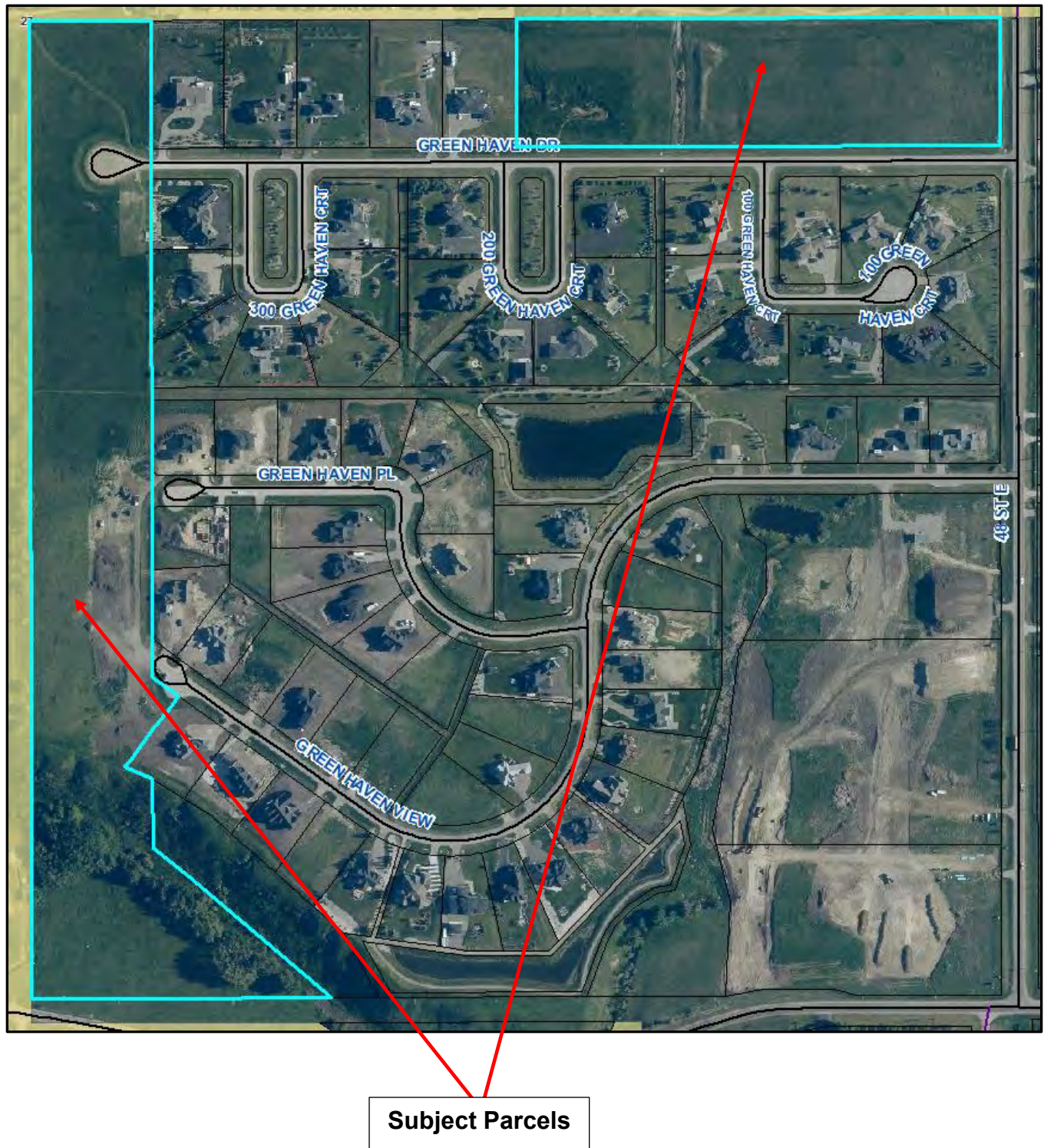
Legend

- | | | |
|------------------------------------|----------------------------------|--------------------------------------|
| — Hard Surface (Chip/oil) | CR- Country Residential | MR- Municipal Reserve |
| — Gravel | CRA- Country Residential Sub A | MLR- Municipal Land/Reserve District |
| ... Developer Pavement | DC - Direct Control | |
| — Pavement | BP- Bussiness Park | |
| — Flood Hazard Protection District | RB- Rural Business | |
| — In Transition | INR- Natural Resource Extraction | |
| — A- Agricultural | EP- Environmental Protection | |
| — AA- Agricultural Sub A | ER- Environmental Reserve | |

APPENDIX A: SITE PLAN



APPENDIX A: ORTHO PHOTO



BYLAW 42/2023

**BEING A BYLAW OF FOOTHILLS COUNTY TO AUTHORIZE AN AMENDMENT TO THE
LAND USE BYLAW NO. 60/2014 AS AMENDED**

WHEREAS pursuant to the provisions of the Municipal Government Act, Chapter M-26 Revised Statutes of Alberta 2000, and amendments thereto, the Council of Foothills County in the Province of Alberta, has adopted Land Use Bylaw No. 60/2014 and amendments thereto;


AND WHEREAS the Council has received an application to further amend the Land Use Bylaw by authorizing the redesignation of a 10.36 +/- acre portion of Plan 9912114, Lot 1; Ptn. SE 27-20-29 W4M from Country Residential District to Country Estates Residential District and a 0.08 +/- acre portion of Plan 9912114, Lot 1; Ptn. SE 27-20-29 W4M from Country Residential District to Public Utility Lot, to allow for the future subdivision of nine 1.13 to 1.15 +/- acre Country Estate Residential District lots and one 0.08 +/- acre Public Utility Lot and a Site-Specific Amendment to Country Estates Residential District to allow for a front yard setback of 8m (26.25 ft) from the property line to for those lots fronting 48th Street E; and a front yard setback of 4m (13.12 ft) from the property line for those lots fronting an internal subdivision road both for properties registered in Phase 4.

AND WHEREAS the Council has received an application to further amend the Land Use Bylaw by authorizing the redesignation of a 22.16 +/- acre portion of Plan 2310060, Block 8, Lot 22; Ptn. SE 27-20-29 W4M from Agricultural District to Country Estates Residential District, a 6.23 +/- acre portion of Plan 1210671, Lot 1, Block 2; Ptn. SE 27-20-29 W4M from Agricultural District to Municipal Reserve and a 1.33 +/- acre portion of Plan 2310060, Block 8, Lot 22; Ptn. SE 27-20-29 W4M from Agricultural District to Environmental Reserve to allow for the future subdivision of fourteen 0.8 to 1.13 +/- acre Country Estate Residential District lots, two Municipal Reserve lots and one Environmental Reserve lot and a Site-Specific Amendment to the Country Estate Residential District to allow for a front yard setback of 4m (13.12 ft) from the property line for those lots fronting an internal subdivision road for properties registered in Phase 5.

The twenty-three new lots will be designated as Country Estates Residential Sub-District 'A' to ensure that considerations, recommendations, and restrictions within Stormwater Management Plan, Comprehensive Site Drainage Plan, Lot Grading Plans, Building Envelopes and requirements for installation of high efficiency tertiary wastewater treatment systems and adherence to the 100 meter setback requirement of a wastewater system to a production water well, are complied with to the satisfaction of the Public Works Department. A completion certificate by a Professional Engineer verifying that all aspects of the noted reports have been met, and a \$5,000.00 deposit as a pre-release condition to ensure compliance with all conditions of the development permit will be required.

NOW THEREFORE THE COUNCIL ENACTS AS FOLLOWS:

1. Land Use Map No. 2029 is amended by *redesignating the following*:
 - a. *10.36+/- acre portion of Plan 9912114, Lot 1, Ptn. SE 27-20-29 W4M from Country Residential District to Country Estate Residential District.*
 - b. *0.08 +/- acre portion of Plan 9912114, Lot 1, Ptn. SE 27-20-29 W4M from Country Residential District to Public Utility District.*
 - c. *22.16+/- acre portion of Plan 1210671, Lot 1, Block 2 Ptn. SE 27-20-29 W4M from Agricultural District to Country Estates Residential District.*

DEPARTMENT: Community and Emergency Services	
	TOPIC: Drone Donation
REPORT PREPARED BY: Jeff Porter REPORT PRESENTED BY: Jeff Porter	

PURPOSE OF REQUEST

To provide the Emergency Advisory Committee's recommendation to Council regarding the donation of the retired Emergency Management drone to SAIT.

BACKGROUND

The County posted the drone ad on Facebook Marketplace on September 17, 2024, for \$8,000 OBO. There was one offer to trade a "large coffee and hot beverage vending machine" on September 30th. The only other message that was received was from apparently the salesman that sold the drone to us, and he figured the price was quite high and said they couldn't sell the other new ones that they had in stock. We've since lowered the price to \$4,000, with no offers. We believe it's a tough sell given how far drone technology has come in recent years. The County's new drone take's better pictures, is easier to fly (no laptop needed), has a longer range, and Transport Canada does not require a drone license to fly it.

At the January 21, 2025, Emergency Advisory Committee meeting the recommendation was made to donate the retired drone to SAIT and U of C. GPS catalog project at Champion Park. SAIT stated they would appreciate the donation if it were to be approved. Reeve Miller supported this idea, recognizes that old technology is a tough sell and is satisfied with the effort to try to sell it.

Councillor Waldorf made the motion for the committee make the recommendation to Council to donate the drone and accessories to SAIT.

- CARRIED

REQUEST OF COUNCIL

Proposed Motion:


For Foothills County to donate the retired Emergency Management sensefly albris drone and accessories to SAIT as per the recommendation from the Emergency Advisory Committee.

Appendix A: **Donation Items:**

Sensefly Albris Drone with under 5 hours of flight time.

Package includes:

- 10 batteries.
- 4 battery chargers.
- 2 controllers.
- 2 backup sets of propellers.
- Backup set of legs.
- Drone Carrying case.

DEPARTMENT:	
	TOPIC: U7U Water Co-op
REPORT PRESENTED BY: Municipal Manager Harry Riva Cambrin	

PURPOSE OF REQUEST

For Council to consider a request for funding to drill up to two wells to service U7U's water system.

BACKGROUND

Previously Council considered a similar request as well as a request to connect the U7U system to the Priddis Greens system. This system is no longer registered with Alberta Environment.

REQUEST OF COUNCIL

Proposed Motion:

*That Council acknowledge the letter requesting funding and
Option 1 - agree to funding the drilling of additional wells.
Option 2 - deny the request.*

APPENDICES

Appendix A: Letter - C. Benoit

From: Chantale Benoit [REDACTED]
Sent: Monday, February 10, 2025 6:14 PM
To: hrc@mdfoothills.com <hrc@mdfoothills.com>
Cc: Suzanne Oel <Suzanne.Oel@FoothillsCountyAB.ca>; U7U water Co-op Board [REDACTED]
Subject: Updated U7U Water Coop Fund Request


Hi Harry,

Thank you for speaking with me last week. As discussed, I am re-submitting a current letter with budgetary costs to drill 2 new wells for Ranchers Hill. The U7U Water Coop is looking for support and funding aid from the MD to assist with drilling of 2 new wells.

Pursuing to connect with Hawks Landing water has an estimated cost of \$500,000 with an increase to our annual property tax of \$1,700 for the next 20 years which means each home would be paying \$34,000 per home over the term. The community would like to consider all our options as we are scheduled for AGM on March 11, 2025.

Thank you for bringing this forward on the next council meeting, your thoughtful consideration is greatly appreciated.

Regards,

DEPARTMENT:	
	TOPIC: Waste Collection Agreement
REPORT PRESENTED BY: Municipal Manager Harry Riva Cambrin	

PURPOSE OF REQUEST

For Council to review the proposed 3-year extension to our existing agreement with T&T Disposal Services.

BACKGROUND

The existing agreement with T&T Disposal Services will expire at the end of March 2025.

REQUEST OF COUNCIL

Proposed Motion:

Option 1 – That Council approve the proposed three-year extension to the waste collection agreement with T&T Disposal Services.

Option 2 – That Council reject the proposed three-year extension to the waste collection agreement and that Administration be authorized to proceed with advertising for bids regarding waste collection services within Foothills County.

APPENDICES

Appendix A: T&T Disposal Services

APPENDIX A:

Good morning, Harry,

Thanks for the meeting this week, we enjoyed the discussion.

As requested, below is our proposed pricing for a 3-year extension period.

Each house is currently at \$17.00. This will remain the same in year one of the extension (April 1, 2025, through March 31, 2026)

Year 2 moves to \$ 17.43 per house (April 1, 2026, through March 31, 2027)

Year 3 moves to \$ 17.86 per house (April 1, 2027, through March 31, 2028)

Hamlet	Collection Day	Rate /House: Year 1	Rate /House: Year 2	Rate /House: Year 3
		April 1, 2025, through March 31, 2026	April 1, 2026, through March 31, 2027	April 1, 2027, through March 31, 2028
Aldersyde	Wednesday	\$ 17.00	\$ 17.43	\$ 17.86
Blackie	Tuesday	\$ 17.00	\$ 17.43	\$ 17.86
Cayley	Tuesday	\$ 17.00	\$ 17.43	\$ 17.86
Silvertip	Wednesday	\$ 17.00	\$ 17.43	\$ 17.86
Hawks Landing	Wednesday	\$ 17.00	\$ 17.43	\$ 17.86


Terms of the extension period will be per the attached agreement and will remain the same.

Schedule A will be adjusted or an amendment attached to reflect the updated rates for the extension period.

Schedule B will be re-executed or an amendment attached to reflect the extension period dates.

WCB and insurance documents will be updated and refreshed for 2025.

If you agree, please send along confirmation, and we will start the process of documenting the extension.

DEPARTMENT: Foothills Enforcement Services	
	TOPIC: Foothills Enforcement Services - Traffic Safety Plan
REPORT PREPARED BY: Corinne Wight REPORT PRESENTED BY: Darcy Beaudette	

PURPOSE OF REQUEST

Obtain Council approval of the 2025 - 2028, Foothills Enforcement Services Traffic Safety Plan.

BACKGROUND

Traffic Safety Plan was developed by Foothills Enforcement Services in collaboration with local RCMP as a requirement for the Community Peace Officer Program.

On February 4th, the Policing Committee reviewed the Traffic Safety Plan and recommended Council approve the plan, for submission to the province.

REQUEST OF COUNCIL

Proposed Motion:

That Council review and approve the 2025 - 2028 Foothills Enforcement Services Traffic Safety Plan.

APPENDICES

Appendix A: Enforcement Services Traffic Safety Plan



**FOOTHILLS COUNTY
ENFORCEMENT SERVICES**

**TRAFFIC SAFETY PLAN
2025 - 2028**

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MISSION STATEMENT

To respond to the needs of Foothills County citizens and to be a leading partner in building community safety.

VISION

For citizens of Foothills County to live in a safe community facilitated by a peace officer service that strengthens public trust through partnerships and excels in service delivery.

CORE VALUES

Community This is our county; we are invested in making it safer and stronger for everyone through collaboration and partnerships.

Innovation We pursue excellence and creativity focusing on community-based solutions.

Respect We respect others and understand that everyone deserves to be treated fairly under the law.

Integrity We are honest, ethically accountable and do what is right, even when it is hard.

Our primary objective is to provide an enhanced level of municipal law enforcement services, relating to both provincial statutes and municipal bylaws, within Foothills County. Our community peace officers work collaboratively with partner law enforcement agencies in our region, which include three RCMP Detachments (Okotoks, Diamond Valley and High River), Alberta Sheriffs in Highway Traffic and Commercial Vehicle Enforcement.

Our department's goal is to work in support of the Office of Traffic Safety's enforcement calendar priorities and to coordinate our response to local and regional issues with our partner agencies.

The top priority of this traffic safety plan is to reduce the number of unsafe driving practices within Foothills County. The plan will focus on non-compliance issues such as excessive speed, stop sign violations, distracted driving, occupant restraints and commercial vehicle enforcement. By targeting these issues, our department's goal is to prevent motor vehicle collisions, preserve life and reduce the severity of injuries suffered as a result of motor vehicle collisions.

Foothills Enforcement Services will work towards achieving the goals and objectives noted above, by engaging in the following activities / actions:

- Providing an enhanced level of traffic enforcement that targets excessive speed, stop sign violations, distracted driving, occupant restraints and commercial vehicle enforcement, while working in conjunction with our regional partner agencies.
- Ensuring that appropriate training is provided, and continues to be provided, to our peace officers to ensure that they can appropriately interpret and apply applicable legislation and to utilize appropriate enforcement tools.
- Whenever possible, to engage in raising public awareness of traffic laws and the inherent dangers of non-compliance in relation to collisions and injury severity.
- Participating in targeted enforcement initiatives, consistent with the Office of Traffic Safety's Calendar, and in response to complaints and requests for service from the community we serve.

The effectiveness of the program will be assessed through any notable changes or evolving trends in traffic law compliance and yearly motor vehicle collision statistics.

Part 1 Foothills County

Foothills County is a rural municipality located adjacent to and immediately south of the City of Calgary. Covering an area of approximately 3,600 square kilometers in area, located in the foothills of southern Alberta, Foothills County surrounds the Towns of Okotoks, High River, Diamond Valley, the Village of Longview, and the Eden Valley First Nation.

The population of Foothills County, according to the 2021 Stats Canada census, was 23,199. In comparison with the 2016 census, the population within the county increased by approximately 2.6 % over this five-year period.

The County is diverse, with subdivisions ranging from those similar to communities found in large cities on the north end to large agricultural areas of the south. Foothills County is also home to and administers services for the hamlets of Blackie, Cayley, Aldersyde, Heritage Pointe, DeWinton, Millarville, Priddis, Priddis Greens, Naphtha and Hartell.

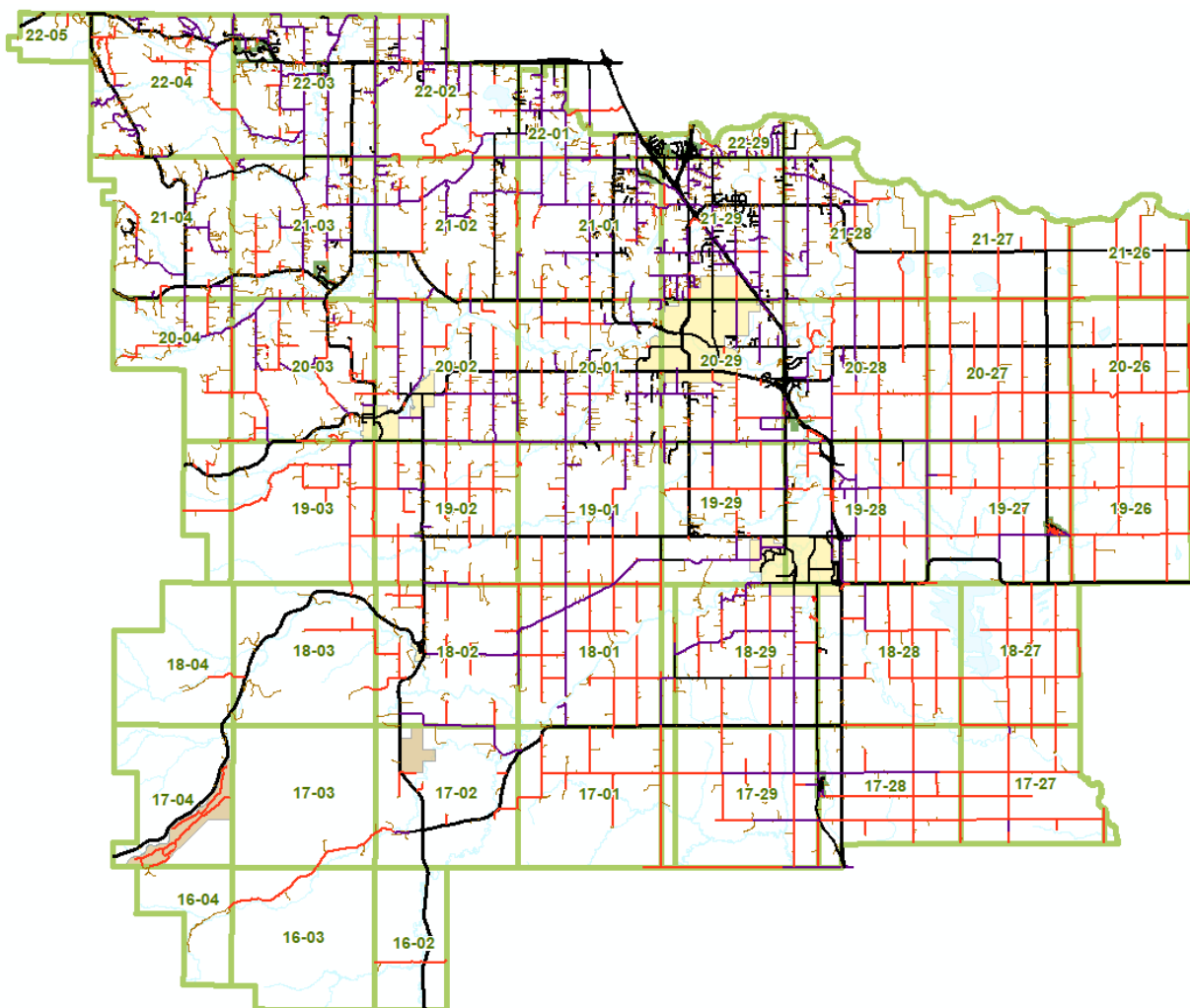
Many residents of the County and surrounding areas work in the City of Calgary, which results in area roads experiencing very high volumes of commuter traffic. The County also contains several industrial parks adjacent to primary highways which generates a high volume of commercial vehicle traffic on the road system. Additionally, many residents of Calgary and surrounding areas come to Foothills County to enjoy a wide variety of activities and attractions located in our communities, resulting in large amounts of both vehicular and cyclist traffic in our region.

Foothills County maintains approximately 2000 kilometers of local roads and contains some of the busiest highways in the province, including all or portions of Highways 2, 2A, 7, 22, 22X, 23, 66, 540, 541, 543, 546, 547, 549, 552 East, 552 West, 552X, 762, 783 and 799. A map of the area has been included in this section to provide an overall view of the total area of the County.

Foothills County currently operates 2 speed notification trailers for the purposes of driver education and speed deterrence. The speed trailer program is staffed by a summer student between May 1 and August 31 annually. Mount Royal University practicum students will assist with traffic studies to support targeted enforcement activity.

Foothills County policing is provided by three RCMP Detachments: Okotoks, High River, and Diamond Valley, through the existing provincial model.

FOOTHILLS COUNTY MAP



Part 2 COLLISION STATISTICS

Foothills County experienced numerous traffic related collisions, which resulted in property damage, personal injury and death. The cause of these collisions can primarily be attributed to driver error with a small percentage being attributed to environmental and other exigent or rare conditions.

Foothills County

* As reported by High River Rural RCMP (K0781), Okotoks Rural RCMP, (K0821), Turner Valley Rural RCMP (K0835), Canadian Pacific Railway Police (CPRP), and Canadian National Railway Police (CNRP) and excluding collisions that occurred within the Towns of Okotoks, High River, Black Diamond, and Turner Valley.

	2024 Q1	2023	2022	2021	2020	2019	Totals
Collision Severity⁽²⁾							
Fatal Collisions	6	8	3	2	4	8	31
Injury Collisions	35	179	116	126	105	93	654
PDO Collisions	210	914	570	36	2	2	1734
Total Collisions	251	1101	689	164	111	103	2419

Limited information on PDO Collisions from 2019-2021.

2024 partial year information provided.

*Office of Traffic Safety- Alberta Transportation March 2024

Part 3 TRAFFIC SAFETY PLAN STRATEGIES

Monday through Friday – patrols will target commuter traffic on local roads as well as in school and playground zones, before and after school. Presence will be increased during peak traffic hours that will focus on speed enforcement, stop signs, distracted driving, general unsafe driving habits and commercial vehicle enforcement.

As staffing resources increase, patrols will be conducted on a random and rotating basis to include evenings and weekends. Patrols throughout Foothills County will be made with emphasis on high traffic areas which lead to popular local commercial and recreational areas within the County.

Commercial vehicle enforcement and intersection related offences will be conducted while attending to other enforcement duties as mandated by Foothills County Enforcement Services as well as responding to complaints and request for patrols files.

Foothills Enforcement Peace Officers recognize that driver education and public awareness are important components of any successful traffic safety enforcement program. Our officers will continue to work collaboratively with our regional law enforcement partners and local media, in an effort to proactively provide and discuss education and enforcement relating to offences outlined in the Office of Traffic Safety Enforcement Calendar.

Part 4 SUMMARY

The 2024 – 2028 Foothills Enforcement Traffic Safety Plan serves as a general guide for traffic enforcement operations for Foothills County. By continuing to work collaboratively with our regional law enforcement partner agencies, following the provisions of the Office of Traffic Safety Enforcement Calendar and this Traffic Safety Plan, our goal is to provide effective traffic enforcement services that results in a reduction of collisions, injuries and deaths throughout our municipalities.



Miscellaneous Municipal Item
REPORT TO COUNCIL
Request to Purchase Undeveloped Road Plan
February 26, 2025

Letter of Request information	
LEGAL DESCRIPTION: Undeveloped road plan within SW 17-20-02 W5M between Plan 2411845 Blk 3, Lot 6 and Lot 7 containing ~ 1.22 acres	
LANDOWNER: Foothills County	
LICENCE APPLICANT: McChesney Contracting (Brad McChesney) and 2519089 Alberta Ltd. (Peter Sutherland)	
PROPOSAL: Request to Purchase Undeveloped Road Plan	
DIVISION NO: 3	COUNCILLOR: Barb Castell
FILE MANAGER: Donna Fowler, Municipal Lands Administrator	

LOCATION

The undeveloped road plan is located approximately 0.5km from the NW boundary of the Town of Diamond Valley, within an undeveloped cul-de-sac portion of Miners Road.

BACKGROUND

The Applicants jointly submitted the attached letter in 2024, to request Council's consideration to jointly purchase a portion of the above noted undeveloped road plan.

Administration requested that they hold their request until the eastern portion of that internal subdivision road was built and that the subdivision plan was properly registered with Land Titles. The applicants notified us in February 2025 that the road was now built, the plans were properly registered, and they wish to proceed with their application to purchase the undeveloped 1.22 acres between their properties.

The applicants own the parcels on the north and south sides of the subject road area, and should their application be successful, they would divide the land 1/2 to be consolidated into the north parcel (Lot 6) and 1/2 into the south parcel (Lot 7).

All surrounding parcels have secured direct access without further development of this portion of road plan. The large balance parcel to the west owns a 20m strip of land on the entire northern boundary of the quarter, which is registered as Roadway, in which to build an access road that would not require a new approach from either 176 St W or 402 Ave W.

REQUEST OF COUNCIL

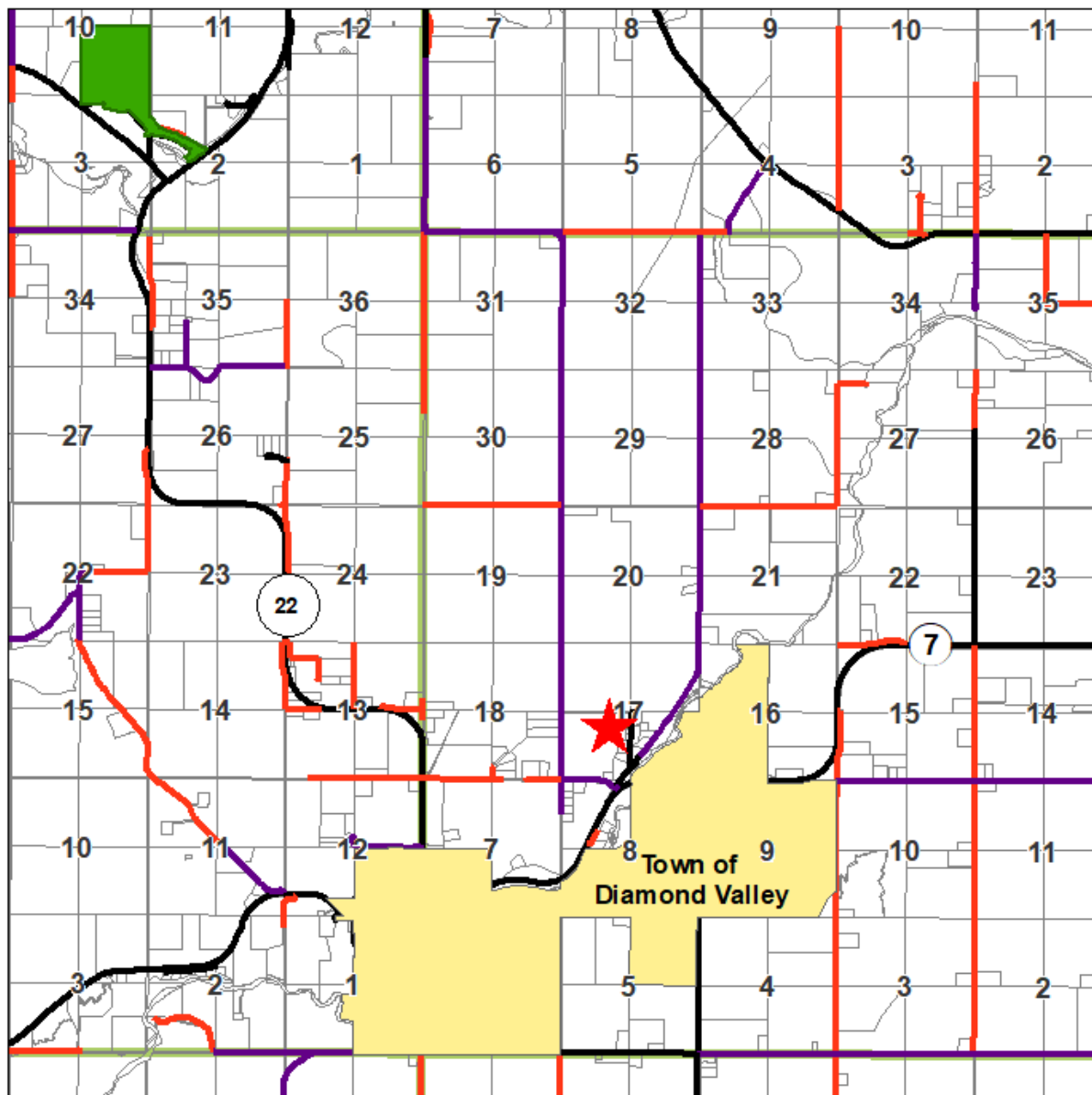
If Council is amenable to the landowner's request, direct administration to proceed with a public hearing in order to consider the road closure of the undeveloped road plan between Plan 2411845 Blk 3, Lot 6 and Plan 2411845 Blk 3, Lot 7 within SW 17-20-02 W5M containing ~1.22ac, for purchase and consolidation.

APPENDICES

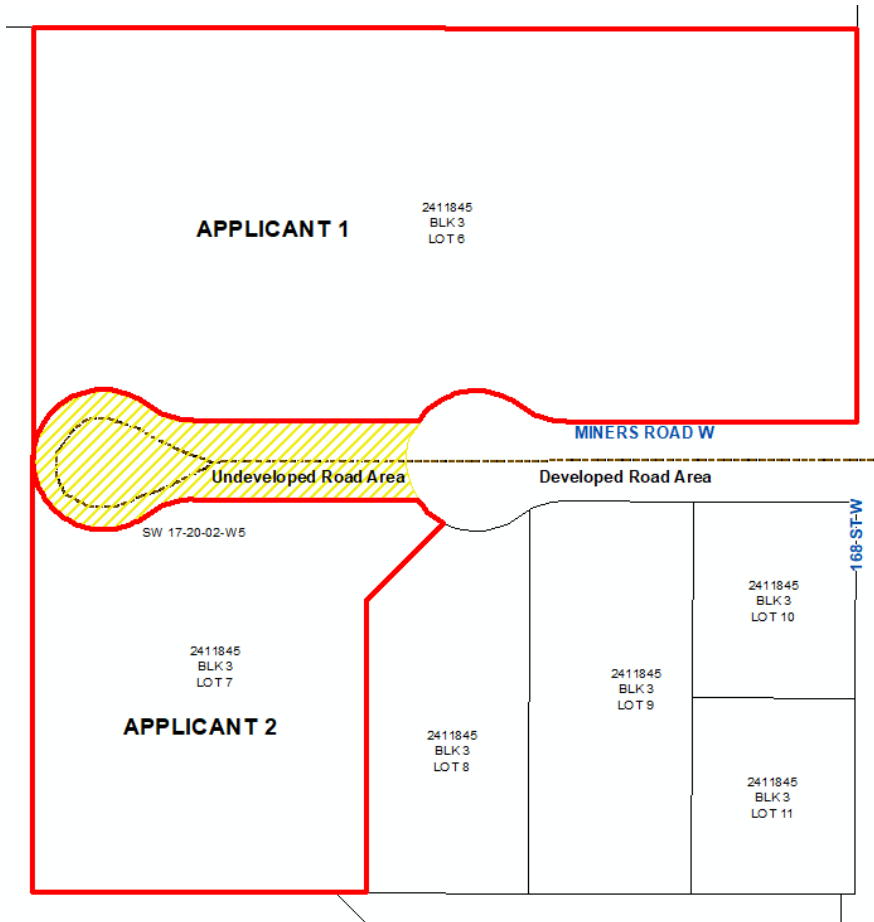
APPENDIX A – Location Maps

APPENDIX B –Applicant Request Letter

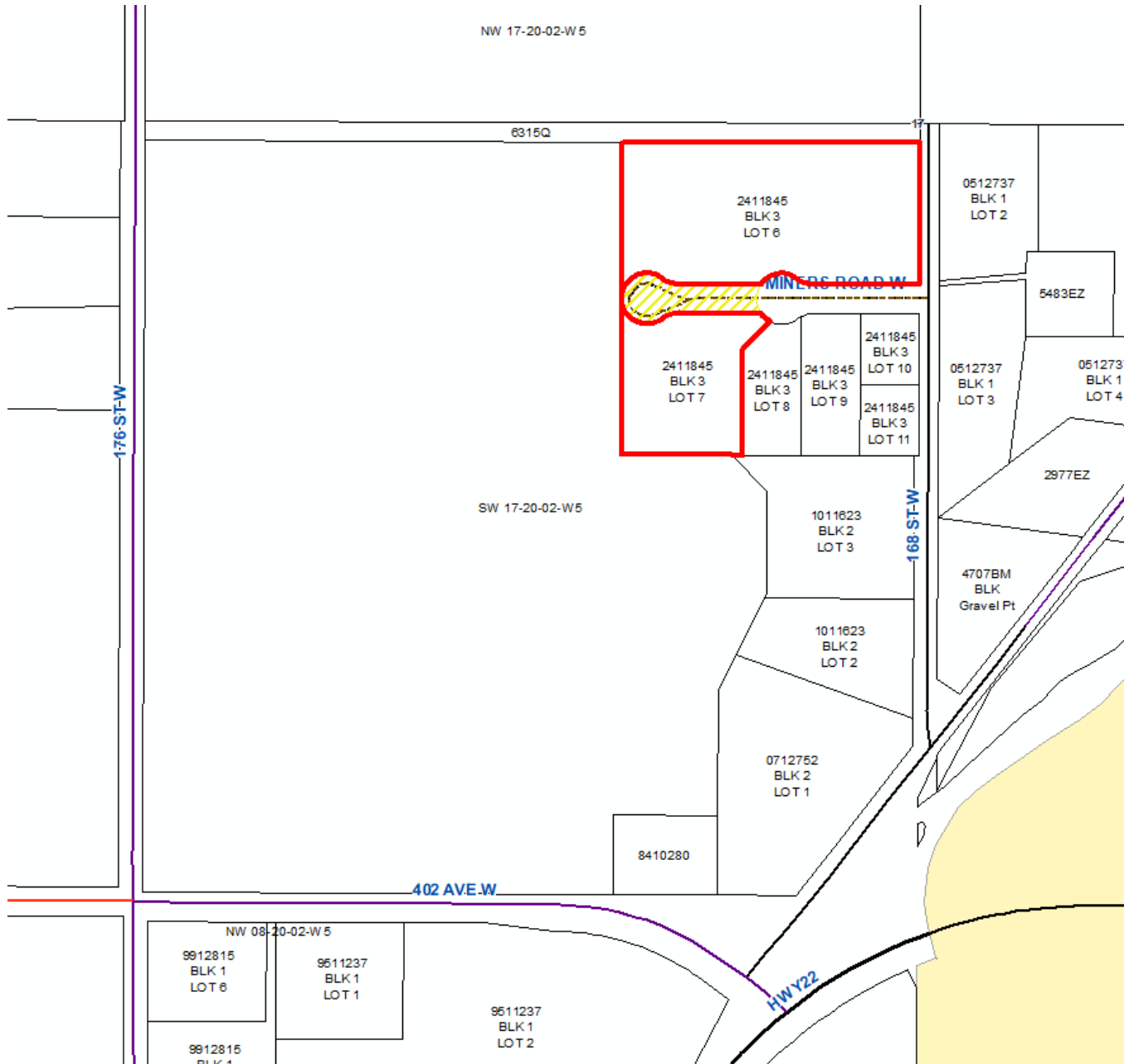
APPENDIX A: LOCATION MAP



MAPS SHOWING THE ROAD AREA & SUBJECT PARCELS



MAP SHOWING THE SURROUNDING PARCELS



APPENDIX B: APPLICANT REQUEST LETTER & SURVEY

To the Reeve and Council,

We recently purchased and were granted subdivision on a piece of industrial property just outside Diamond Valley. It's located in the S.W 1/4 Section.17, TWP. 20, RGE.2, W.5M. There's an existing road allowance that runs east to west. On the west end, it connects to Burnco property, but they have other access and don't need this road.

The Council has approved shortening the road since a half road is sufficient to access the subdivided lots on the north side and our neighbour's lot on the south side. In the spring, we and our neighbours to the north would like to put up a security fence around our properties. However, the unused part of the road allowance would need to be fenced on both sides, making it difficult to maintain and costly.

We kindly request the opportunity to buy back the small amount of land that the road allowance is on. This would make it cleaner, easier to maintain, and more secure.

Thank you for your consideration.

Sincerely,

Brad McChesney

Peter Sutherland