



Application for Amendment to Land Use Bylaw

Foothills County

309 Macleod Trail, Box 5605, High River, AB T1V 1M7 • Tel: 403-652-2341 Fax: 403-652-7880

www.foothillscountyab.ca

Email: planning@foothillscountyab.ca

Note: An Application Fee of \$ 59,600.00 shall accompany this application.

Date Received: April 28/25 Receipt No. 435901

THIS SECTION TO BE COMPLETED IN FULL BY THE APPLICANT

I, 803969 Alberta Ltd.
Name of Registered Owner (please print)

hereby certify that I am the registered owner of the land described above and authorize
Kristi Beunder RPP, MCIP - Township Planning + Design Inc. to act as agent in the matter.
Name of Agent (please print)

PLEASE ACCEPT THIS APPLICATION REGARDING LEGAL LAND DESCRIPTION

All/part of the SE 1/4 sec. 13 twp. 20 range 29 west of 4 meridian.
Being all parts of lot _____ block _____ Reg. Plan No. _____ C.O.T. No. _____

TO: (Choose One) Agricultural and Highway Commercial District
☒ Redesignate from (split zoning) to Business Park (BP), Highway Commercial (HC),
Municipal Reserve (MR), and Public Utility Lot (PUL)
☒ Amend the Land use Bylaw by Adoption of the Western Gateway Outline Plan

Size of existing parcel(s) +/- 82.17 ac (+/- 33.197 ha) Size of proposed parcel(s) +/- 0.46 ac (+/- 0.184 ha) to
+/- 10.06 ac (+/- 4.07 ha)

The reasons for the (redesignation) (amendment) are as follows:

please refer to attached cover letter

I certify that the information given on this form and attachment hereto are full and complete and is to the best of my knowledge a true statement of the facts concerning this application and I am the registered owner and/or the duly authorized agent.

Date 7 April 2025 Signed [Signature]

Landowner Information

Phone No. [Redacted]

Address: [Redacted]

I consent to receive documents by email: ☒ Yes ☐ No

Email Address: burban@westernrvcountry.com

Agent Information

Phone No. 403.880.8921

Address: 110 - 259 Midpark Way SE

Calgary, AB T2X 1M2

I consent to receive documents by email: ☒ Yes ☐ No

Email Address: kristi@twppanning.com

Right of Entry

I, being the owner or person in possession of the above described land and any buildings thereon consent to an authorized person designated by Foothills County to enter upon the land for the purpose of inspection during the processing of this application.

Date 7 April 2025

Signature of Owner Agent [Signature]

Is there an access or safety concern with respect to a site inspection: ☐ Yes ☒ No

If yes, please clarify:

No concerns.

****Important Note: Applications must be received with original signed signature. Photocopies, faxes and emails will not be accepted.**

DISCLAIMER: Please note that the personal information collected on this form is authorized under the Municipal Government Act and is required for the purpose of the County's Planning and Development processes. This information may also be shared with appropriate government agencies and may also be kept on file by those agencies. The application and related file contents will become available to the public and are subject to the provisions of the Freedom of Information and Protection of Privacy Act (FOIP). If you have any questions about the collection and use of this information, please contact the Municipal Planner at 403-652-2341.

RECEIVED

APR 09 2025

110-259 Midpark Way SE
Calgary, AB T2X 1M2

Phone: 403.880.8921
TWPplanning.com



Foothills County
Box 5605
High River, AB
T1V 1M7

March 28, 2025

ATTN: Samantha Payne, Manager of Planning Applications

RE: Application for Amendment to the Land Use Bylaw to Adopt the Western Gateway Outline Plan and concurrent Land Use Redesignation Application on lands legally described as SE 13-20-29 W4M, consisting of +/- 82.17 acres (+/- 33.197 hectares) in Foothills County.

Landowners: 803969 Alberta Ltd.

Dear Mrs. Payne,

In support of the above-mentioned Land Use Redesignation and Outline Plan application, please find enclosed the following documents:

- The formal Application Form for Land Use Redesignation and adoption of the Western Gateway Outline Plan;
- The Agency Agreement allowing Township Planning + Design to Act as agent for the landowner(s);
- A cheque has been provided for the outstanding review fees and all applicable application fees;
- A copy of the Abandoned Well Map and Statement;
- A copy of the Certificates of Title;
- A copy of the Western Gateway Outline Plan;
- Two copies of the site plan: one with and without air photo;
- Figure showing the surrounding land uses and subject site areas to be redesignated; and
- A copy of the Traffic Impact Study.

To assist Planning and Development with the evaluation of this application we offer the following additional information.

Western Gateway Outline Plan

The Western Gateway Outline Plan is a non-statutory document that aligns with the Highway 2A Industrial ASP (H2AISP) in place and provides land use and servicing framework for the future subdivision and development of the lands legally described as SE 13-20-29-W4M consisting of +/- 82.17 acres (+/- 33.197 hectares) in Foothills County. The Subject Site is located within Foothills County, north of the Town of High River and southeast of the Town of Okotoks. It is adjacent to Highway 7, northwest of the Hamlet of Aldersyde, and 700 metres southwest of the intersection of Highway 2A and Highway 547/Highway 7. Beyond the site boundaries, the Highway 2A Industrial Corridor has driven the development of the area. The Subject Site is bound by vacant agricultural lands to the south, and the Aldersyde Junction Concept Plan lands to the west, containing the Cavalry FC Regional Field House. The Outline Plan establishes a framework for the strategic land use and design for the subject lands in order to implement a Highway Commercial and Business Park District development. The Outline Plan proposed to utilize the following Land Use Districts: Highway Commercial, Business Park, and Municipal Reserve. The development is intended to accommodate a wide variety of commercial, business, industrial, and related services to support surrounding employment and residential communities in the Central District of Foothills County.

Key goals of the Outline Plan include:

- **Efficient Land Use** - Maximize the potential of the site through strategic land use planning and adherence to established built-form guidelines.
- **Facilitate Economic Development & Tourism** - Leverage the Highway Commercial and Business Park designation to stimulate County economic growth and attract tourism.
- **Offer Services to the Traveling Public** - Provide services such as drive-through restaurants, auto repair shops, car washes, lodging, convenience retail, and other travel-related amenities to serve highway tourists and business commuters.
- **Support Local Communities & Industries** - Offer commercial and business facilities, including office spaces, community services, restaurants, healthcare services, and storage, to meet the needs of surrounding industrial and residential areas.
- **Accommodate Diverse Industrial Uses** - Integrate general/light industrial activities, industrial manufacturing/processing, and warehousing/storage into the development.
- **Promote High-Quality Built Form** - Ensure thoughtful design in materiality, massing, scale, and edge conditions to create an attractive and functional space for users.
- **Create a Strategic Gateway Node** - Establish the site as a prominent, impactful feature along the H2A/ASP corridor, showcasing a well-designed, strategic layout.

For additional details regarding the Outline Plan, please refer to the supplementary documents provided.

Land Use Redesignation

The Outline Plan is submitted concurrently with a Land Use Redesignation application. The Land Use Bylaw will be amended by adopting the Western Gateway Outline Plan. The Western Gateway Development includes redesignating the land designated as Agriculture (A) into 46 Business Park (BP) lots, five (5) Highway Commercial (HC) lots, three (3) Municipal Reserve (MR) lots, and one (1) Public Utility Lot (PUL), with the Balance Lot being the existing Western RV Sales and Storage Facility to be kept as the existing Highway Commercial (HC) District. The BP lots will be between 0.50 ac and 1.00 ac in size, the HC lots will be between 1.57 ac and 10.06 ac in size, the MR lots will be between 0.46 ac and 3.55 ac in size, and the PUL lot will be 5.47 ac in size. The proposed lots will be connected to a proposed internal 30.0-metre-wide municipal right-of-way that connects to the existing Fieldhouse Drive East municipal road. The existing Western RV Sales and Storage Facility will maintain its existing access onto Fieldhouse Drive East. The total Municipal Reserve dedication is 6.39 ac (2.586 ha), exclusive of the total PUL lot area. Cash-in-lieu shall be provided for any additional MR owing to the satisfaction of Foothills County.

Servicing Considerations

The Western Gateway Development will be serviced by municipal water and wastewater services. The North Aldersyde Water and Wastewater Feasibility Study, prepared by Urban Systems Ltd. on behalf of Foothills County, dated April 2020, provided the basis and direction for the infrastructure strategy. The existing and serviced developments of the Feasibility Study area currently connected to the existing County water distribution system. The Subject Site is located within the Phase 1 servicing area and the potable water capacity is in place to service the Western Gateway Development, and will be serviced by the County's potable water system from a 300mm PVC watermain from the High River WTP. The County is currently undertaking a Wastewater Treatment Plant in the Hamlet of Aldersyde that will eventually service the Highway 2A Industrial Corridor. Currently, many developments in the area have pre-installed deep utility servicing to allow for seamless future connections to the Wastewater Treatment Plant when it is in place. Further detailed design engineering will be undertaken at the subdivision stage.

A Stormwater Management Report was submitted by the developer in May 2014, which was reviewed and accepted by the County's Public Works department. As there have been slight revisions to the Site Plan, it is understood that County Administration may request an updated Stormwater Management Report at the subdivision stage. Additionally, it is understood that the Wetland Impact Assessment and Geotechnical Report previously provided to the County will require updating at the subdivision stage.

Conclusion

The proposed Land Use Redesignation and Outline Plan application meets the objectives, aligns with development considerations, and follows the guiding principles of the Foothills County Municipal Development Plan, the Highway 2A Industrial Area Structure Plan, and the Foothills County Land Use Bylaw. 803969 Alberta Ltd. has owned and operated RV sales and storage on these lands for several years and has brought local services and employment to the community. The Western Gateway Outline Plan and concurrent Land Use redesignation considers the existing area development, physical site characteristics, and proposes development that is strategically planned to drive economic growth and tourism to the area.

Should you have any further questions, please do not hesitate to contact the undersigned.

Sincerely,
Township Planning + Design Inc.

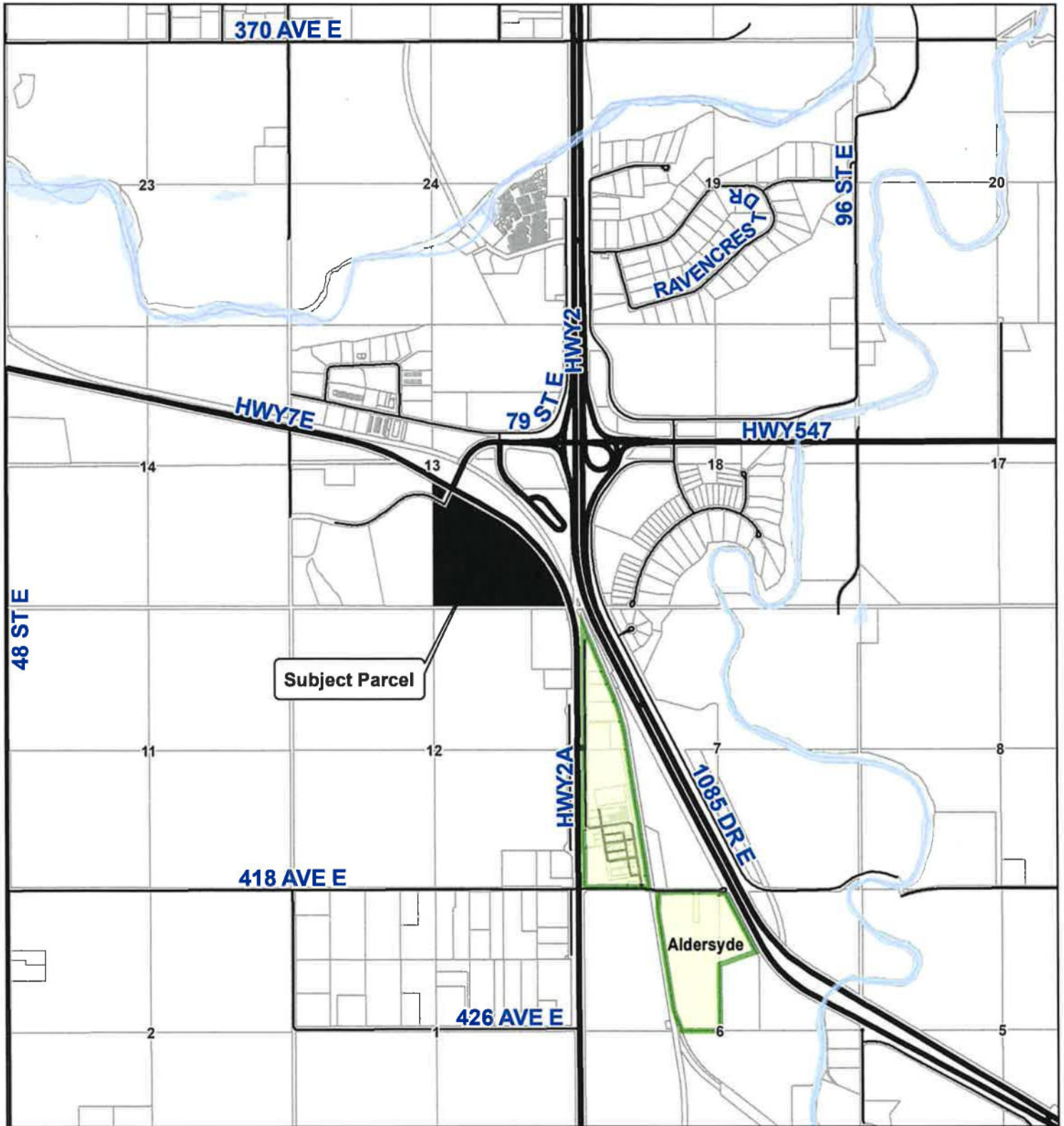


Kristi Beunder, B.A., M.E.Des.
RPP MCIP
Senior Planner / Principal
Urban + Regional Planning

Cc: 803969 Alberta Ltd. - Landowner



Location Map SE 13-20-29 W4M



Legend

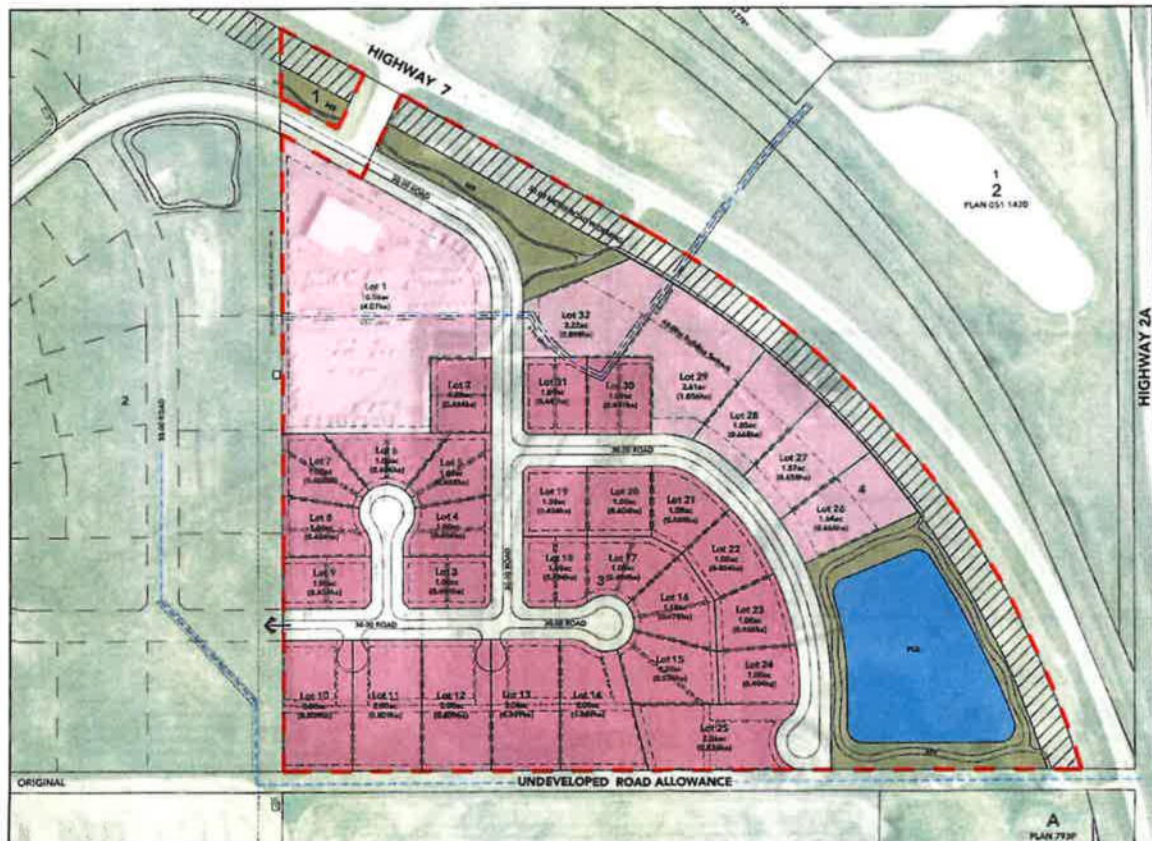
- Roads
- Highway
- Parcels
- Subject Parcel
- Hamlet
- Town

Date: 2025-08-08

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Data Sources include Municipal Records and AltaLIS.
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SITE PLAN(S)





WESTERN GATEWAY

OUTLINE PLAN



July 2025

Prepared by:

TOWNSHIP
planning + design inc.

WESTERN GATEWAY **OUTLINE PLAN**

Prepared By

Township Planning + Design Inc.

Prepared For

803969 Alberta Ltd.

Project Team

Township Planning + Design Inc.
Bunt & Associates

Project Contact Information



110-259 Midpark Way SE
Calgary, Alberta T2X 1M2

Phone: 403.880.8921
Website: TWPplanning.com

LAND ACKNOWLEDGMENT

We acknowledge all those who call this land home, past, present, and future. May we respect one another, find understanding together, and recognize the benefits that this land provides to all living things who share it.



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1.0

INTRODUCTION

1.0 INTRODUCTION

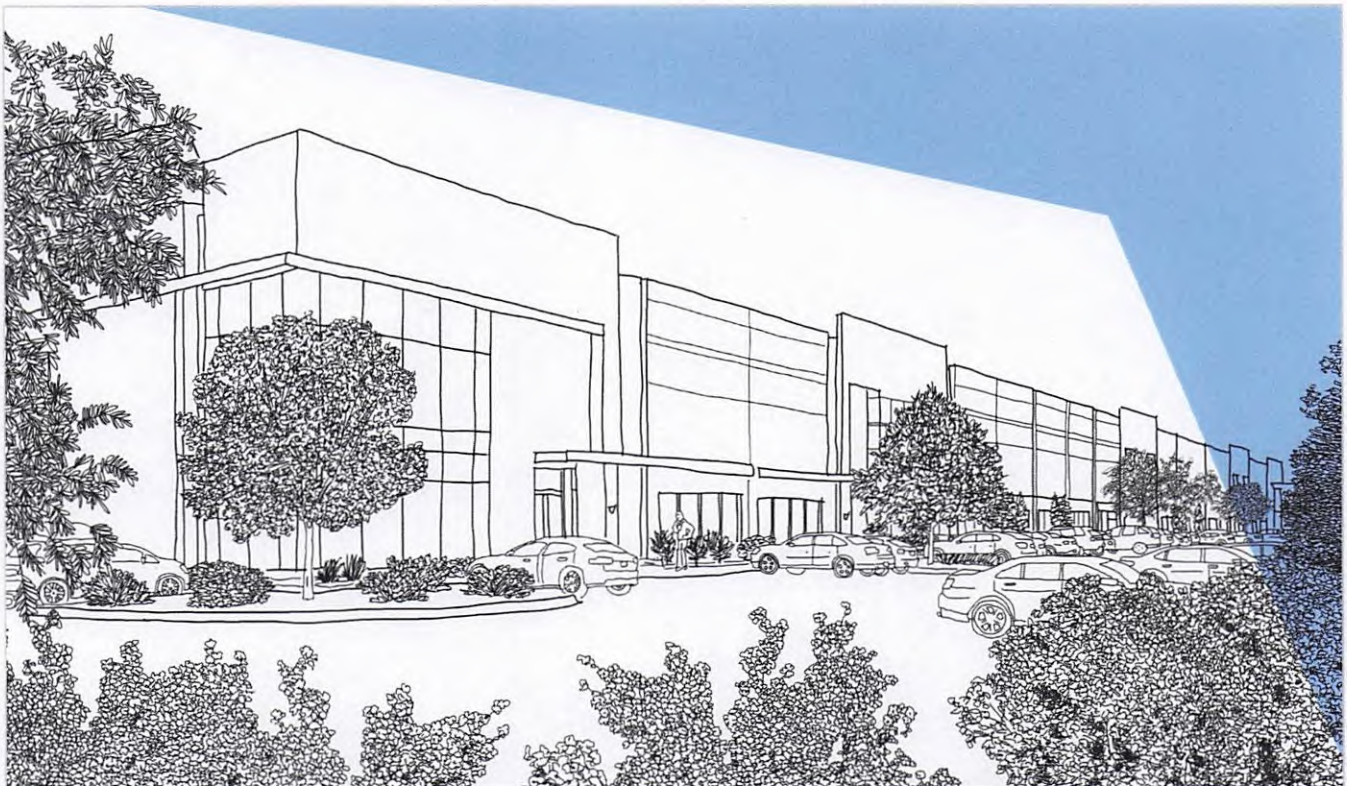
1.1 PURPOSE

The Western Gateway Outline Plan ("OP", or "Outline Plan") is a non-statutory document that aligns with the Highway 2A Industrial ASP (H2AISP) in place and provides land use and servicing framework for the future subdivision and development of the lands legally described as SE 13-20-29-W4M consisting of +/- 82.17 acres (+/- 33.197 hectares) in Foothills County (the Subject Site). The purpose of this document is to provide detail regarding the background and rationale informing the proposed Western Gateway Business Park. The document acknowledges technical analysis, architectural design, and consistency and project alignment with the H2AISP policy. The Western Gateway Plan describes a future shovel ready and fully serviced Business Park for the Subject Site.

The Western Gateway Site is located within a portion of the H2AISP boundary; this Outline Plan delineates a strategic land use and design framework for these lands in order to implement a Highway Commercial and Business Park District development to accommodate a wide variety of commercial, business, industrial, and related services to support surrounding employment and residential communities. The Western Gateway Outline Plan Area lands are outlined in **Figure 1: Regional Context**.

This Outline Plan proposes to redesignate the existing lands on the Subject Site to Highway Commercial (HC) and Business Park (BP) Districts, with associated Municipal Land Reserve (MLR) and Public Utility (PUL) lots as required, in a manner that is consistent with the policies of the H2AISP. This Outline Plan establishes the vision and expectations for the development of the Western Gateway Site. The proposed land use and subdivision concept considers the existing area development, physical site characteristics, relevant Provincial and Municipal policy requirements, and the conclusions and recommendations of supporting technical reports.

The Outline Plan is to align with the H2AISP for policy direction, and as such, policies in this document direct the implementation of development and obligations of the developer and clearly describe how the non-statutory design requirements, in the H2AISP appendices, are expected to be achieved. This document includes details, within **Appendix A**, of the H2AISP Outline Plan Submission requirements consisting of an "*Outline Plan Requirements and Application Checklist Form*". For reference, this completed form can be found in **Appendix A: H2AISP Policy Review & Summary Response** of this document.



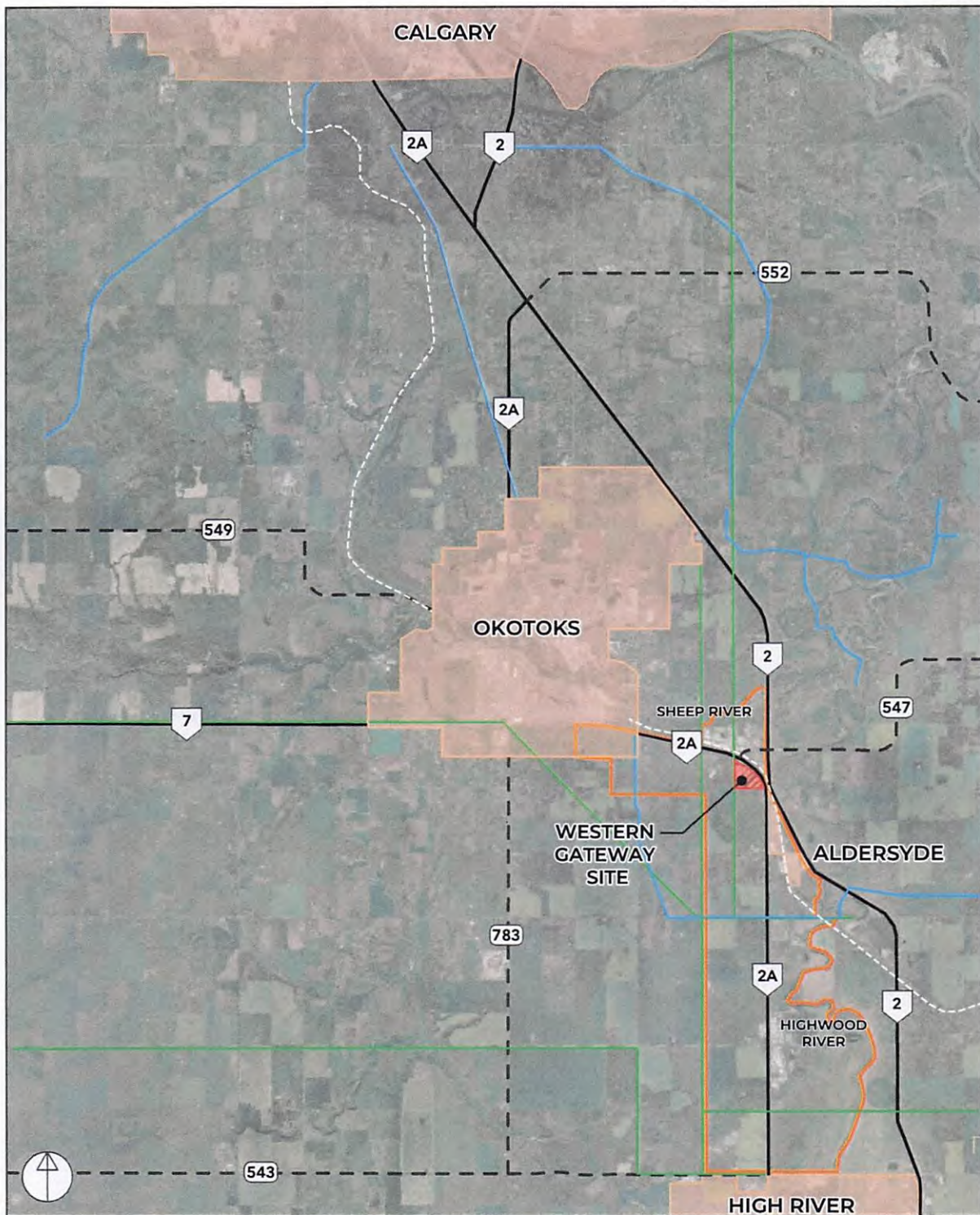


FIGURE 1: REGIONAL CONTEXT

1.0 INTRODUCTION

1.2 CONTEXT

As identified in **Figure 2: H2AIIASP Policy Areas**, the Western Gateway Site is located within the H2AIIASP Plan Area boundary. The Subject Site is identified as having an Industrial/Commercial future in the H2AIIASP, and policies that support and encourage industrial and commercial forms of development to take place within close proximity to one another in a manner that is mutually beneficial and complementary.

Figure 3: Local Context illustrates the location of the Western Gateway Site within the surrounding area. North of the site, industrial uses are evident with Volker Stevin's Asphalt Plant, Highway and Maintenance facility, the Warner Business Park, along with many other industrial operations along Highway 2A. To the east is the Hamlet of Aldersyde containing a residential community and some light industrial and commercial land uses. The Highway 2A corridor continues south with more industrial uses and a stretch of CPKC Heavy Rail that extends to the Cargill plant and ends there. Restaurant and convenience uses are proximate with the A&W restaurant and Petro-Canada bulk fuel and convenience store directly east.

There is an existing roadway, Fieldhouse Drive East, which extends southerly from the Highway 2A and Highway 547/Highway 7 intersection to the existing Western RV sales and storage facility. The site's location adjacent to the intersection of Highway 2A, Highway 547/Highway 7 and Highway 2 provide it with excellent potential to support Highway Commercial land uses.

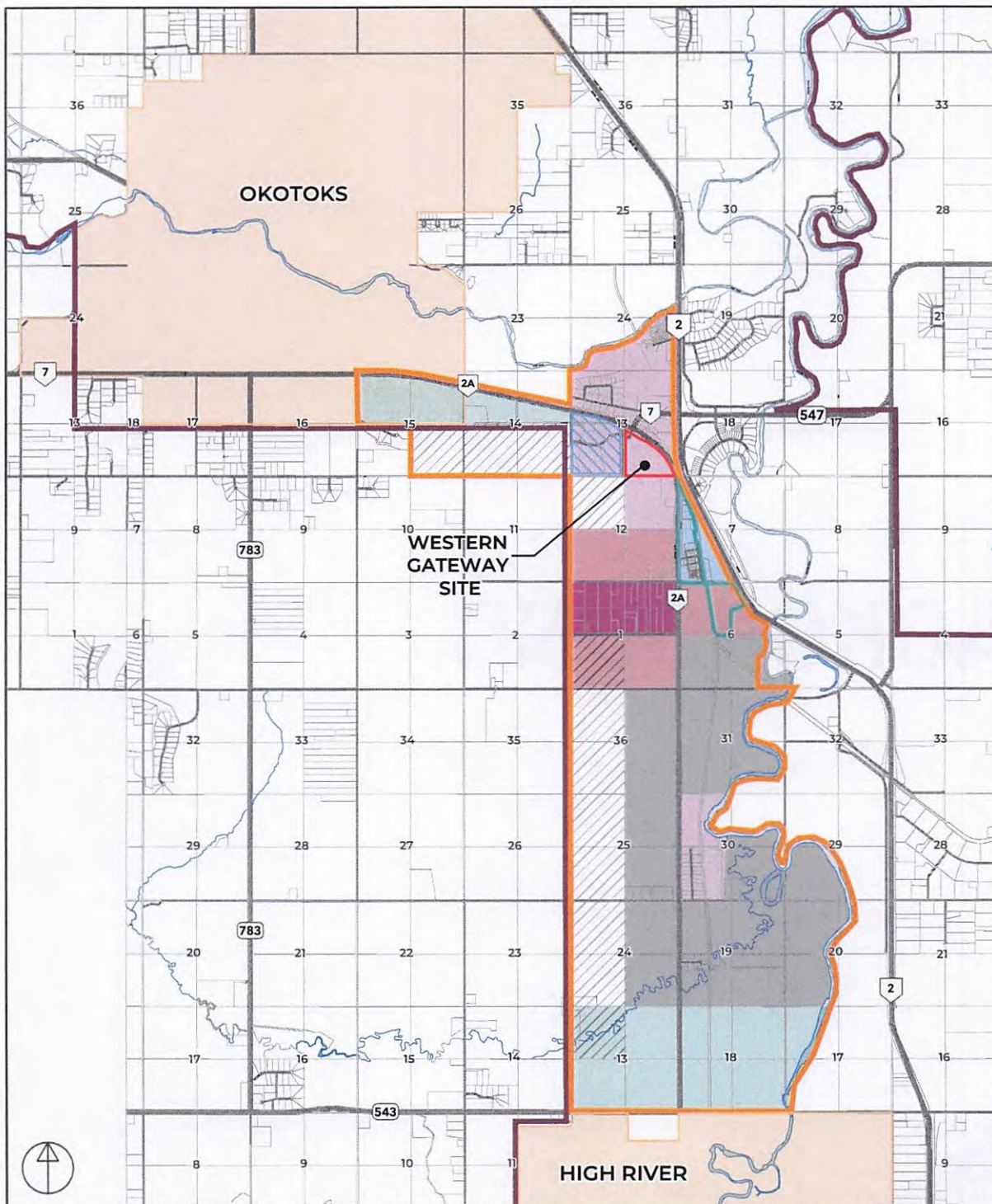
There is an approved Area Concept Plan to the west entitled Aldersyde Junction, however, this concept plan has not been implemented since its adoption. The site also benefits from proximity to the Town of Okotoks and the Town of High River which offer support services for Foothills County businesses in the area.



UNDEVELOPED PORTION OF SUBJECT SITE



RV SALES & STORAGE PORTION OF SUBJECT SITE



LEGEND

- | | | |
|--|--------------------------------|-----------------------|
| — WESTERN GATEWAY SITE SE-13-20-29-W4M (± 82.17 AC / ± 33.197 HA) | — FUTURE PLANNING AREA | — INDUSTRIAL EDGE |
| — H2AI PLAN AREA | — GATEWAY INTERFACE | — INDUSTRIAL GENERAL |
| — CENTRAL DISTRICT (GMS) | — HISTORIC COUNTRY RESIDENTIAL | — HAMLET OF ALDERSYDE |
| — AGRICULTURAL TRANSITION | — INDUSTRIAL COMMERCIAL | — URBAN CENTER |
| — ALDERSYDE JUNCTION | | |

FIGURE 2: H2AIASP POLICY AREAS

2.0

BACKGROUND

2.1 LEGAL LAND LOCATION

The Western Gateway Site, consisting of +/- 82.17 ac/ +/- 33.197 ha (as identified on **Table 1: Legal Description & Ownership**), is located within Foothills County, north of the Town of High River and southeast of the Town of Okotoks. It is adjacent to Highway 2A, northwest of the Hamlet of Aldersyde and 700 metres Southwest of the intersection of Highway 2 and Highway 547/Highway 7. Outside the site, the Highway 2A Industrial Corridor has driven the development of the area, becoming a major thoroughfare with Industrial Commercial and Highway Commercial land uses. The site's location adjacent to the intersection of Highway 2A and Highway 547/ Highway 7 provides it with great potential to support Highway Commercial land uses.

The Western Gateway Outline Plan describes the elevated design and development standards of the site and promotes economic development in the area. The Western Gateway Site is predominantly flat with a few gentle slopes at the north and southeast boundaries (**Figure 4: Topography**). Its boundary parallels Highway 2A on its north/northeast/east boundaries. The Western Gateway Site was boundary and topo surveyed by Maidment Land Surveys; the lands generally drain from northwest to southeast. The proposed PUL storm pond included in the design accommodates for post development stormwater management.



HIGHWAY 2A INDUSTRIAL CORRIDOR

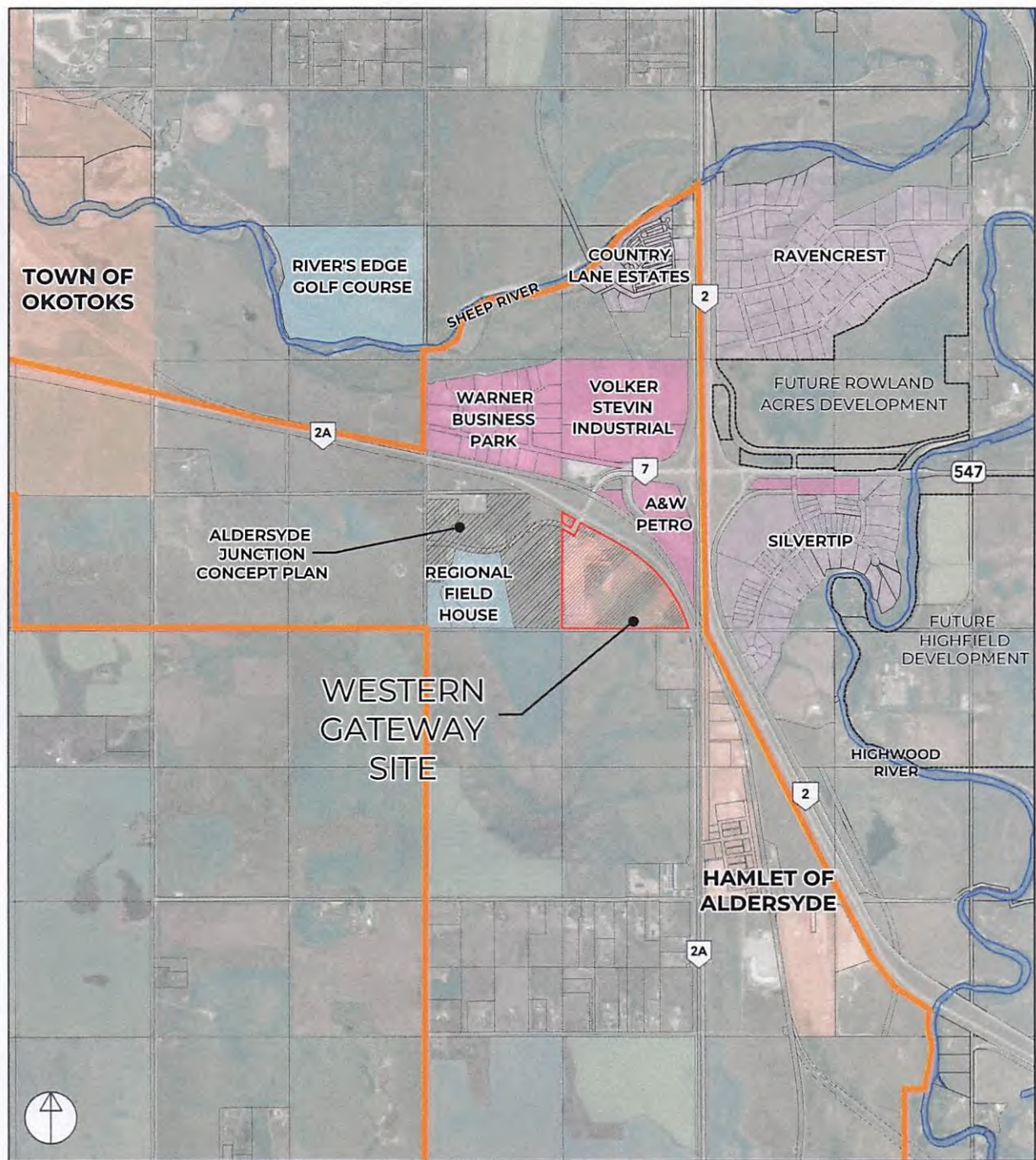


INTERSECTION OF HIGHWAY 2A, HIGHWAY 547, & HIGHWAY 2

TABLE 1: LEGAL DESCRIPTION & OWNERSHIP

LEGAL	C of T	LANDOWNER	AC (+/-)	HA (+/-)
SE 13-20-29 W4M	131 235 735	803969 AB Ltd.	82.17	33.197

2.0 BACKGROUND



LEGEND

- WESTERN GATEWAY SITE | SE-13-20-29-W4M ($\pm$ 82.17 AC / $\pm$ 33.197 HA)
- H2AISP PLAN AREA
- NEIGHBOURING COMMUNITIES
- RECREATIONAL AMENITIES
- COMMERCIAL/INDUSTRIAL SERVICES
- ADJACENT MUNICIPALITY/HAMLET

FIGURE 3: LOCAL CONTEXT

2.2 WESTERN GATEWAY VISION

The vision for the Western Gateway Business Park can be described as follows:

To create a strategically planned, high-quality business park that maximizes land use, drives economic growth and tourism, caters to highway travelers, supports local communities and industries, integrates diverse commercial and industrial activities, and establishes a prominent gateway along the H2A/ASP corridor.

2.3 WESTERN GATEWAY GOALS

In order to achieve the positive, tangible impact of development and to diversify economic development, the Western Gateway Outline Plan includes the following goals:

2.3.1 Efficient Land Use: Maximize the potential of the site through strategic land use planning and adherence to established built-form guidelines.

2.3.2 Facilitate Economic Development & Tourism: Leverage the Highway Commercial and Business Park designation to stimulate County economic growth and attract tourism.

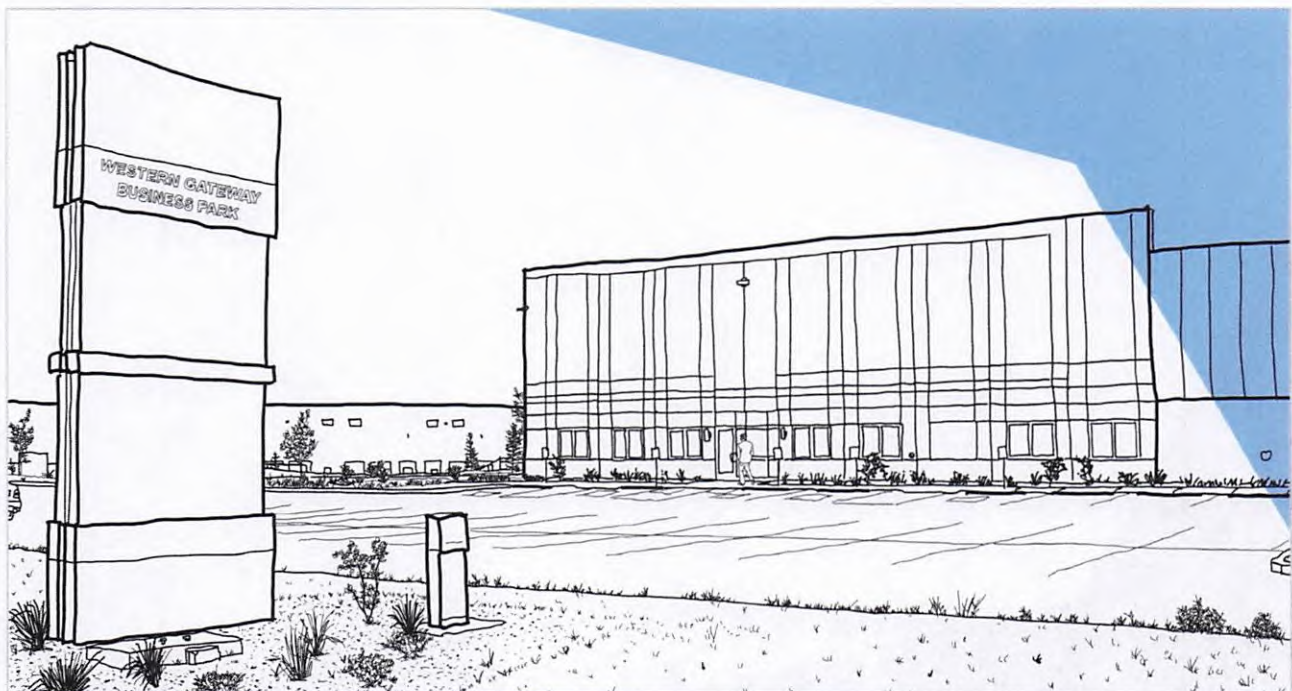
2.3.3 Offer Services to the Traveling Public: Provide services such as drive-through restaurants, auto repair shops, car washes, convenience retail, and other travel-related amenities to serve highway tourists and business commuters.

2.3.4 Support Local Communities & Industries: Offer commercial and business facilities, including office spaces, community services, restaurants, healthcare services, and storage, to meet the needs of surrounding industrial and residential areas.

2.3.5 Accommodate Diverse Industrial Uses: Integrate general/light industrial activities, industrial manufacturing/processing, and warehousing/storage into the development.

2.3.6 Promote High-Quality Built Form: Ensure thoughtful design in materiality, massing, scale, and edge conditions to create an attractive and functional space for users.

2.3.7 Create a Strategic Gateway Node: Establish the site as a prominent, impactful feature along the H2A/ASP corridor, showcasing a well-designed, strategic layout.



3.0

STATUTORY PLAN ALIGNMENT

Statutory plans inform the Western Gateway Plan and the future of the Western Gateway Site. This includes the following plans and documents: South Saskatchewan Regional Plan, Foothills Municipal Development Plan, Highway 2A Industrial Area Structure Plan, and the Foothills County Land Use Bylaw. These documents are generally overviewed in this section.

3.1 SOUTH SASKATCHEWAN REGIONAL PLAN

The South Saskatchewan Regional Plan ("SSRP") came into effect in 2014 and was amended in 2018. It outlines the long-term vision for the region and provides guidance to the municipal areas under its influence. This is the highest-level policy in the Region and all plans in the region must conform to its directives. The SSRP promotes efficient use of land, this encourages municipalities to infill and develop properties that can be serviced communally and don't prematurely fragment agricultural land.

The proposed Outline Plan represents an opportunity to provide commercial, industrial, and related employment uses on a property that is located in an area in close proximity to existing employment and residential communities. Furthermore, regional piped water servicing is currently existing and/or available on the Western Gateway Site. Wastewater connections are not yet available, however, municipal investments are being made in the corridor to make this a reality. The Wastewater deep utility will be pre-installed in a manner such that when the regional wastewater treatment plant is constructed, regional piped wastewater servicing will become available to the Outline Plan Area. As a site identified within an approved H2AISP, directing this type of development to the H2AISP area enables the preservation of Agricultural lands in other parts of the County. This site is identified in the H2AISP as forming part of the first phase, as such, this development is not premature conversion of Agricultural land.



SSRP

3.2 FOOTHILLS COUNTY MUNICIPAL DEVELOPMENT PLAN

The Foothills County Municipal Development Plan ("MDP") was adopted by Council in July 2010 and amended in October 2017. The MDP was created with a vision for supporting a diverse rural landscape of agricultural heritage, vibrant communities, a balanced economy, and stewardship for the County's natural capital for future generations. The MDP supports the continuation of industrial and commercial development in the H2AISP corridor. Generally, the MDP directs that the intensification of existing industrial and commercial parks shall be encouraged as a means of promoting the efficient use of land and infrastructure.

"The MD will continue to encourage increased and diverse industrial activity by creating a supportive business environment for industrial users within the Highway 2A corridor. Industrial uses include intensive business activity that usually involves the manufacturing, transforming, storing, transporting, and/or servicing of goods" (pg. 28).

The Western Gateway Plan aligns with the MDP as it supports both commercial and industrial uses in a business park setting and supports this use in its designated location within the H2AISP.



FOOTHILLS COUNTY MDP

3.0 STATUTORY PLAN ALIGNMENT

3.3 HIGHWAY 2A INDUSTRIAL AREA STRUCTURE PLAN

The Highway 2A Industrial Area Structure Plan ("H2AISP") was adopted by the County in October 2010. The H2AISP was developed to logically and efficiently direct and manage growth within the ASP Plan Area boundary through the provision of measurable and achievable goals, objectives, and policy (pg. 6). The Western Gateway Plan lands are identified as Industrial Commercial on Map 3: Land Use Concept of the H2AISP and located within the Phase 1 Growth Area as outlined on Map 8: Growth Concept of the H2AISP. This has been delineated on **Figure 2: H2AISP Policy Areas**.

The Western Gateway Plan has been prepared in accordance with the requirements contained within the H2AISP Design Guidelines describing the required contents of the Western Gateway Outline Plan document. The H2AISP recognizes the area as a regional business hub that provides necessary services for surrounding residential and employment communities. The 2030 Comprehensive Vision for the Corridor states that:

"The H2AISP capitalizes on principles of sustainability and eco-industrial ventures, and places mobility and the environment as key priorities. Innovative developments stimulate economic energy in the corridor and continue to benefit surrounding communities" (pg. 14).

Regarding commercial and industrial aspects of the H2AISP area the plan states:

"Dynamic and innovative forms of commercial and industrial development continue to uphold and enhance the overarching social, environmental, and economic values of the region. Employers and their employees, residents, and visitors to the area benefit from a diverse range of complementary and profitable business options. Integrated eco-industrial principles have made the corridor a lucrative and profitable site choice for prospective operations and all Foothills residents benefit from the ongoing diversification of the MD's tax base" (pg. 14).

Appendix A: H2AISP Policy Review & Summary Response of the Western Gateway Outline Plan contains a summary table inclusive of all applicable policy from the H2AISP and includes a description of how the policy is met, not met, or considered as not applicable. **Appendix A** is further discussed in the Architectural Guidelines **Section 6.6**.



H2AISP

The Western Gateway Plan addresses the requirements of the H2A IASP by providing the following:



Proposes business, commercial, and industrial land uses that provide a diverse range of uses to support local residential and employment communities and responds to the non-statutory design guidelines;



Located within the Highway 2A Industrial corridor, being a strategic location for regional transportation connections;



Locates and orients development in a manner that maximizes frontage of highway commercial land uses onto Highway 2A while providing other business, industrial, and commercial land uses towards the interior of the site;



Locates industrial and commercial development within lands designated as Industrial Commercial within the H2A IASP;



Concentrates development in a manner that increases efficiency of land use and servicing / transportation infrastructure within the Highway 2A Industrial corridor;



Includes a variety of complementary business, commercial, and industrial land uses are proposed;



Accommodates a range of size and orientation of parcels of land that facilitate a wide range of types and sizes of business, commercial, and industrial land uses throughout the Outline Plan Area with room to grow; and



Assists and supports regional piped water and wastewater servicing extensions. Water servicing is currently available and used within the Outline Plan Area. Piped wastewater servicing will be constructed within the proposed roadways and will connect to the regional piped wastewater servicing system when the regional wastewater treatment plant is constructed and available for connection.

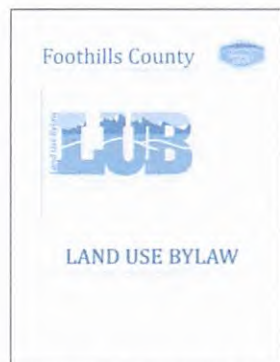
POLICY 3.3.1.i

The developer shall comply with the statutory requirements outlined in the Highway 2A Industrial ASP to the satisfaction of Foothills County.

3.0 STATUTORY PLAN ALIGNMENT

3.4 FOOTHILLS COUNTY LAND USE BYLAW

The Foothills County Land Use Bylaw ("LUB") divides municipal lands into a variety of land use districts (or zones). These districts determine what the rules and requirements are for development of the land and the document outlines the processes used for redesignation, subdivision and development permit applications within Foothills County.



FOOTHILLS COUNTY LUB

This Outline Plan envisions the site with the following land uses:



Highway Commercial District (HC)

to accommodate an array of uses and service providers such as tourist information and facilities, car wash, food services, restaurant, lodging, service stations, business offices, among others;



Business Park District (BP)

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.



Municipal Land Reserve District (MLR)

to allow for open spaces and landscaped edge conditions to be maintained by a lot owners association; and



Public Utility District (PUL)

to provide a stormwater retention pond and manage all overland flows for the Outline Plan Area.

3.5 NON-STATUTORY PLAN ALIGNMENT

3.5.1 FOOTHILLS COUNTY GROWTH MANAGEMENT STRATEGY

The Foothills County Growth Management Strategy ("GMS") was adopted by Foothills County and became effective in April 2013. The GMS is a non-statutory document that provides strategies for managing growth and development that builds upon the vision for the MDP. The GMS separates Foothills County into five (5) distinct districts: Northwest District, Central District, East District, South Central District, and Southwest District; where, each district is unique in each of its own ways and provides for guidance on how and where growth is directed to occur.

The Outline Plan Area is located within the Central District of the GMS. The Central District is intended to be the focus for growth and development within the County.

"The Central District of the MD has been the growth engine for the MD and this trend is expected to continue into the future. While significant development and intensification of development is expected in this area, it will need to be undertaken bearing in mind the aspirations of our municipal neighbours and with due consideration to riparian and wetland areas. Opportunities for joint initiatives will play a key role in providing effective, efficient, and affordable services for this area" (pg. 34).

The GMS suggests that development capitalize on infrastructure investment by providing development to connect to available servicing, and that land use compatibility be a critical consideration within the industrial corridor.

The Western Gateway Outline Plan proposes business, commercial, and industrial land uses, which are supported and encouraged to be located within the Central District, specifically when located within the Highway 2A Industrial corridor.



FOOTHILLS COUNTY GMS

4.0

PATHWAY TO APPROVALS

The Western Gateway Plan guides and directs the future development of the Plan Area and works in harmony with the H2A/ASP. The land included in the Plan Area will be redesignated and then subdivided, accordingly, in an orderly manner. Both the Town of High River and the Town of Okotoks will be circulated the Western Gateway Outline Plan document as is required under Policy 11.6.1 of the H2A/ASP. This Outline Plan is a non-statutory document that is to be adopted by resolution of Council.

PATHWAY TO APPROVALS FLOWCHART:



4.1 COMMUNITY ENGAGEMENT

The Western Gateway Site is located within an area that is predominantly industrial with a long-standing adopted ASP in place. The closest residential dwelling is located +/- 225 metres southeast of the Western Gateway Plan Area, and the closest residential community is +/- 300 metres northeast of the Plan Area.

Engagement in the form of a community mail out to residents within 1-mile of the Plan Area will be provided to area residents describing the objectives of site development and providing opportunities for review and comment. The community mail out provides details and information about the proposed development for the Western Gateway plan and to provide a dedicated team member contact and an opportunity for residents to provide comments and questions to the project team. A "What We Heard Report" will be prepared and provided for the record.

5.0

PRE-DEVELOPMENT STUDIES

The following section outlines the pre-development studies undertaken to inform site development opportunities and constraints. Detailed design engineering is required at the subdivision stage. These studies occurred over the course of time, as this site evolved with the Western RV Store and Regional Fieldhouse uses. Studies may require updating as part of the planning approvals process.

5.1 GEOTECHNICAL INVESTIGATION

A Geotechnical Investigation was prepared by Almor Testing Services Ltd. in August 2011 for the Western Gateway Site. The purpose of the investigation was to advance test holes to evaluate subsurface soil and groundwater conditions within the project boundaries and summarize the results of the field and laboratory tests. The report provides final recommendations for the design and construction of site grading, underground services, concrete foundations, and asphalt concrete pavement structures. The field investigation advanced 13 test holes on site between July 6th and 7th, 2011. Disturbed soil samples were returned to Almor's Calgary laboratory for further classification and testing, meeting applicable ASTM and/or CSA standards. Open-end standpipe piezometers were installed in all test holes, upon completion, to facilitate future shallow groundwater monitoring.

The Geotechnical Investigation provided the following recommendations:

- Development of the Western Gateway Site using balanced cut/fill earth quantities is feasible, depending on local variations in soil stratigraphy and topography;
- Based on the findings of soil and groundwater conditions, generally favourable site grading conditions are anticipated;
- Subsurface conditions are considered to be suitable to foundation support for the development;
- The composition and consistency of the soils encountered at the site indicate excavation with conventional earthmoving equipment, and/or hydraulic excavators, is considered feasible. Final site grades should direct surface water to areas away from proposed structures and promote rapid drainage of surface runoff into local storm water sewers;
- Landscape gradients of at least 1.5% are recommended. Parking lots or landscaping within two metres of a building perimeter should be graded away from the structure at a minimum gradient of 2%;
- Excavation stability is not a concern for the Western Gateway Site. Groundwater may be encountered in the excavations below 2.5m; however, if seepage is encountered during construction, the flows should be manageable with conventional trenching and sump pumps;
- Continuous and spread footings for the structures, supported on the native undisturbed soils may be designed based on a maximum allowable static bearing pressure of 96 kPa (2,000 psf). General engineered fill and/or the substrate till soils would be suitable for maximum allowable static pressure of 145 kPa (3,000 psf), since the surficial sands and silts will be moisture conditioned;
- Shallow bedrock and/or very stiff till soils indicate a positive flow weeping tile system will be required around foundations;
- For protection against frost action, exterior footings should have at least 1.4m of soil cover for footings supporting heated structures. In the case of an unheated structure, the footings should be provided with a minimum ground cover of 2.1m;
- For structural pavement design, the sub grade soil conditions, within the roadways at the Western Gateway Site, are anticipated to consist of a uniform mixture of clay (till) materials. Dependent on the proposed design grades, a 150mm depth of scarification and recompaction may be required, to moisture condition the soils. All parking lot and collector street structural pavement design sections are to be evaluated, and in accordance with, City of Calgary guidelines;
- Recommendations for subgrade construction should be followed in the preparation of the subgrade beneath the roadways. All materials supplied and placed in subbase, base, and pavement construction must comply with the minimum requirements in the current City of Calgary Standard Specifications, Street construction. Proposed structural pavement designs are to be confirmed, during service utility backfill construction in the roadways and subgrade preparation; and
- For quality control and observations, it is recommended that a qualified and experienced geotechnical firm be engaged to evaluate designs, observe grading and roadway construction, installation of underground utilities and to perform the specified materials engineering and testing services.

5.0 PRE-DEVELOPMENT STUDIES

POLICY 5.1.i

The developer shall comply with the recommendations of the Geotechnical Report to the satisfaction of Foothills County.

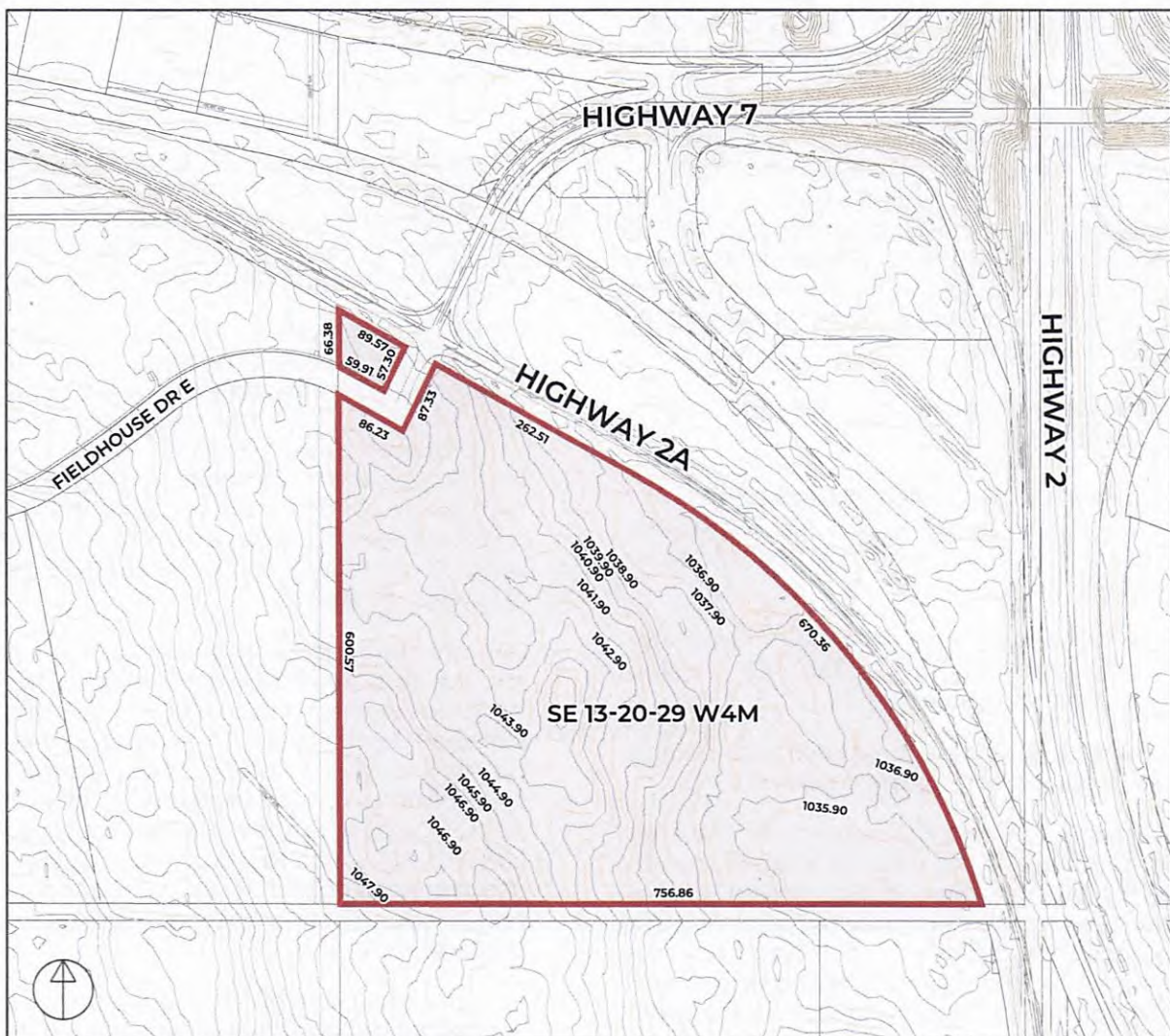
POLICY 5.1.ii

Additional Geotechnical study may occur on the site at the subdivision stage and recommendations following from those reports shall also be followed by the developer.

5.2 TOPOGRAPHY

A boundary and topography survey was conducted by Maidment Land Surveys. The boundary and topo survey are delineated on **Figure 4: Topography**.

The site gradually slopes from west to southeast. The slope over the entire site is +/- 1.6%, the site contains 10m of fall from highest to lowest points. There are little constraints presented by the site topography to development. The natural drainage pattern to the southeast corner is respected with the placement of the PUL for storm water in this location. The site naturally drains to the Southeast corner and the PUL will manage added impervious surfaces.



LEGEND

- WESTERN GATEWAY SITE | SE-13-20-29-W4M (± 82.17 AC / ± 33.197 HA)
- 1.0M CONTOUR INTERVAL

FIGURE 4: TOPOGRAPHY

5.3 WETLAND IMPACT ASSESSMENT REPORT

A Wetland Impact Assessment (WIA) was prepared by Hab-Tech Environmental on September 20th, 2013, building off of the Preliminary Ecological Status Report. Field visits were completed to delineate, characterize, and classify the on-site wetlands and other habitats (including songbird, waterfowl, amphibian call, and rare plant surveys), and were completed on June 5th, 14th, 25th, and 26th, July 26th, and September 12th, 2013. The wetlands identified during field visits, and identified on **Figure 5: Wetland Inventory**, will be required to be reviewed through the Provincial Wetland Replacement Program. This will require that the Wetland Impact Assessment Report be updated to reflect the current categorization of wetland values. The WIA is based on ecological characteristics observed during field surveys as well as an historical air photo analysis.

The assessment provided the following findings:

- The property area and its surrounding environments are generally not conducive to high quality burrowing nesting habitat due to high levels of industrial and agricultural disturbance;
- No evidence of hibernacula habitat was found within the Western Gateway Site;
- Development of the Western Gateway Site is expected to have minimal negative impacts on barn swallows. Construction activity is to be limited to times outside of the peak breeding season (May-July);
- Preferred nesting habitat for Swainson's Hawk does not occur within the Western Gateway Site. Construction activity should be limited to times outside of the peak breeding season (May-July). Impacts of development on this species are expected to be minimal;
- Ten (10) bird species were detected during the survey, including: Barn Swallow, Blue-winged Teal, Gadwall, Mallard, Northern Rough-winged Swallow, Northern Shoveler, Red-winged Blackbird, Tree Swallow, Wilson's Phalarope, and Wilson's Snipe. Barn Swallow was the only species with federal and provincial designations;
- Boreal Chorus frogs were the only species of amphibian recorded and were recorded at all four (4) point locations. Calling rates were recorded as Classes 1 to 3. Boreal chorus frog is a common species and is not considered at risk either provincially or federally;
- There were no historical records of rare plants within the area. Rare plant and rare plant community surveys were completed on June 5th and July 26th, 2013. No rare plants or rare plant communities were found during the surveys;
- The 33.6 ha property is dominated (91.6%) by previously disturbed lands including cultivated annual cropland and domestic grassland. Three wetlands comprising 2.6 ha (7.6%) occur on the site. Preliminary classification of these wetlands indicate that they are Seasonal (Class 3) and/or Temporary (Class 2) according to the Stewart and Kantrud (1971) wetland classification system. A small patch of open tall shrub habitat occurs in the southeastern portion of the property. This native plant integrity of this patch is highly disturbed with an understory that consists primarily of domestic grasses.
- The only habitats with any appreciable native ecological integrity on the property are the three wetlands. As the planned development intends to physically disturb, alter, infill or drain a portion of these wetlands, therefore, a regulatory approval must be sought under the Water Act. Alberta Environment and Protected Areas (AEPA) will require a wetland impact assessment (WIA) that will include species at risk and rare plant surveys. Considering compensation required for wetland loss (+/- 2.65-hectares), the developer will be required to enter into a financial compensation agreement with AEPA. It is expected that the proponent will pay compensation to offset the wetland loss that the project is expected to cause.

POLICY 5.3.i

The developer shall work with AEPA to determine wetland impacts and the amount of compensation owing under the Wetland Replacement Program as a condition of subdivision.

POLICY 5.3.ii

The developer shall provide an updated Wetland Impact Assessment reflecting the current classification system and determine the appropriate replacement requirements at the subdivision stage to the satisfaction of AEPA and Foothills County.

5.0 PRE-DEVELOPMENT STUDIES

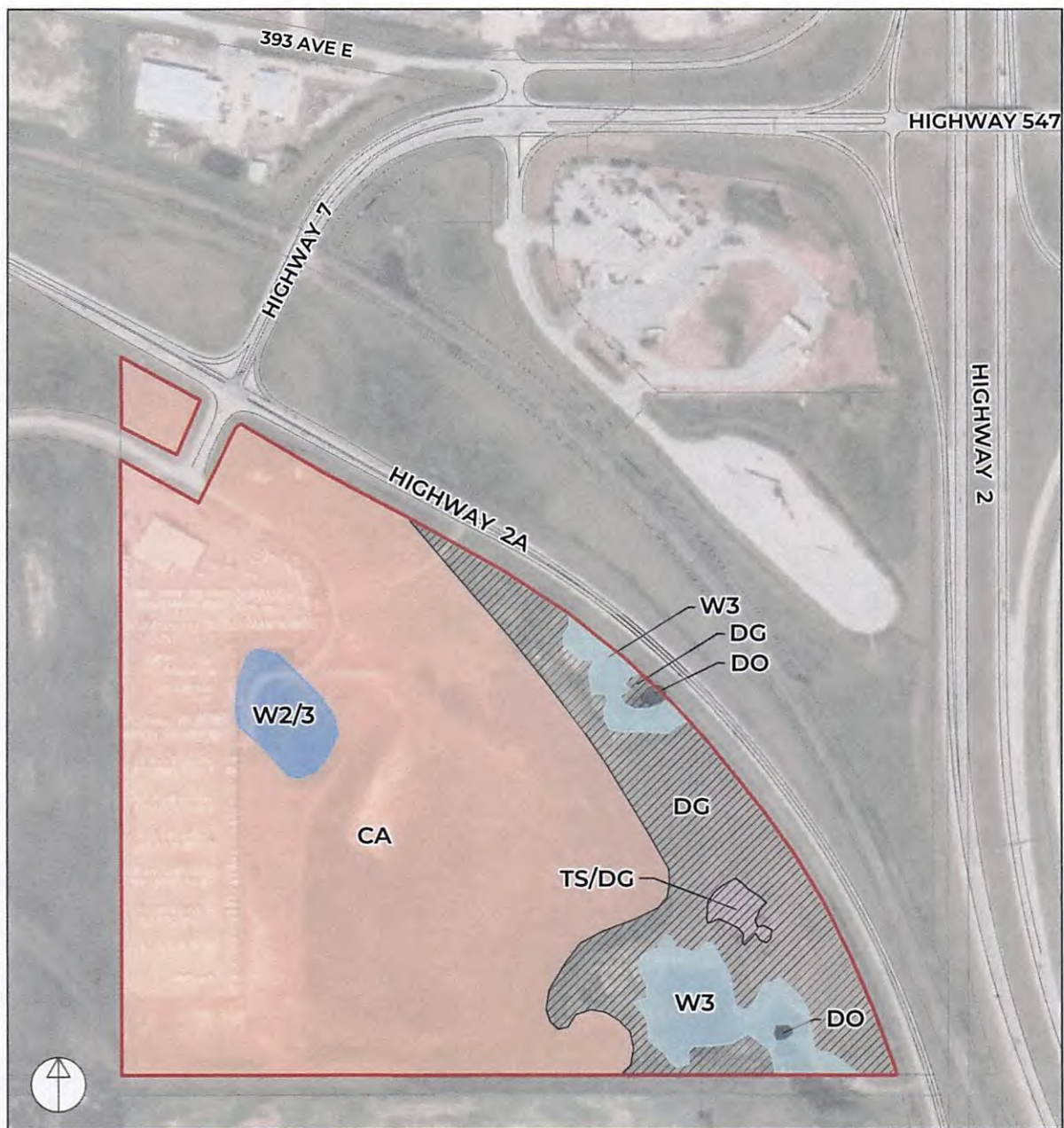


FIGURE 5: WETLAND INVENTORY

LEGEND

- WESTERN GATEWAY SITE | SE-13-20-29-W4M (+ 82.17 AC / + 33.197 HA)
- CA CULTIVATED ANNUAL
- DG DISTURBED GRASSLAND
- DO DUG OUT
- TS/DG TALL SHRUBS/DISTURBED GRASSLAND
- W2/3 TEMPORARY/SEASONAL WETLAND - CLASS 2/3
- W3 SEASONAL WETLAND - CLASS 3

5.4 ABANDONED WELLS

There are no abandoned oil and gas wells located within the Western Gateway Plan Area. The abandoned well map and abandoned well declaration form have been provided to Foothills County under separate cover. The abandoned well map was prepared using the Alberta Energy Regulator Abandoned Well Map Viewer.

5.5 HISTORIC RESOURCES

On September 29th, 2010, the Historic Resources Management Branch (HRMB) of Alberta Arts, Culture and Status of Women issued historic resource clearance on the Western Gateway Site. HRMB concluded that an Historic Resources Impact Assessment (HRIA) is not required, that there are no further requirements for the Western Gateway Site, and that the Western Gateway Site is granted Historical Resources Act clearance.

POLICY 5.5.i

In accordance with the Historical Resources Act, should any additional archaeological resources, paleontological resources, Aboriginal traditional use sites, and/or historic period sites be encountered during any activities associated with land surface disturbance operations, the developer will report it immediately.

5.6 TRAFFIC IMPACT ASSESSMENT

A Traffic Impact Assessment (TIA) was prepared by Bunt & Associates Engineering Ltd. in March 2024 for the Western Gateway Site. The Western Gateway Site is bound by Highway 2A to the north and east. Highway 7 comprises the north and west legs at the intersection of Highway 2A and Highway 547/Highway 7. Highway traffic from Highway 2 will travel along Highway 7 to Fieldhouse Drive East access the Western Gateway Site. Field House Drive East is the access road to the Western Gateway Site.

The impacted intersections in the TIA study, indicated on **Figure 6: TIA Study Intersections**, include the Highway 7 and 64th Street intersection and the Highway 7 and Highway 2A/Field House Drive intersection. The analysis in the TIA assumes a 4-lane east-west cross section along Highway 7/Highway 2A at the two (2) impacted intersections for the 2045 horizon.

A 30.0 metre road widening setback has been included along the north/east boundary of the Outline Plan Area, from the northwest to the southeast corners of the Subject Site along Highway 2A.

The TIA supports the full development of the Western Gateway Site for its intended Business Park and Highway Commercial land uses. The following conclusions and recommendations were provided in the TIA:

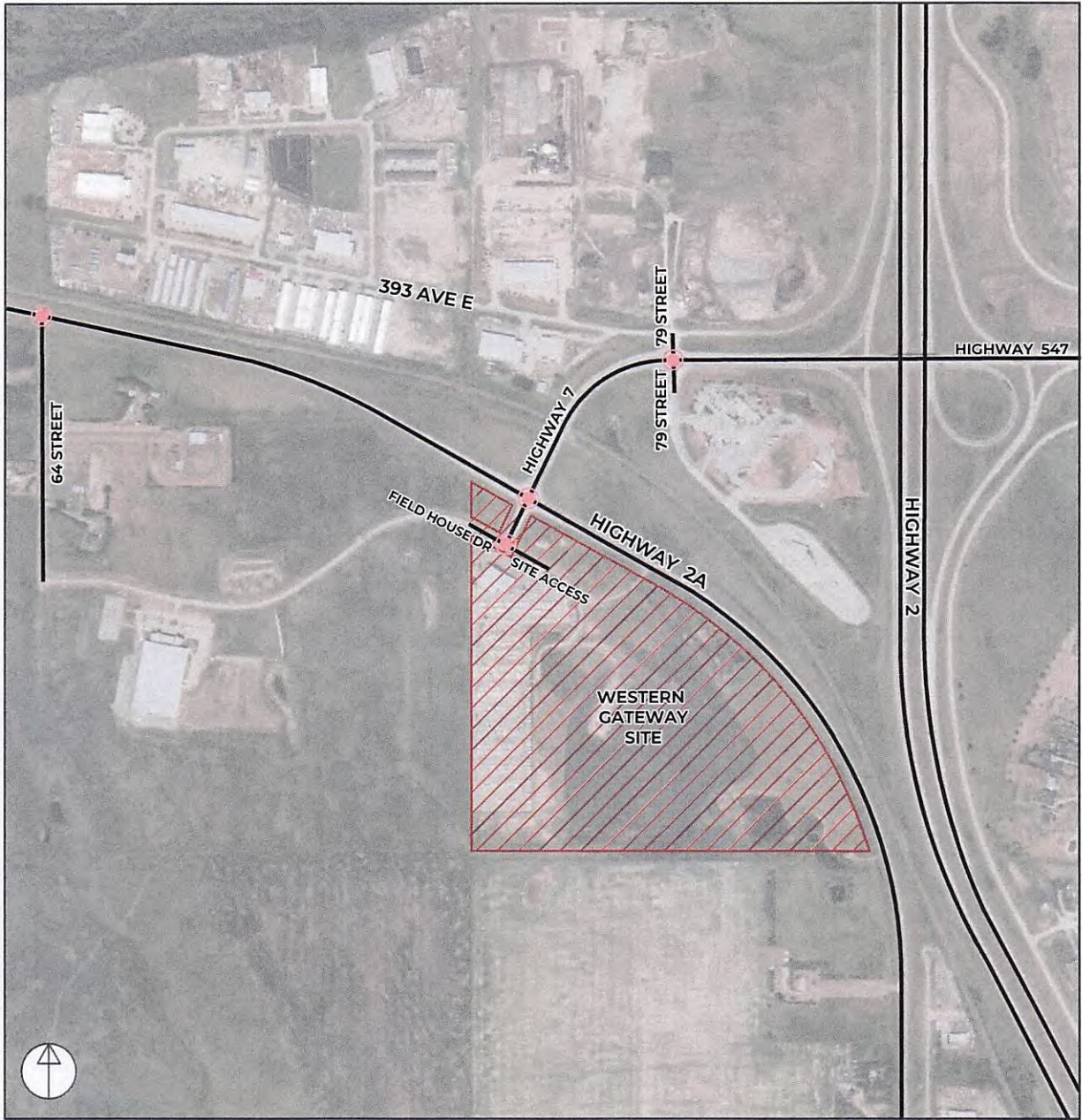
- The existing geometry and sight distances of the Highway 7 and 64th Street intersection and the Highway 7 and Highway 2A/Field House Drive intersections meet the minimum distances required by Transportation Association of Canada (TAC) and Alberta Transportation and Economic Corridors (ATEC);
- Collision rates at the Highway 7 and 64th Street intersection and the Highway 7 and Highway 2A/Field House Drive intersections were found to be less than the ATEC threshold of 64.2 collisions per 100,000,000 entering vehicles;
- The synchro analysis conducted for the after development traffic scenario showed the northbound movement at the Highway 7 and 64th Street intersection achieved an LOS F; however, the movements are low in volume and the analysis conservatively assumed through movements to Field House Drive that may not be probable. Therefore, relaxation on the LOS is recommended;
- There is a gate at Field House Drive prohibiting

public access between the Western Gateway Site and 64th Street; as such, the intersection is not expected to be impacted by the Western Gateway Site development, other than additional through volume on Highway 2A/Highway 7. No other intersection movements exceed a v/c ratio of 0.95 and LOS E;

- Vehicle queues are anticipated to near the CPKC rail crossing in the 2045 after development horizon, safety measures such as railway crossing gate arms and advanced signage are recommended for advanced driver warnings;
- Stop control reconfiguration is recommended at the Field House Drive and Western Gateway Site access intersection from the current eastbound/westbound stop control to a southbound stop control to achieve the proposed performance indexes in the after development scenario. Even with a southbound stop control, vehicle queues between the Field House Drive and Western Gateway Site access intersection and the Highway 7 and Highway 2A/Field House Drive intersections are anticipated to be contained within the provided distance between these two (2) intersections;
- The Highway 7 and 64th Street intersection warrants an upgrade to a Type IVa intersection from the current Type Ia based on existing volumes; however, given the very low volumes on the minor street and the gated access along Field House drive, no improvements are recommended while the gate along Field House Drive continues to prohibit access to the site. An exclusive westbound right-turn lane is also recommended at the Field House Drive and Western Gateway Site access intersection at opening day of the site; and
- Delineation lighting was warranted for the Field House Drive and Western Gateway Site access intersection in the 2029 after development horizon; therefore, streetlights are recommended to be installed along the east and west legs of this intersection.

POLICY 5.6.i

In accordance with the Traffic Impact Assessment, external road improvements, as described, to facilitate the Western Gateway Outline Plan shall be undertaken at the developers expense to the satisfaction of Foothills County and ATEC.



LEGEND

- WESTERN GATEWAY SITE | SE-13-20-29-W4M (± 82.17 AC / ± 33.197 HA)
- TIA STUDY INTERSECTION

FIGURE 6: TIA STUDY INTERSECTIONS

5.0 PRE-DEVELOPMENT STUDIES

5.6.1 CPKC RAIL RIGHT-OF-WAY

As part of the TIA, an examination was undertaken with regard to queuing and proximity to the CPKC rail crossing located north and east of the Western Gateway Site.

According to the 95th percentile queue of 127 metres in the PM Peak Hour, queue lengths on the north leg of the Highway 7 & Highway 2A/Field House Drive intersection are anticipated to intersect with the CPKC rail crossing, spaced approximately 120 metres back from the southbound left turn stop bar. As this is the 95th percentile queue, the probability of such queue length forming remains low. Safety measures such as railway crossing gate arms and signage prohibiting stopping on the tracks are recommended for advanced driver warnings at the existing phase. Alternatively, the signal timing plan could be optimized to provide more time for the southbound left movement.

In the 2045 time horizon, the TIA suggests that according to the 95th percentile queue of 48 metres in the PM Peak Hour, queue lengths on the north leg of the Highway 7 & Highway 2A/Field House Drive intersection are not anticipated to intersect with the CPKC rail crossing.

The Federation of Canadian Municipalities and The Railway Association of Canada have Guidelines for New Development in Proximity to Railway Operations (the Railway Guidelines), prepared in May 2013, to assist municipalities, provincial governments, municipal staff, railways, developers, and property owners when developing lands in proximity to railway operations. These guidelines are meant to assist municipal governments and railways in reviewing and determining general planning policies when developing on lands in proximity to railway facilities, and to establish a process for making site specific recommendations and decisions to reduce land-use incompatibilities for developments in proximity to railway operations.

Railway operations generate concerns, such as blocked crossings, dangers to trespassers, as well as impacts on the quality of life of nearby residents due to the effects of inherent noise, vibration, and railway incidents. As such, the Railway Guidelines guide development within proximity to railways so developments may carefully plan and not interfere with continued railway operations or the potential for future railway expansions and to prevent specific issues related to safety, noise, and vibration.

The Western Gateway is a Business Park and Highway Commercial development with no residential uses proposed. The Western Gateway Site provides a minimum building setback of 150 metres from the CPKC railway corridor. The standard recommended noise influence area is 75 metres for a spur line.

The Western Gateway Site is located +/- 300 metres away from the CPKC railway corridor and does not cause any concerns for off site impact. The nearest existing structure within the business park (Western RV Dealership) structure the to rail line is 300m away

As development continues to grow in proximity to railway corridors, road traffic at existing railway crossings increases and can lead to demands for improvements to such crossings, demands for additional crossings, or demands for grade separations to accommodate the flow of the traffic from the new development to areas on the other side of the railway.

As recommended in the TIA, railway crossing gate arms and advanced signage are suggested for advanced driver warnings.



EXISTING CPKC RAIL CROSSING

POLICY 5.6.1.i

The Western Gateway Site is separated by distance over 30m from the CPKC rail line, as such, there is no mitigation for noise and vibration proposed as there is no proximity. The Highway 7 rail crossing may require gate arms and warnings, as such, the developer will monitor signal timing and request approval and modification of same to CPKC, ATEC and Foothills County should a revision be required to the rail crossing.

6.0

LAND USE OVERVIEW

6.0 LAND USE OVERVIEW

6.1 DEVELOPMENT CONCEPT

The proposed development concept for the Western Gateway Business Park includes the potential subdivision of approximately fifty two (52) lots in two phases. Of the fifty two lots, six (6) support Highway Commercial District parcels and the balance forty six (46) lots will be designated for Business Park uses. A stormwater management facility is to be established within a public utility lot (PUL), and implementation of required transportation and utility servicing infrastructure. It is noted that the specific number and size of industrial lots will be determined at the subdivision stage subject to the availability of supporting infrastructure and evolving market demand. The conceptual lot layout and land use intent is depicted on **Figure 7: Development Concept**.

The existing Western RV lot is the largest lot on the site, currently 10.05 acres (4.07 hectares) in size and will continue under the Highway Commercial District land uses, but may be reduced in lot size after future subdivision and development approvals. The RV storage area will remain in place until the final phase of the development, when it will be reduced in order to accommodate a second phase of business park lots. Within the adjacent Warner Business Park, a number of lots were condominiumized to allow for a large bay portico type of development. It is not the intent of the Western Gateway Business Park to accommodate condominium lots. Each lot is intended to support stand alone businesses.

The lots within the Western Gateway Business Park range from +/- 0.50 ac (0.20 ha) to +/- 1.00 ac (0.40 ha) in size to accommodate an array of future business and service uses. The site plan accommodates for a 30.0m of Highway 2A road widening, and maintains the required 40.0m building setback from the Highway 2A right-of-way. As this is a significant setback with considerable road dedication, the further regional pathway will be either on the back of lot or within the road widening depending upon the direction of ATEC.

Western Gateway Business Park will be accessed via a paved internal commercial subdivision road to be constructed by the developer. The internal subdivision roads and intersections, and the upgrade of existing roads, will be designed at the subdivision stage, in accordance with Foothills County servicing standards.

Potable water and wastewater services will be provided via the County's North Aldersyde Potable Water System and, in future, a wastewater transmission line. The developer will construct an internal network of piped water distribution and wastewater collection infrastructure in accordance with Foothills County servicing standards. The design of the water system will accommodate fire suppression, including pressurized hydrants. Stormwater management will be provided via an overland drainage system that will convey surface flows to a stormwater facility within a Public Utility Lot (PUL) in the southeast corner of the Site. The stormwater facility will be constructed to retain surface drainage from each lot and the road rights-of-way within the Western Gateway Plan Area.

Architectural controls will be established by the developer at the subdivision stage to ensure the exterior facades of all buildings maintain a unified and cohesive architectural style, colour, finish and design. The Architectural Controls will be developed to align with the design guidelines included in **Appendix A: H2A/ASP Policy Review & Summary Response** of this document.

Fee simple ownership is anticipated for each lot. A Business Lot Owner's Association will be established by the developer at the subdivision stage to manage various services within the project such as waste removal, recycling, maintenance of landscaping on private lands, and implementation of the Western Gateway Business Park architectural controls.

The site has been designed in a manner that locates Highway Commercial (HC) Districts directly adjacent to Highway 2A. The HC District is better served by having buildings with visual frontage to higher order transportation networks (Highway 2A), while Business Park (BP) Districts have been located interior to the Plan Area. The orientation and design of the Outline Plan has been undertaken in a way that maximizes the use of the Western Gateway Site and efficiently uses land by minimizing the total amount of internal roadway to be built and maximizing the amount of developable land providing much needed Business Park and Highway Commercial land uses within the H2A/ASP area.

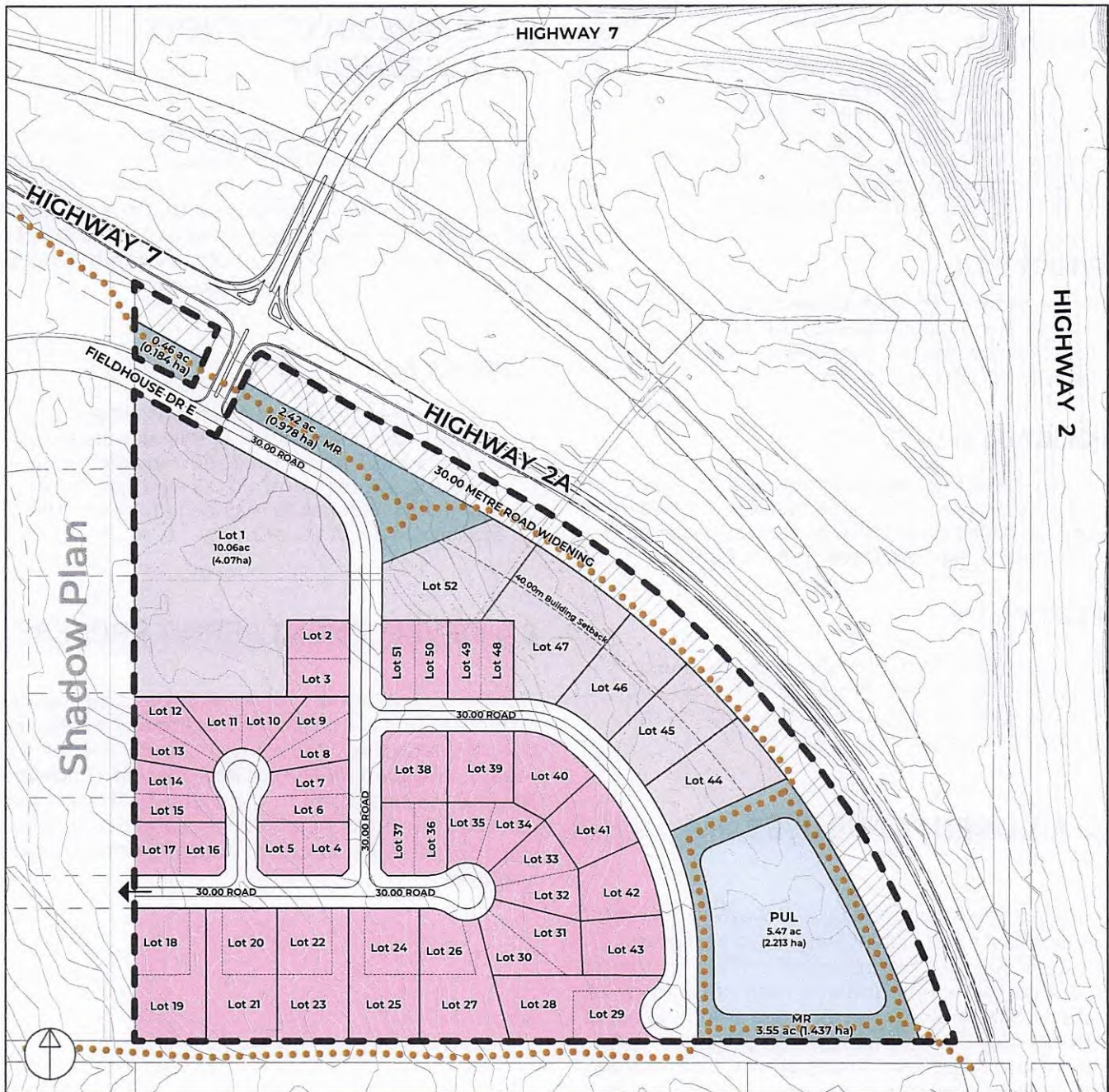


FIGURE 7: DEVELOPMENT CONCEPT

LEGEND

- — WESTERN GATEWAY SITE | 82.17 ac (33.197 ha)

	HIGHWAY COMMERCIAL 19.77 ac (8.011 ha)
	BUSINESS PARK 32.78 ac (13.265 ha)
	MUNICIPAL RESERVE 6.39 ac (2.586 ha)
	PUBLIC UTILITY LOT 5.47 ac (2.213 ha)
	ROADS 10.32 ac (4.109 ha)

- POTENTIAL FUNCTIONAL PATHWAY
 30.0M ROAD WIDENING

OUTLINE PLAN STATS	+/- AC	+/- HA
Total Site Area	82.17	33.197
Road Widening	7.44	3.013
NET DEVELOPABLE	74.73	30.184

LAND USE	LOT TOTAL	LOT SIZE
Highway Commercial (HC)	6	1.57 ac - 10.06 ac
Business Park (BP)	46	0.50 ac - 1.00 ac
TOTAL	52 lots	

6.0 LAND USE OVERVIEW

POLICY 6.1.i

The developer recognizes that as development continues on the Western Gateway site, a new Development Permit may be required for the Western RV Dealership location in order to revise its size and configuration. This will be undertaken to the satisfaction of Foothills County.

POLICY 6.1.ii

The developer intends for each lot to support a stand alone business, should it be required, individual lots may be condominiumized at the discretion of Foothills County.

POLICY 6.1.iii

The developer intends that future subdivision and development within the Western Gateway Business Park is expected to proceed as generally illustrated on **Figure 7: Development Concept**.

POLICY 6.1.iv

The developer will provide detailed design engineering for all required services and infrastructure at the subdivision stage to the satisfaction of Foothills County.

6.2 ADJACENT LAND USES

The Subject Site is bounded by Highway 7 to the north/northeast/east of the Subject Site. Beyond Highway 2A is the CPKC Railway that traverses from the Northwest and follows the orientation and path of Highway 2A southerly. This rail line is not as active as in the past as the tracks have been removed south of Cargill. Further north of the Plan Area are Highway Commercial, Business District, and Natural Resource Extraction land uses. East of the Subject Site is Highway 7, and further east (over 300 metres east) are residential uses. South and southwest of the Subject Site are agricultural land uses that are, by policy, to host future business uses as outlined in the H2AISP. The immediate border with the parcel northwest of the site supports the Cavalry FC Regional Field House.

6.3 BUSINESS LOT OWNER'S ASSOCIATION

A Business Lot Owner's Association shall be established at the subdivision stage for the purposes of managing a contract with a waste management provider and other duties as required. It is expected that the developer will include the new lots developed within the Western Gateway Business Park as part of the Western Gateway Business Park Lot Owner's Association.

POLICY 6.3.i

The developer shall establish a Business Lot Owner's Association at the subdivision stage to address waste management and implementation of Architectural controls, as well as other maintenance duties as may be required, to the satisfaction of Foothills County.

6.4 DEVELOPMENT PERMIT PROCESS

Future construction of buildings and related improvements within each lot shall occur as required by Foothills County's Development Permit Process with regard to **Appendix B: H2AISP Design Guidelines Review** as described in the H2AISP, The Western Gateway Business Park Architectural Controls and the applicable provisions of Foothills County's Land Use Bylaw.

6.5 HIGHWAY COMMERCIAL & BUSINESS PARK DISTRICTS

The Highway Commercial District, as described in the Foothills County Land Use Bylaw, supports a range of commercial uses along major transportation corridors. The range of permitted and discretionary uses within the Highway Commercial district provides for services to the traveling public including convenience, auto, hotel, and retail uses. Highway Commercial Districts have a high potential to define and foster local economic development along the transportation corridor.

This wide array of end users requires a quality and thoroughly designed development project. Precedents for these types of developments exist regionally as part of the corridor (i.e. - Warner Business Park).

The Business Park District, as described in the Foothills County Land Use Bylaw, supports a range of business uses such as light industrial, warehousing, industrial manufacturing, and offices. These districts and developments provide services to accommodate a combination of business, commercial, and industrial activities within a comprehensively planned development. Business Park Districts are supported and encouraged within the Highway 2A corridor in the H2A/ASP.

Figure 8: Land Use Concept details the existing land use districts within the surrounding area as well as the proposed land use districts for the Outline Plan Area.



HIGHWAY COMMERCIAL DISTRICT (HC)



BUSINESS PARK DISTRICT (BP)



STREETSCAPE CONCEPT (FOR ILLUSTRATIVE PURPOSES ONLY)

6.0 LAND USE OVERVIEW

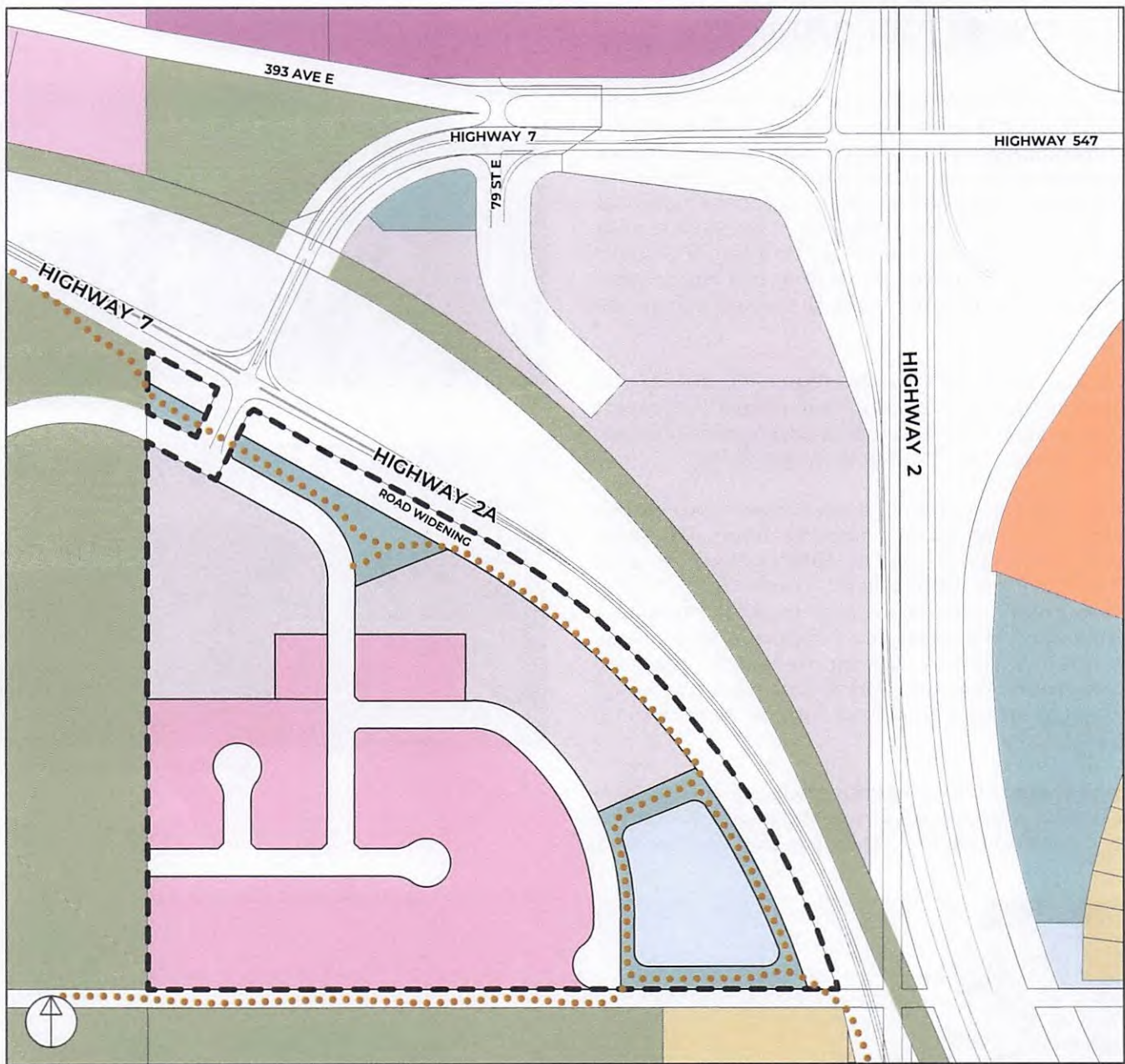


FIGURE 8: LAND USE CONCEPT

LEGEND

--- WESTERN GATEWAY SITE | SE-13-20-29-W4M (± 82.17 AC / ± 33.197 HA)

- A AGRICULTURAL
- CR COUNTRY RESIDENTIAL
- DC DIRECT CONTROL
- BP BUSINESS PARK
- HC HIGHWAY COMMERCIAL
- INR NATURAL RESOURCE EXTRACTION
- PUL PUBLIC UTILITY LOT
- MLR MUNICIPAL LAND RESERVE
- POTENTIAL FUNCTIONAL PATHWAY

REDESIGNATION	+/- AC	+/- HA
A to BP	32.78	13.265
A to HC	19.77	8.077
A to MR	6.39	2.586
A to PUL	5.47	2.213
Roads	17.76	7.122

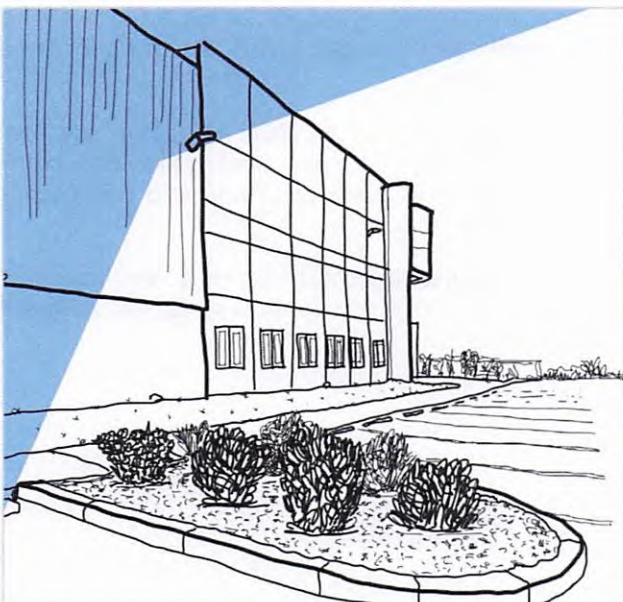
6.6 ARCHITECTURAL CONTROLS

The Western Gateway Business Park includes intentionally designed Highway Commercial lots. These lots require a higher degree of built form articulation, massing consideration, signage, landscaping and street presence. The Highway Commercial lots all front the Highway 2A corridor and are intended to be Highway facing, with rear access from the internal road, to take advantage of the visibility from the highway.

The Business Park lots are interior to the Western Gateway Business Park and, as with all lots, are required to meet the Western Gateway Business Park Architectural Controls which will comply, as much as possible, with **Appendix B: H2AISP Design Guidelines Review** as described in the H2AISP.

The Western Gateway Business Park Outline Plan conveys a master-planned industrial park that will be attractively designed, integrate with existing adjacent developments, and respect the H2AISP Design Guidelines.

The specific type and scale of development anticipated within the Western Gateway Business Park is expected to include buildings with a varying type, scale and intensity. However, in all cases, business development is expected to establish and maintain an attractive development form within the Plan Area. As part of the subdivision application for each phase of development, the developer shall prepare architectural guidelines to ensure the specific form of development within each phase maintains a cohesive built-form.



The architectural guidelines are to be prepared as part of each subdivision phase and will establish specific design criteria to consider matters such as (but not limited to):

- Consistency of public realm design elements;
- Water conservation measures;
- Landscaping requirements;
- Entrance signage/feature requirements;
- Fencing;
- Lighting and Signage;
- Outside Storage and Screening;
- Snow Removal;
- Refuse + Recycling;
- Rooftop Screening (for exposed mechanical and electrical treatments);
- Generalized building form & character (i.e. architectural theming);
- Appropriate articulation of building massing and treatment of facades, material finishing & colour and glazing with the objective on maintaining a coordinated design aesthetic along the public roadway frontages; and
- Consistency with other existing business developments adjacent to the Plan Area.

POLICY 6.6.i

The developer shall prepare and submit Architectural controls in order to implement the H2AISP Design Guidelines and Landscape considerations as outlined in **Appendix B: H2AISP Design Guidelines Review** at the subdivision stage to the satisfaction of Foothills County.

POLICY 6.6.ii

The developer shall establish Architectural Controls and Landscape considerations at the subdivision stage to coordinate industrial building design criteria such as massing, material finishing & colour, break of bulk massing, glazing, landscaping, and dark sky compliant exterior illumination. The Architectural Controls are to be implemented and overseen by the Lot Owners Association.

6.0 LAND USE OVERVIEW

6.7 LANDSCAPING CONSIDERATIONS

Implementing effective landscape design ideas can significantly enhance the appearance and functionality of business parks. These are considerations and are difficult to mandate with a broad brush across the entire business park as a variety of users can be supported within the park. The Landscape considerations will be included in the business parks Architectural Controls and Landscape considerations document and implemented to the degree possible by the Lot Owner's Association based on the end user requirements:

A) GREEN BUFFERS & SCREENING



Green buffers and screening defines lot boundaries and enhance privacy. Green buffers serve as natural barriers that define the boundaries of the business park, separating it from adjacent areas and reducing visual and noise pollution. Aspects of buffering include:

- **Hedges and Shrubs:** Dense hedges and shrubs can effectively screen the industrial park from nearby residential areas or highways, providing privacy and reducing noise;
- **Fencing Integration:** Combine green buffers with fencing for added security and structure, ensuring a cohesive and well-defined perimeter; and
- **Strategic Placement:** Position green buffers along property lines, entrances, and pedestrian pathways to maximize their effectiveness in defining spaces and enhancing privacy

B) FUNCTIONAL OUTDOOR SPACES



Creating Areas for relaxation and socialization with functional outdoor spaces providing employees with areas to relax, socialize, and rejuvenate, contributing to a positive work environment. Aspects of functional outdoor space include:

- **Break Areas and Picnic Tables:** Install shaded break areas with picnic tables where employees can enjoy their lunch breaks or informal meetings; and
- **Gazebos and Pergolas:** Create sheltered gathering spots that offer protection from the elements, making outdoor spaces usable year-round.

C) SUSTAINABLE LANDSCAPING PRACTICES



Adopting sustainable landscaping practices not only benefits the environment it promotes sustainability and also reduces long-term maintenance costs. Aspects to be considered in sustainable landscape practices include:

- **Native and Drought-Tolerant Plants:** Plant species will be utilized that are well-suited to the local climate, requiring less water and maintenance while supporting local biodiversity. This is also termed xeriscaping;
- **Rainwater Harvesting:** Implementing rainwater harvesting systems to collect and reuse rainwater for lot level irrigation, conserving water resources; and
- **Permeable Paving:** Using permeable paving materials in parking lots and walkways to reduce stormwater runoff and promote groundwater recharge.

D) EFFICIENT IRRIGATION SYSTEMS



Ensuring optimal water usage and efficient irrigation systems are essential for maintaining healthy landscapes while conserving water. Considerations for efficient irrigation include:

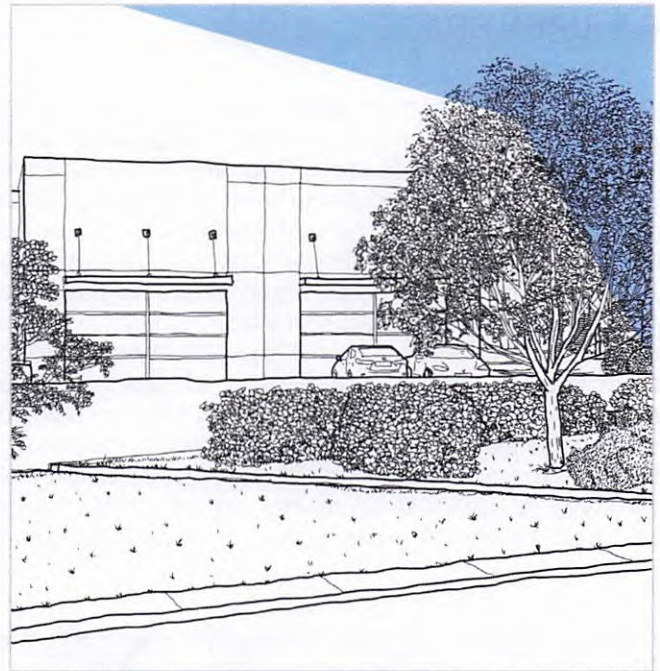
- **Smart Controllers:** Install smart irrigation controllers that adjust watering schedules based on weather data and soil moisture levels, ensuring optimal water usage;
- **Drip Irrigation:** Utilize drip irrigation systems for flower beds, shrubs, and trees, delivering water directly to the plant roots and minimizing evaporation; and
- **Regular Maintenance:** Conduct regular inspections and maintenance of irrigation systems to prevent leaks, clogs, and inefficiencies.

E) AESTHETIC ENHANCEMENTS



Aesthetic enhancements add visual interest and elegance by elevating the visual appeal of the business park, making it more attractive to clients and employees. Aspects of aesthetic enhancements include:

- **Lighting Solutions:** Use landscape lighting to highlight key features, improve safety, and create a welcoming atmosphere during evening hours; and
- **Public Art Installations:** Integrating artistic elements such as sculptures or murals that reflect the lot owner's brand identity and add unique visual interest.

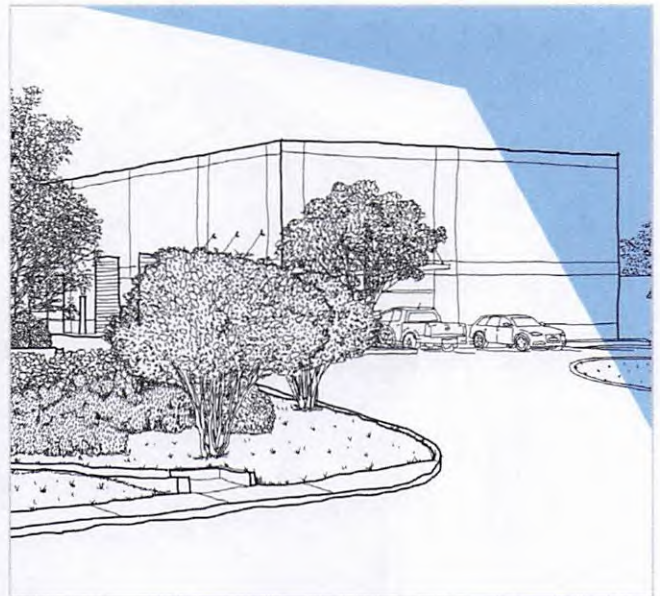


F) SAFETY & ACCESSIBILITY



Ensuring safety and accessibility by creating a secure and inclusive environment is paramount in landscape design, this results in the business park becoming secure and welcoming space for everyone. Aspects of safety in design include:

- **Clear Pathways:** Design of wide, well-marked walkways that are free from obstructions, ensuring easy navigation for pedestrians and vehicles; and
- **Barrier Free Design:** Ensure that all outdoor areas are barrier free, providing accessible routes and features for individuals with disabilities.



G) SEASONAL LANDSCAPING CONSIDERATIONS



Seasonal landscaping ensures that the business park adapts with the seasons and remains attractive and functional throughout the year. Aspects of seasonal landscaping include:

- **Spring and Summer Care:** Focus on planting seasonal flowers, maintaining green spaces, and ensuring irrigation systems are fully operational;
- **Fall Clean-Up:** Remove fallen leaves, prune overgrown plants, and prepare the landscape for the upcoming winter months; and
- **Winter Preparation:** Implement snow removal and ice management strategies to be carried out by the Lot Owners Association to maintain safety and accessibility during colder months.

6.0 LAND USE OVERVIEW

6.8 OPEN SPACE

The open space system within the Plan Area will be provided as generally illustrated on **Figure 8: Land Use Concept**. The Western Gateway Business Park includes a landscaped entry, with unified pedestal signage, as required in the H2AISP, on the MR parcel and a sitting and circular pathway area around the PUL that connects to the potential functional pathway. The conceptual landscaping design and open space network can be found on **Figure 9: Open Space Conceptual Feature** and **Figure 10: Open Space Network**. Significant planning and design will be undertaken to prepare an enhanced landscaping plan for the MR areas, inclusive of arrival elements, gateway specific landscaping, on-lot landscaping and bench seating areas with pathways around the

PUL. The Western Gateway Business Park Lot Owner's Association will be responsible for maintenance of the MR enhanced landscaping.

Foothills County placed a potable water booster station on the east portion of the road allowance that runs east and west along the south side of the Plan Area. The booster station makes road connection to the Highway system at this location a challenge. The road allowance if remaining undeveloped, could be utilized as an alternative functional pathway to the Calvary FC Regional Fieldhouse. The road allowance is not intended to be developed as part of the Western Gateway Businesses Park but could be crossed in future from Western Gateway to lands south in order to facilitate development of those lands.

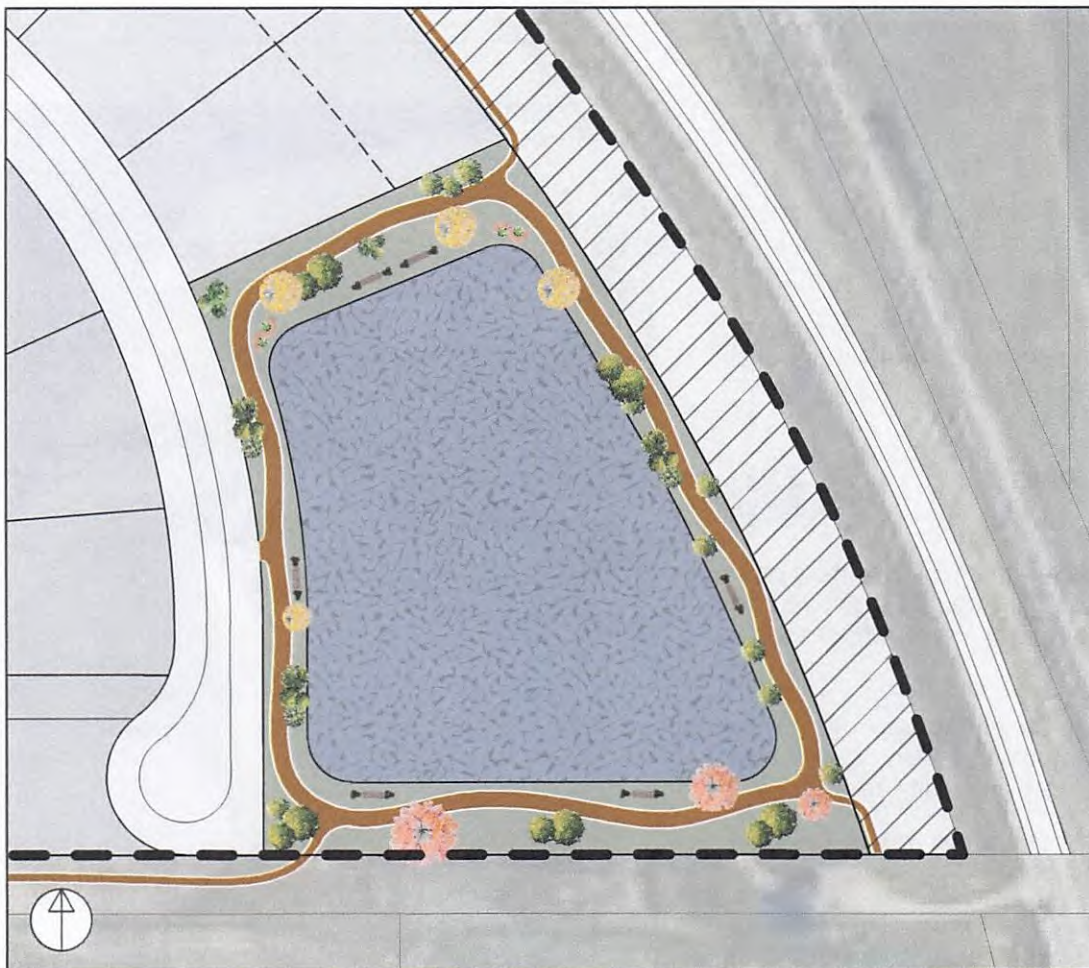


FIGURE 9: OPEN SPACE CONCEPTUAL FEATURE

LEGEND

- WESTERN GATEWAY SITE BOUNDARY
- OPEN SPACE (MUNICIPAL RESERVE)
- PUBLIC UTILITY LOT

- FUNCTIONAL PATHWAY
- CONCEPTUAL LANDSCAPING
- CONCEPTUAL SEATING AREAS

- 30.0M ROAD WIDENING



FIGURE 10: OPEN SPACE NETWORK

LEGEND

- WESTERN GATEWAY SITE | SE-13-20-29-W4M (± 82.17 AC / ± 33.197 HA)
- OPEN SPACE (MUNICIPAL RESERVE - ± 6.39 AC / ± 2.586 HA)
- PUBLIC UTILITY LOT (± 5.47 AC / ± 2.213 HA)
- PLAN AREA INTERNAL ROADS
- FUNCTIONAL PATHWAY
- 30.0M ROAD WIDENING

6.0 LAND USE OVERVIEW

6.9 MUNICIPAL RESERVE

Disposition of outstanding municipal reserve (MR) within the Plan Area shall be provided by the developer at the subdivision stage by a combination of land dedication and cash-in-lieu of land in accordance with the requirements of the Municipal Government Act. There are two principal reasons for cash-in-lieu in this development project, (1) the MR in the area is disconnected by either highway or rail infrastructure and, (2) it is not common for large business parks to support large reserves for public use given the amount of large truck traffic utilizing the roads and the area (i.e. - High Plains Business Park, Wagon Wheel Business Park in Rocky View County). Pedestrians are purposely not enticed to walk on the roadways in Business Park developments and the commercial road cross section standard in Foothills County does not contain any sidewalk in the approved standard. The MR is to be identified as MLR District (Municipal Land Reserve) such that its maintenance can be undertaken by the Lot Owners Association and not the County.

The amount of municipal reserve outstanding and anticipated disposition is summarized in **Table 2: Proposed Municipal Reserve Disposition**.

TABLE 2: PROPOSED MUNICIPAL RESERVE DISPOSITION

	AREA (AC)	AREA (HA)	% GDA
Gross Area	82.17	33.197	
Municipal Reserve (Dedicated)	6.39	2.586	8.55
*Reserves Owing	1.82	0.736	1.45

**intended to be provided by way of cash-in-lieu*

POLICY 6.9.i

Outstanding Municipal Reserve (MR) shall be dedicated by the developer at the subdivision stage via "cash-in-lieu" payment of land pursuant to the provisions of the Municipal Government Act to the satisfaction of Foothills County.

POLICY 6.9.ii

Open space within the Plan Area shall be provided as generally illustrated on **Figure 8: Land Use Concept**.



7.0

INFRASTRUCTURE SERVICING

7.0 INFRASTRUCTURE SERVICING

Figure 11: Sanitary & Water Servicing illustrates the conceptual servicing strategy for sanitary and water servicing for the Western Gateway Business Park and surrounding area within the H2AISP.

7.1 WATER SERVICING

The North Aldersyde Water and Wastewater Feasibility Study, prepared by Urban Systems Ltd. on behalf of Foothills County, dated April 2020, provided the basis and direction for the infrastructure strategy for this Outline Plan.

A Water Treatment Plant (WTP) is proposed to be constructed by Foothills County as part of the North Aldersyde system. The Western Gateway site is serviced by the County's potable water system today from a 300mm PVC watermain from the High River WTP. The North Aldersyde Water and Wastewater Feasibility Study is based on the consumption data from the County, the current users of the water infrastructure from the High River WTP within the analysis area have an average daily demand (ADD) of 154 m³/day (33,810 igal/day). Serviced Development parcels are located within the Silvertip and Warner Business Park developments. These parcels account for an additional 61 m³/day (13,418 igal/day) of water distribution ADD on the North Aldersyde WTP. Combining these two groups of parcels would result in an average daily demand of approximately 215 m³ per day of immediate and imminent water consumption customers to the North Aldersyde WTP.

The existing and serviced developments of the North Aldersyde study area currently connected to the existing County water distribution infrastructure system have total estimate wastewater flows of 43 cubic metres/day, with a full buildout demand of 665 cubic metres/day. The Western Gateway Business Park is located within the Phase 1 servicing area and the potable water capacity is in place to service the number of new lots as outlined in the Western Gateway Outline Plan.

It is important to note that the Fieldhouse Booster Station is located to the southeast of the Western Gateway Plan Area within the undeveloped road allowance that parallels the site. This makes the road allowance undevelopable for road construction and, as such, the road allowance could provide for an informal alternative and open space pathway connection to the Regional Fieldhouse should Foothills County deem it appropriate to consider.

Triple bottom line objectives were followed, and water conservation techniques are incorporated in the Architectural Guidelines as part of the Western Gateway Business Park. The lot plan is intended to work wisely with water connections and ensure that connections, if requested, are actually in use and designed to suit the tenants/lot owner requirements. It is not known if the current water capacity can sustain the entirety of the business park, or, if the new Foothills County WTP needs to be up and running in order to service the entire park.

POLICY 7.1.i

The developer will execute and comply with the Foothills County Municipal Development Agreement for the construction of required internal and external potable water infrastructure and provide payment of fees and/or off-site levies required to serve the development.

POLICY 7.1.ii

The developer will undertake detailed design engineering of the potable water distribution system to the satisfaction of Foothills County at the subdivision stage.

POLICY 7.1.iii

The developer will enter into a Servicing Agreement at the subdivision stage with Foothills County that outlines, among other things, construction of utilities, offsite levies and required securities.

POLICY 7.1.iiii

As the New WTP infrastructure may be completed in a similar timeline as the Western gateway Business Park, an assessment of potable water capacity, and provision of same should the new WTP not be completed will be provided by the developer as a condition of subdivision approval. This report will assist in determining how many lots can be developed in advance of the new WTP construction.

7.1.1 FIRE FLOWS

The Feasibility Study assumes an average daily demand of water for non-residential uses to be 2.72 cubic metres, per day, per hectare (243 igal/d/ac), and fire flow criteria assumes commercial/ industrial requires 166-250 litres/second (2,191-3,963 ipm) for 2-3.5 hours. The stage 1-B improvements proposed by the North Aldersyde Feasibility Study will enhance the LOS to the minimum fire flow guidelines. Minimum fire flows for the Plan Area are 166L/s for 2 hours for commercial and industrial developments, based on the Stage 1-B improvements identified by the North Aldersyde Feasibility Study. The utilization of the stormwater PUL for fire flows will be included in the assessment provided at the land use stage.

The new WTP infrastructure may be completed in a similar timeline as the Western Gateway Business Park, an assessment of Fire Flow capacity, and provision of same should the WTP not be completed, will be provided as a condition of land use approval.

POLICY 7.1.1.i

The developer shall provide updated water demand analysis and fire flow analysis as a condition of land use approval to the satisfaction of Foothills County.

7.0 INFRASTRUCTURE SERVICING

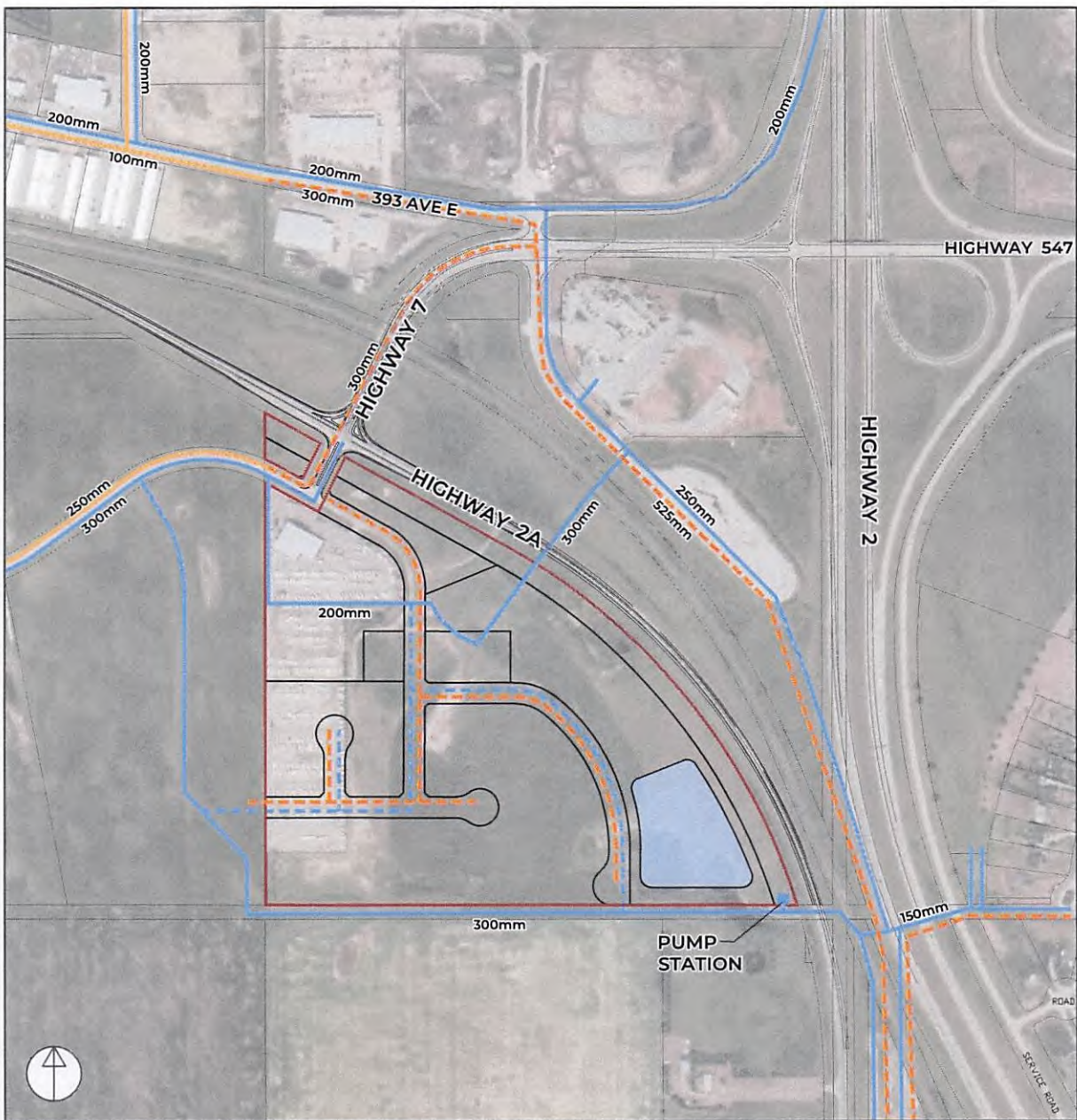


FIGURE 11: SANITARY & WATER SERVICING

LEGEND

- WESTERN GATEWAY SITE | SE-13-20-29-W4M (± 82.17 AC / ± 33.197 HA)
- EXISTING WATER LINES
- EXISTING SANITARY LINES
- - - FUTURE SANITARY LINES
- - - FUTURE WATER LINES

7.2 WASTEWATER SERVICING

Foothills County is undertaking a Wastewater Treatment Plant (WWTP) in the Hamlet of Aldersyde that will eventually service the Highway 2A corridor. Currently the WWTP is in the design/tender stage. Many developments in the area, such as Warner Business Park, have pre-installed deep utility servicing to allow for seamless future connections to the wastewater treatment plant when the WWTP is in place. The North Aldersyde Feasibility Study indicates for wastewater, that in advance of the WWTP's construction completion, utilization of on-site wastewater storage tanks will be allowed. In this instance, wastewater would be collected centrally to a communal tank and will be hauled off-site in the interim.

At the subdivision stage, the developer will pre-install the deep utility for Western Gateway Business Park such that it drains by gravity to the future feeder main connection point. The wastewater will be hauled out until such time as the feeder main connection can be made and the site transitions to a fully serviced deep utility system.

The WWTP is sized based on the area baseline sanitary flows (ADWF) plus a peaking factor and inflow and infiltration of the contributing areas. The WWTP approval is for 1,530 m³/d (336,553 igal/d) (850 m³/d (186,974 igal/d) ADWF), inflow and infiltration (15%) must be subtracted in order to determine what flows are reserved for development (652 m³/d (143,420 igal/d) ADWF). It must also include capacity for the WTP waste flows (100 m³/day (21,997 igal/day)), as this is a regular contributor of flows to the WWTP.

Wastewater servicing is assumed to generally follow existing and future water mains, as outlined on **Figure 11: Sanitary & Water Servicing**, and will need to consider design limitations based on topography. As no sanitary infrastructure currently exists, it will be most effective to build sanitary infrastructure in areas where users can connect immediately and in areas close to the WWTP to minimize the length of trunk main required. Infrastructure requirements for Phase 1-A wastewater servicing include a 525mm effluent return line to the Western RV store location and a 250mm wastewater effluent collection line throughout the business park. The current Western RV Dealership will be converted from a pump out system to the wastewater deep utility at a time when the infrastructure is available. The detailed design engineering will be undertaken at the subdivision stage.

POLICY 7.2.i

The developer will execute and comply with the Foothills County Municipal Development Agreement for the construction of required internal and external wastewater infrastructure and provide payment of fees and/or off-site levies required to serve the development.

POLICY 7.2.ii

The developer will undertake detailed design engineering of the wastewater distribution system to the satisfaction of Foothills County at the subdivision stage.

POLICY 7.2.iii

The developer shall provide updated water demand analysis as a condition of land use approval to the satisfaction of Foothills County.

POLICY 7.2.iv

The developer shall enter into a Deferred Servicing Agreement should the wastewater infrastructure not be available at the subdivision stage to the satisfaction Foothills County.

7.0 INFRASTRUCTURE SERVICING

7.3 STORMWATER MANAGEMENT

In May 2014, the developer submitted a Stormwater Management Plan, which was reviewed and accepted by the County's Public Works department. As there has been a revision to the Plan Area since 2014, Foothills County may request an updated Stormwater Management Report as a condition of land use.

The previous Stormwater Management Report directed post-development drainage of the Western Gateway Plan Area be best managed by matching existing grades and drainage patterns as closely as possible and providing roadside ditches as conveyance system ultimately discharging into a stormwater retention system at the southeast corner. Pre-development release rate of this site is established at 5 L/s/ha (MD of Foothills No. 31 Water, Wastewater and Stormwater Servicing Strategy Highway 2A Area Structure Plan, MPE Engineering, March 2010).

Stormwater for the proposed Outline Plan will be managed entirely on-site. A 5.47-acre (2.21-hectare) stormwater management pond is proposed on the southeast corner of the Western Gateway Plan Area. The proposed stormwater management pond is sized appropriately and has been engineered to accommodate overland drainage for the entire Western Gateway Plan catchment area.

The development of the Plan Area is phased such that an interim storm pond, developed for the RV storage site, is decommissioned and added overland flows directed to the larger and permanent storm facility in the PUL. The removal of this interim storm pond will occur as part of Phase 2 and updated storm plan may be required to be submitted to Foothills County to accommodate the removal of the interim pond.

POLICY 7.3.i

The developer shall provide an updated Stormwater Management Plan, inclusive of the phased removal of the interim pond on the site, to the satisfaction of Foothills County as a condition of land use approval.

POLICY 7.3.ii

As the site development plan has a minor second phase, the storm water infrastructure will be completed in phase one to accommodate for all future development and only staged to allow transition away from the existing interim holding pond. The developer will undertake the stormwater infrastructure to the satisfaction of Foothills County as a condition of subdivision approval.

POLICY 7.3.iii

The developer shall enter into a Development Agreement for the Storm Pond to the satisfaction of Foothills County as a condition of land use approval.

7.4 SHALLOW UTILITIES

Electrical service for Western Gateway Plan Area shall be provided by Fortis Alberta. Electrical upgrades will require a three phase power connection to the north south line running along the western side of the Plan Area. A future underground three phase line will service the Western Gateway Plan Area. A three-phase transformer may be required.

Natural gas service for the Western Gateway Plan Area will be west of the Highwood River will be provided by ATCO Gas. A gas feeder connection will provide the Western Gateway Plan Area with access to natural gas service via a gas feeder from Aldersyde across Highway 2.

Communications and cable are expected to be required for the Western Gateway Plan Area. These shallow utilities will be provided by an extension of existing infrastructure in the area.

Utility providers in the area should be engaged during subsequent planning and design to determine specific utility requirements on-site, as well as potential upgrades to off-site infrastructure that may be required to support the development.

POLICY 7.4.i

The developer shall coordinate shallow utilities at the subdivision stage, as may be required, to the satisfaction of the utility providers and Foothills County.

7.5 WASTE MANAGEMENT

The H2A IASP contains significant direction with regard to waste management and recycling. The county does not utilize molok, or central and diversified, garbage collection systems, as such, business will need to rely on the Lot Owners Association to organize and coordinate waste management and recycling within the business park.

Waste management handling locations will be designed in accordance with the requirements of the H2A IASP which includes aspect such as screening, diversion from landfill and reuse, with an overall vision toward waste reduction.

POLICY 7.5.i

The developer shall establish a Business Lot Owner's Association at the subdivision stage to address waste management and implementation of Architectural Controls, as well, recycling initiatives may be required, to the satisfaction of Foothills County.

8.0

TRANSPORTATION

A detailed Traffic Impact Assessment was prepared and is outlined in **Section 5.6** of this outline plan document. It is important to describe both external road improvements (as outlined in **Section 5.6**) and internal road standards and construction obligations.

8.1 INTERNAL ROADS

The site plan contemplates a new 30.0-metre wide, two-pronged access road branching off from Fieldhouse Drive East from Highway 2A towards Lot 1, which currently houses the Western RV Sales building and RV Storage lot, which has a leg that will remain existing under the proposed Western Gateway Outline Plan.

The internal road extends southeast to allow for easy flow of vehicles ranging from passenger and light-duty cars and trucks to heavy-duty and large-scale trucks and trailers, allowing access to the southeast lots on the site. This east leg ends in a temporary cul-de-sac (surveyed as an access ROW) until the lands south of the Plan Area proceed with development. The second leg access road extends southerly along the central-west part of the site and then turns westerly. The end of this internal road will be a cul-de-sac until the lands west of the Western Gateway Outline Plan

Area proceed with development where this road would then provide connections westerly and improve overall vehicular traffic within this part of the H2A/ASP Plan Area. A cross-section of the internal road design is provided in **Figure 12: Typical Commercial Internal Road Cross Section**.

POLICY 8.1.i

The developer shall enter into a Development Agreement which outlines the developers responsibility to construct the internal roads. The internal roads will be constructed and maintained by the developer until completion of the CCC/FAC period, at which time they will be turned over to Foothills County. Upon issuance of the Final Acceptance Certificate, the County shall assume ownership and responsibility for maintenance of the internal roads

POLICY 8.1.ii

The internal roads will be designed to a Commercial Road standard, as described in the Foothills County Road Construction Standards. The placement of utilities within or outside the road right of way will be determined at the subdivision stage to the satisfaction of Foothills County

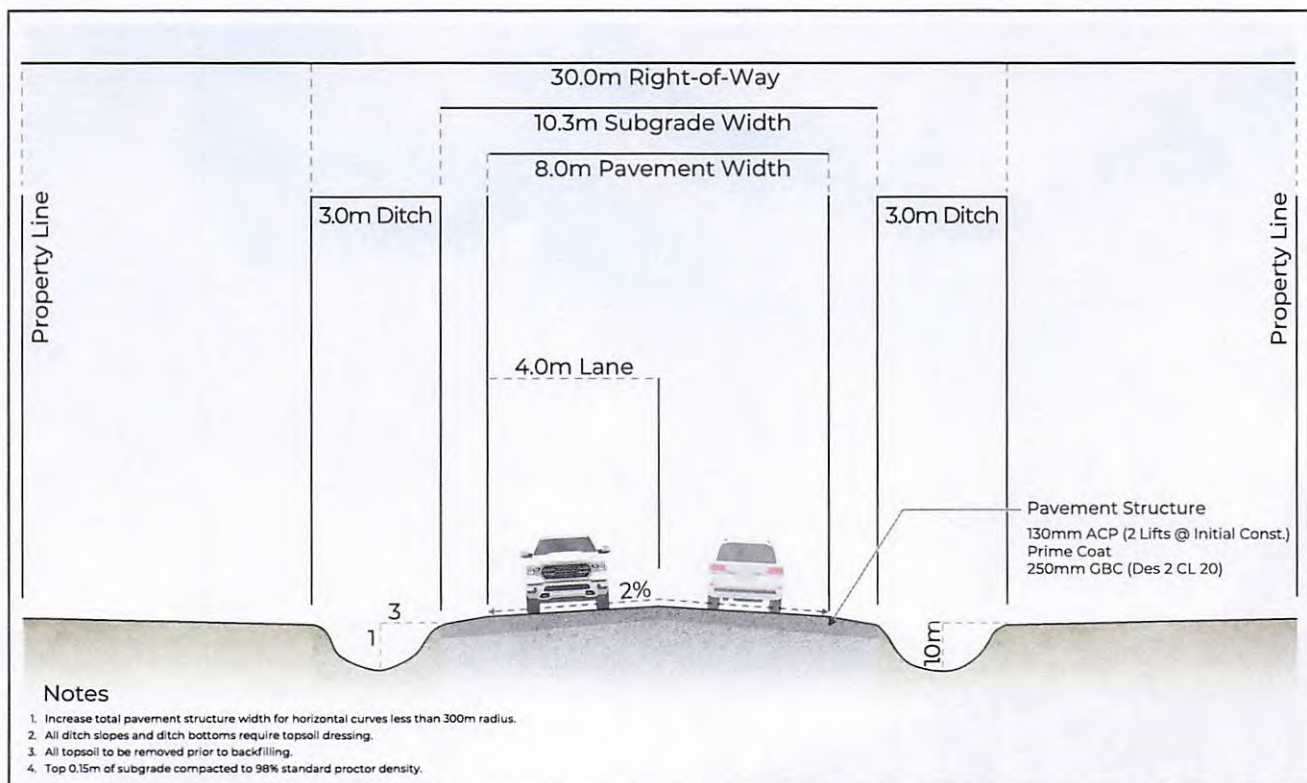


FIGURE 12: TYPICAL COMMERCIAL INTERNAL ROAD CROSS SECTION

9.0

EMERGENCY SERVICES

Emergency services within the Western Gateway Plan Area include fire, EMS, and protective service needs. Fire services will be provided by Foothills County. Minimum fire flows for the Plan Area are 166L/s for 2 hours for commercial and industrial developments, based on the Stage 1-B improvements identified by the North Aldersyde Water and Wastewater Feasibility Study.

Police services will be provided from the local Royal Canadian Mounted Police (RCMP) detachments, being the Okotoks Detachment.

The Developer will ensure an appropriate and efficient level of fire and protective service is made available for current and future business owners in order to provide a safe community to work in.



POLICY 9.0.i

The developer shall be responsible for ensuring fire suppression is available to each lot in the Western Gateway Business Park at the subdivision stage to the satisfaction of Foothills County.

POLICY 9.0.ii

Policing will be provided by the RCMP as per the Provincial Police Service Agreement, until such time as another policing solution is required or sought out.

POLICY 9.0.iii

At the subdivision stage the developer shall address fire and protection response measures, as well as on-site firefighting requirements through consideration of such factors as efficient road design, safe and efficient access for emergency service vehicles, efficient access for emergency egress, wildland fire protection, and fire control measures to the satisfaction of Foothills County.

10.0

**IMPLEMENTATION,
REVIEW, & PHASING**

The Western Gateway Business Park will be developed largely in two phases. The initial phase includes all land outside of the current Western RV business, inclusive of the storage area. Phase 2 involves reduction of the storage area associated with the Western RV dealership. The timing of Phase 2 will be based on market demand and available flexibility of the RV storage area.

The developer may phase the Western Gateway Business Park in the manner outlined on **Figure 13: Phasing Strategy**. Revised phasing may be considered, without amendment to this plan, to the satisfaction of Foothills County.

POLICY 10.0.i

The developer may phase the Western Gateway Business Park in the manner outlined on **Figure 13: Phasing Strategy**. Revised phasing may be considered, without amendment to this plan, to the satisfaction of Foothills County.

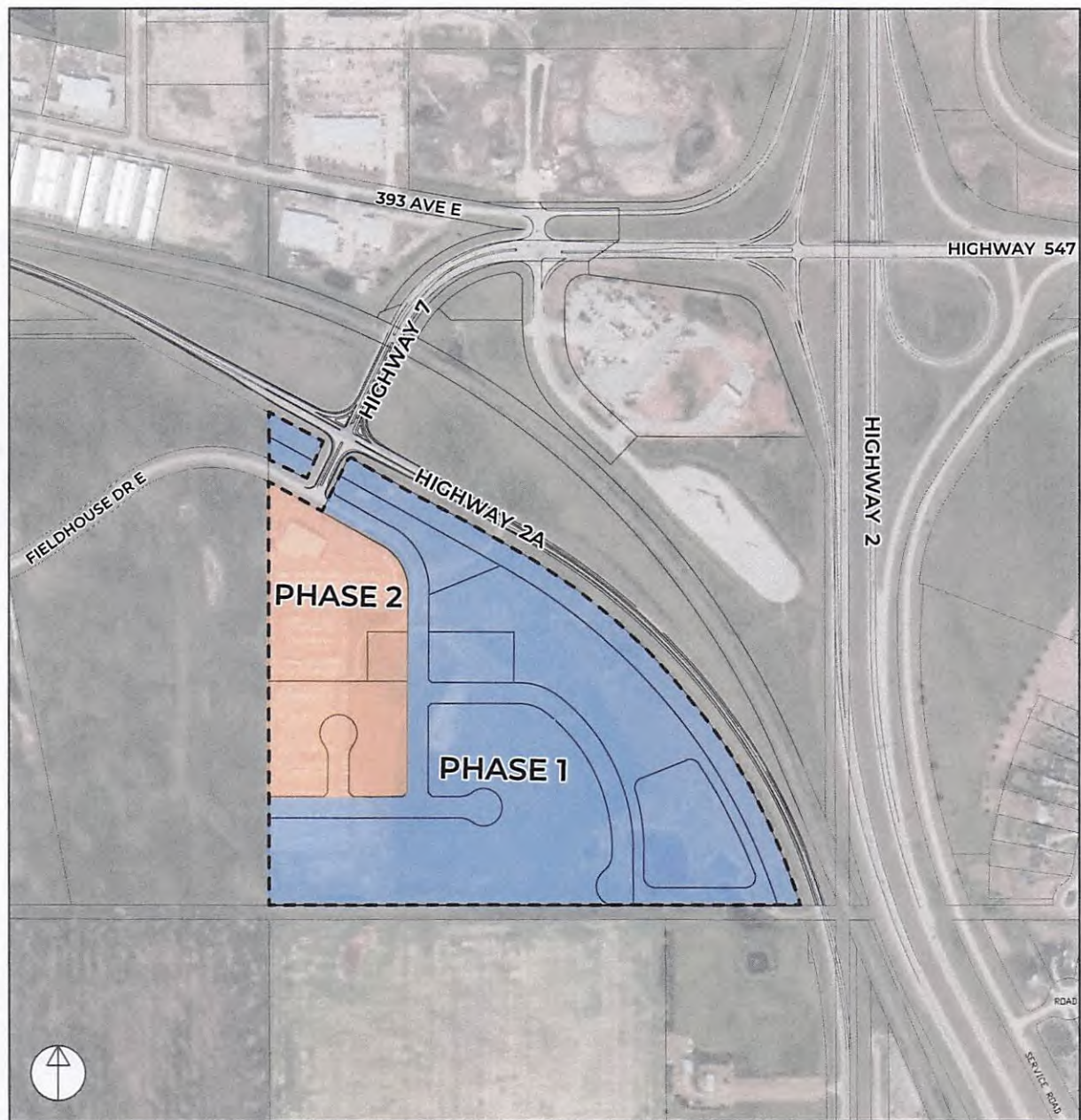
POLICY 10.0.ii

The developer shall detail the phasing strategy at the subdivision stage to the satisfaction of Foothills County.

POLICY 10.0.iii

The subdivision, for any stage, may include breaking phases down further or, conversely, simultaneous development of phases based on current economic and market conditions. This may occur without further amendment to the Western Gateway Outline plan to the satisfaction of Foothills County.

10.0 IMPLEMENTATION, REVIEW, & PHASING



LEGEND

- WESTERN GATEWAY SITE | SE-13-20-29-W4M (± 82.17 AC / ± 33.197 HA)
- PHASE ONE
- PHASE TWO

FIGURE 13: PHASING STRATEGY

APPENDIX A:

H2A/ASP POLICY REVIEW & SUMMARY RESPONSE

Please note: The following are existing Objectives and Policies in the H2AISP. As such, these are not reported in the Outline Plan. They are included in the Appendix to outline applicability and how the objective/policy alignment is achieved.

SECTION	OBJECTIVE	OUTLINE PLAN ALIGNMENT
2.2 Guiding Principles	Overarching Plan Objectives:	
	1. Encourage community engagement and stakeholder collaboration	Stakeholder engagement and collaboration occurred early 2015.
	2. Support and encourage sustainable, lasting development	Triple bottom line objectives were followed, water conservation techniques are incorporated where possible (See Section 6.7 Landscaping Considerations).
	3. Use existing and future infrastructure efficiently and to the fullest extent	Existing infrastructure is utilized and interim to long term servicing solutions are incorporated (See Section 7.0 Infrastructure Servicing).
	4. Connect with other development and/or integrate into existing and planned growth areas	The WG Plan provides connections to adjacent lands for efficient growth and development over time (See Figure 7: Development Concept).
	5. Provide a variety of mobility options and promote the sharing of transportation infrastructure	The WG Plan contains opportunities for pedestrian and multi-modal connections, including transit should it become available.
	6. Provide a flexible range of land uses that allow for timely, predictable, fair, and cost effective development decisions	The WG Plan supports a phased development approach over time and offers a range of land use choices (See Figure 13: Phasing Strategy and Figure 8: Land Use Concept).
	7. Provide for a wide range of business opportunities while minimizing potential land use conflicts	The WG Plan offers a wide range of complimentary land uses that compliment neighbouring land uses (See Figure 8: Land Use Concept).
	8. Foster a distinctive and attractive business community with a strong sense of place	The WG Plan is detailed and demonstrates a vision for the built form outcome that is unified and offers a sense of place (See Section 6.6 Architectural Controls).
	9. Recognize the importance of environmental quality and promote, preserve and protect air quality, water, soil and natural capital, open spaces, farmland and critical natural environments	The WG Plan does not negatively impact agricultural land uses adjacent and the site does not contain any significant environmental features.
3.0 Land Use	Goals and Objectives:	
	To provide adequate transitional buffers of appropriate uses adjacent to each urban municipality.	Not applicable. The WG Plan Area does not interface with an urban municipality.
	To ensure the rural character of the MD of Foothills is maintained by providing adequate transitions nearing the edges of the Plan Area.	Edge conditions are considered on all sides with appropriate transitions where warranted. The Subject Site is bordered by Highway 2A and an adjacent business park.
	To ensure the appropriate intensity of land uses throughout the Plan Area based on site location and adjacent conditions.	The land use choices and parcel sizes in the WG Plan are based on market conditions and future use as identified in the H2AISP.
	To minimize land use conflict through the provision of consistent and logical zoning options.	The site supports land uses compatible with the H2AISP.
	To maintain productive agricultural lands, especially along the western edge of the corridor, until such time that all other lands in the corridor have been developed.	Not applicable. These lands are in Phase 1 of the H2AISP.

SECTION	OBJECTIVE	OUTLINE PLAN ALIGNMENT
3.0 Land Use (continued)	To site land uses which provide the greatest benefit to residents, businesses, and employees in and around the Plan Area.	The WG Site is designed to provide employment to Foothills County residents.
	To provide potential businesses with surety of use through simple, efficient, and flexible zoning options.	The Business Park and Highway Commercial districts provide a great deal of flexibility to business owners in the Highway 2A Industrial corridor.
	To ensure preservation of the corridor's natural capital and significant environmental features.	The WG Business Park consolidates drainage across the site to a singular storm pond. All wetlands have been reviewed and none are highly rated. The developer will be following AEPA's Wetland Replacement program.
	To support eco-industrial principles through flexible land use options.	Not applicable. It has been shown over time that eco-industrial business parks do not thrive in our climate.
3.3 Agriculture and Agricultural Transition	Goals and Objectives: To actively mitigate the premature fragmentation of productive agricultural lands in the Plan Area.	Not applicable.
	To support a phasing strategy that avoids the premature conversion of agricultural lands to other uses.	Not applicable.
	To ensure agricultural lands along the western edge of the Plan Area are maintained until all other developable lands have been exhausted.	Not applicable.
	To utilize agricultural lands as a transitional buffer between the corridor and the outlying rural areas.	Not applicable.
	To encourage developers, business owners, and agricultural producers to interact in a mutually beneficial way.	Not applicable.
	To ensure the agricultural lands with the highest production potential are converted to other uses as far into the future as is possible.	Not applicable.
3.4 Industrial and Commercial	Goals and Objectives: To establish an area within the M.D. of Foothills suitable for a concentrated pattern of industrial and commercial development.	The WG Plan outlines orderly and economic development on the site.
	To ensure that industrial and commercial development is compatible with corridor transportation infrastructure.	In March 2024, a Traffic Impact Assessment was prepared by Bunt & Associates and provided under separate cover. ATEC will be circulated as part of the RSDP process.
	To ensure that commercial and industrial development is compatible with existing adjacent land uses.	A range of compatible land uses, inclusive of commercial and industrial land uses, are proposed and elements of urban design will be introduced to promote harmony in the built form (See Section 6.6 Architectural Controls).
	To allow for a variety of complementary commercial and industrial uses.	The Foothills Land Use Bylaw provides for a wide range of complimentary uses in the Business Park and Highway Commercial districts.
	To promote the implementation of eco-industrial development principles.	Not applicable. It has been shown over time that eco-industrial business parks do not work in our climate.
	To ensure planning and development flexibility as it relates to parcel size, land use, and servicing availability.	A variety of parcel sizes are offered to provide flexibility and options for end users. This project connects to municipal piped services.

SECTION	OBJECTIVE	OUTLINE PLAN ALIGNMENT
3.4 Industrial and Commercial (continued)	To ensure proposed developments are sensitive to the natural elements of the Plan Area.	Wetlands on the site have been evaluated and they are not environmentally significant and the developer will follow AEPA's Wetland Replacement program.
	To promote the corridor as a suitable location for a variety of relevant institutional facilities.	Not applicable. As we understand, FSD is looking for a school site in the area and this has been provided in the Hamlet of Highfield.
	To support an economic development strategy for the corridor.	The WG Plan is intended to support the economic development objectives of AFICA and the region as a whole.
3.5 Residential	Goals and Objectives: To encourage intensification, infill, and redevelopment within the Plan Area where communal servicing and infrastructure exists.	Not applicable.
	To create a range of housing opportunities and choices.	Not applicable.
	To foster a balance of social, environmental, and economic sustainability.	Not applicable.
	To ensure that residential development is located proximate to local and regional transportation options.	Not applicable.
	To apply innovative land use planning and conservation concepts that improves municipal efficiencies and reduces rural sprawl.	Not applicable.
	To encourage an attractive residential environment.	Not applicable.
	To ensure adequate buffers to all types of industrial development.	Not applicable.
3.6 Recreation	Goals and Objectives: To integrate a diversity of recreational opportunities into the Plan Area.	Not applicable.
	To provide residents, employees, and businesses of the area with efficient and viable transit options.	Not applicable.
	To promote the use of parks and pathways as recreational amenities and transit alternatives.	Not applicable.
	To ensure the integration of natural areas, active park spaces and linked recreation corridors with residential, commercial, institutional and industrial development.	Not applicable.
	To incorporate green space within environmentally significant features into the Plan Area.	Not applicable.
	To transition from regional open spaces and pathways networks to urban contexts efficiently and in an aesthetically pleasing manner.	Not applicable.
	To protect existing natural vegetation within the corridor, especially within the Plan Area's riparian zones.	Not applicable.
	To respect and account for a variety of adjacent land uses when considering recreational amenities and open space location and design.	Not applicable.

SECTION	OBJECTIVE	OUTLINE PLAN ALIGNMENT
4.0 Regional Context	Goals and Objectives: To ensure cooperative and mutually beneficial development of lands proximate to urban centres.	The WG Plan is located outside of one mile from the Okotoks boundary and includes consideration in design.
	To provide the Town of High River and the Town of Okotoks opportunities for productive dialogue with regards to development in Gateway Interface areas.	Not applicable. The WG Plan Area is not located within an Okotoks or High River Gateway Interface area.
	To ensure appropriate and adequate transitions in development between urban and industrial development.	Not applicable. There is no urban development proximate to the WG Plan Area.
	To ensure Inter-municipal Development Plans for both towns align with the intent of this ASP and vice versa.	Not applicable. The WG Plan Area is not located within an IDP.
	To cooperatively address all aspects of development within the interface planning areas; stormwater management, access management, recreational amenities, open space, and environmentally significant lands.	The WG Plan supports connections with pathways and open space for employees. The storm pond is designed to service the site. Given topography in the area, it is difficult for the pond to service adjacent lands.
	To cooperatively address r-o-w dedications required for the corridor's future development.	A 30 metre right-of-way dedication along the Highway 2A corridor has been provided for the corridor's future growth and development.
5.0 Open Spaces and Reserves	Goals and Objectives: To plan for the contiguous dedication of reserve lands.	Municipal Reserve lands have been provided for pedestrian connections. MR cash-in-lieu is proposed due to servicing cost in the corridor. Land needs to be used for lots.
	To ensure dedicated lands may be used for a variety of recreational purposes.	The reserve dedication allows for pedestrian activity and passive recreation at the storm pond location.
	To enhance the corridor's recreational functionality.	We have provided pedestrian linkages to the regional fieldhouse and included passive recreation areas in our plan.
	To work with adjacent urban municipalities to promote connectivity to their open space systems where possible.	Not applicable. There are no adjacent municipalities.
	To ensure the corridor's natural capital is protected and enhanced.	Not applicable. The WG Plan Area contains no environmentally significant areas.
	To promote the connectivity of recreational lands to environmentally significant lands.	Not applicable. The WG Plan Area contains no environmentally significant areas.
	To retain and protect the flood-way and flood-fringe of the Highwood River, Sheep River, and Tongue Creek.	Not applicable.
	To conserve and maintain the integrity of perennial and seasonal streams, rivers, and other water bodies.	Not applicable.
	To promote the use of native vegetation and xeriscaping where appropriate to enhance air quality, provide natural land use buffers, and minimize water use.	Section 6.7 Landscaping Considerations addresses this requirement.
	To minimize adverse environmental impacts through implementation of zero net waste practices.	Zero net waste practices are encouraged to be used by end-users within the WG Plan Area. This is a Development Permit consideration.
	To ensure all new and existing developments within the Plan Area respect surface and sub-surface resources.	There are no abandoned wells located within the WG Plan Area, or other surface or subsurface resources within the WG Plan Area boundary.

SECTION	OBJECTIVE	OUTLINE PLAN ALIGNMENT
5.0 Open Spaces and Reserves (continued)	To ensure developmental impact on the landscape is minimized by requiring Biophysical and Environmental Impact Assessments where necessary.	A Preliminary Ecological Status Report and Wetland Impact Assessment was prepared for the WG Plan. The AEPA Wetland Replacement program will be followed.
6.0 Servicing Infrastructure	Goals and Objectives: To support planning, construction and maintenance of efficient, safe and sustainable utilities in the Plan Area.	Municipal water will service the WG Plan Area. Interim sanitary servicing will be used until the waste water treatment plant is readily available to be connected to in a manner similar to Warner Business Park. This is identified in Section 7.0 Infrastructure Servicing .
	To establish a utility system that supports existing and future development of the area.	
	To plan and manage the utilities infrastructure system in co-operation with the Province, neighboring municipalities and other partnerships, including private industry.	
	To manage stormwater in an environmentally conscious manner that enhances the quality and minimizes the quantity of water being released into rivers and streams within the Plan Area.	Stormwater will be managed via overland flow to a proposed stormwater management pond that will service the WG Plan Area.
	To ensure that utilities infrastructure does not encroach upon environmentally significant areas.	Not applicable. There are no environmentally significant areas within the WG Plan Area.
	To actively implement water conservation and integrated waste management systems within the Plan Area.	Water conservation practices and integrated waste management systems policies are included in Section 6.6 Architectural Controls and 6.7 Landscaping Considerations .
	To promote water conservation measures for existing residents and businesses within the corridor.	Water conservation measures are outlined in Section 6.6 Architectural Controls and 6.7 Landscaping Considerations .
	To promote focused and compact development phases where cost recovery and efficiencies in utilities infrastructure may be achieved.	The WG Plan Area proposes compact Highway Commercial and Business Park district land uses that will be compact in nature and utilize utilities infrastructure efficiently.
	To design and promote integrated utility corridors that minimizes unnecessary consumption of lands in the corridor.	Utilities will be located within the proposed Municipal right-of-ways, interior to the Subject Site, and connection opportunities have been provided to extend to the lands west and south of the WG Plan Area.
7.0 Transportation Infrastructure	Goals and Objectives: To plan, construct and maintain efficient, safe and sustainable transportation infrastructure in the corridor.	The WG Plan Area provides vehicular connections to existing transportation infrastructure in the corridor.
	To establish a hierarchy of transportation infrastructure.	The WG Plan follows the hierarchy of transportation infrastructure.
	To plan and manage multi-modal transportation systems in cooperation with Alberta Transportation, neighboring municipalities and other partnerships, including private industry.	No multi-modal transportation options available are currently to the WG Plan Area; however, should they become available, the proposed internal pathway connections can be upgraded to provide multi-modal transportation options.
	To provide appropriate setbacks from highways to enhance visual quality and to protect future right-of-way requirements.	The appropriate 40 metre setback is provided for all buildings from the Highway 2A right-of-way corridor.
	To allow for the orderly development of controlled access to Highway 2A in conjunction with the plans of Alberta Transportation.	The TIA prepared supports the use of the intersection and outlines potential improvements (See Section 5.6 Traffic Impact Assessment).

SECTION	OBJECTIVE	OUTLINE PLAN ALIGNMENT
7.0 Transportation Infrastructure (continued)	To ensure that land use is supported by appropriate transportation infrastructure.	The TIA outlines that the WG Plan Area is supported by infrastructure in place.
	To promote focused and compact development where appropriate in order to achieve full cost recovery and efficiencies in maintenance.	The WG Plan Area is designed in a way that promotes compact development to maximize land use efficiency.
8.0 Eco-Industrial Framework	Goals and Objectives: To provide public education opportunities regarding eco-industrial development	Not applicable. It has been our experience that eco-industrial business parks are not suitable in our climate. Water conservation measures, landscaping considerations, and fibre back bones included in the WG Plan in order to improve the projects overall sustainability.
	To support the connection of individual firms into a local industrial ecosystem.	
	To minimize waste generation and maximize efficiency of alternative waste use and disposal practices.	
	To maximize efficiency of material and energy use and minimize dissipative uses.	
	To promote the use of renewable resources as energy inputs.	
	To promote the creation of a corridor-wide reuse and recycling program.	
	To ensure that development remains within the carrying capacity of and is sensitive to the natural environment (air, water, soil).	
	To encourage inter-firm sharing of information systems, infrastructure, utilities, and services where possible.	
	To offset emissions by supporting development of green infrastructure (i.e. one tree per parking stall, green roofs, landscaping with native foliage).	
	To encourage an integrated approach to land use through co-location of complementary industry.	
	To support the optimization of energy and water conservation.	
	To ensure eco-industrial principles are considered and implemented through planning and development processes.	
9.0 The Environment	Goals and Objectives: To retain and protect the flood-way and flood-fringe of the Highwood River, Sheep River, and Tongue Creek.	Not applicable.
	To conserve and enhance the integrity of perennial and seasonal streams, rivers, and other waterbodies and waterways.	Not applicable.
	To promote the use of native vegetation and xeriscaping where appropriate to enhance air quality, provide natural land use buffers, and minimize water use.	This is outline in Section 6.7 Landscaping Considerations .
	To minimize adverse environmental impacts through implementation of zero net waste practices.	This is encouraged in our waste management section.
	To ensure all new and existing developments within the Plan Area respect surface and sub-surface resources.	The proposed development does not negatively include or impact surface and sub-surface resources.

SECTION	OBJECTIVE	OUTLINE PLAN ALIGNMENT
9.0 The Environment (continued)	To ensure developmental impact on the landscape is minimized by requiring Biophysical and Environmental Impact Assessments where necessary.	A Preliminary Ecological Status Report and Wetland Impact Assessment was prepared in support of the proposed development.
	To promote the reclamation of previously contaminated sites through innovative and effective remediation processes.	Not applicable. There are no pre-existing contaminated sites on the site.
	To enhance the natural capital of the corridor through sound development practices.	Not applicable. There are no environmentally significant features on the site.
	To enforce the use of non-polluting exterior lighting for the protection and enhancement of the nocturnal environment.	Section 6.6 Architectural Controls speaks to the required use of Dark Sky compliant fixtures.
	To uphold the environmental stewardship of the region's water resources through the development and implementation of low impact stormwater infrastructure.	Section 7.3 Stormwater Management discusses stormwater management principles.
	To encourage the construction of energy efficient buildings.	This is to be included in the Architectural Controls.
	To promote the use of alternative energies.	Not applicable. End users are unknown at this time and if alternative energy systems will work for their needs.
	To ensure water conservation measures are implemented throughout the corridor.	Section 6.6 Architectural Controls and 6.7 Landscaping Considerations discuss the implementation of water conservation measures.
10.0 Managing Development	Goals and Objectives: To encourage the orderly and efficient development of the Plan Area in a logically sequenced and sustainable manner.	A phasing strategy is included in Section 10.0 Implementation, Review, & Phasing .
	To ensure the available water resources within the corridor are not overallocated prior to additional water resources being secured.	The Subject Site is located within Phase 1, identified on H2AASP Map 8 - in an area that is pre-dedicated for the current piped servicing availability.
	To ensure that utility, servicing, and transportation infrastructure is accessible and extended logically and efficiently.	The Subject Site is located within Phase 1, identified on H2AASP Map 8 - in an area that utility, servicing, and transportation infrastructure is readily available.
	To coincide with an integrated land use strategy that provides planning flexibility while minimizing land use conflict and maximizing efficiencies.	The subject site is surrounded by areas that are designated as Industrial Commercial conceptual uses. The WG Plan Area proposes compact Highway Commercial and Business Park district land uses that have a wide range of permitted and discretionary uses.
	To connect and integrate with existing and future development around planned growth nodes.	The WG Plan provides connections to adjacent lands for efficient growth and development over time (See Figure 7: Development Concept).
	To promote infill and redevelopment where opportunities exist.	Not applicable.
	To ensure the extraction of aggregate resources takes place prior to those lands with known deposits being developed.	Not applicable.

SECTION	POLICY	OUTLINE PLAN ALIGNMENT
3.1.1 CP Rail Lines and Rights-of-Way	3.1.1.1 Development proximate to the CPKC rail line and associated r-o-w shall adhere to the guidelines and policies of Canadian Pacific Railway and the Railway Act of Alberta.	Not applicable. The WG Plan Area is not adjacent to the rail line.
	3.1.1.2 Abandoned rail r-o-w and lands associated with rail operations will be developed for alternative uses only when those lands have been reclaimed in accordance with the Province of Alberta's Environmental Protection and Enhancement Act.	Not applicable. There are no abandoned rail right-of-way lands associated with rail operations to be developed within the WG Plan Area.
3.1.2 Power Transmission Lines	3.1.2.1 Development proximate to existing and future power transmission lines and associated r-o-w's shall adhere to the guidelines and policies of the body responsible for such lines and r-o-w's.	A power transmission line runs north-south to the west of the WG Plan Area. The requirements of the associated URW are respected by the Plan.
	3.1.2.2 Applications made on lands where future power transmission line alignments may be located shall identify those lands required for the installation and setback of such lines at the WG Plan or subdivision stage,	Not applicable. No further power transmission lines are required in this area.
	3.1.2.3 Adjustments to power transmission line alignments are conceptual in nature and may be altered without need for amendment to this ASP.	The power lines have been realigned since the adoption of the Highway 2A/ASP, there should be no further necessity to revise these lines again in the future.
3.1.3 Environmental Features	3.1.3.1 The Highwood River, associated floodway, and associated riparian areas as identified by the municipality's RSMM shall be protected and preserved.	Not applicable.
	3.1.3.2 The Sheep River, associated floodway, and associated riparian areas as identified by the municipality's RSMM shall be protected and preserved.	Not applicable.
	3.1.3.3 Tongue Creek, associated floodway, and associated riparian areas as identified by the municipality's RSMM shall be protected and preserved.	Not applicable.
	3.1.3.4 Any other waterbody or waterway within the Plan Area along with associated riparian areas as identified by the municipality's RSMM shall be protected and preserved.	There are no drainage courses located on the property. Wetlands are not environmentally significant and AEPA's Wetland Replacement policy will be followed.
	3.1.3.5 Development proposed within identified flood fringe areas shall be required to adhere to enhanced development requirements as determined by the municipality.	Not applicable.
3.1.4 Town of High River Wastewater Facilities	3.1.4.1 Development shall adhere to the setback distances as determined by Section 12 the Province of Alberta Subdivision and Development Regulation and any amendments made henceforth.	Not applicable.
	3.1.4.2 Development proposals that have the potential to create conflict between the proposed use and the wastewater treatment facilities shall be directed elsewhere in the Plan Area.	Not applicable.

SECTION	POLICY	OUTLINE PLAN ALIGNMENT
3.1.5 Aggregate Resources	3.1.5.1 Known aggregate resource deposits should be extracted and the lands reclaimed in accordance with the Environmental Protection and Enhancement Act prior to subdivision and/or development occurring.	Not applicable.
	3.1.5.2 Potential aggregate resource deposits should be investigated and the viability of the resource being extracted determined prior to applications for subdivision and/or development being made on the lands in question.	Not applicable.
	3.1.5.3 Should potential aggregate resources be proven to not be viably extractable, subdivision and/or development may occur on-site if deemed appropriate by the Approving Authority	Not applicable.
3.3 Agriculture and Agricultural Transition	3.3.1 Existing agricultural uses shall be encouraged throughout the Plan Area until such time that there is a demonstrated need for further industrial and/or commercial development.	Not applicable.
	3.3.2 Premature fragmentation of agricultural land shall be discouraged by promoting sequential and contiguous development throughout the Plan Area.	Not applicable.
	3.3.3 Agricultural lands identified as being within the Agricultural Transition policy area shall be developed last.	Not applicable.
	3.3.4 Agricultural lands west of Highway 2A should be converted to nonagricultural uses only after build-out of the lands within the Plan Area that lie east of the highway.	Not applicable.
	3.3.5 Agricultural by-product is encouraged for use in appropriate industrial processes throughout the corridor.	Not applicable.
3.4.1 Overall Corridor Development	3.4.1.1 The MD shall direct industrial and commercial development to the areas within the corridor considered suitable for such land uses.	The WG Plan contains land identified in the H2AISP as a future industrial and highway commercial area.
	3.4.1.2 All redesignation/subdivision proposals shall be accompanied by a Outline Plan submitted in accordance with the Outline Plan Requirements found in Appendix A.	The WG Plan is intended to be the Outline Plan that satisfies the policy.
	3.4.1.3 All development shall meet the requirements of the corridor's Design Guidelines (Appendix B).	The WG Plan has been prepared in accordance with the Guidelines found in Appendix B. The execution of this requirement is at the Development Permit stage.
	3.4.1.4 In existing built-up areas, complementary uses are encouraged to locate in adjacent undeveloped or re-developable sites.	Not applicable. This area is not "built-up".
	3.4.1.5 Impact on and the relationship of new development to adjoining lands shall be considered by the Approving Authority throughout the Plan Area.	The adjoining lands to the west have an approved Outline Plan that has been reviewed. However, the Outline Plan has not been proceeded with.
	3.4.1.6 Low Impact Development is encouraged on all sites within the Plan Area.	Low Impact Development strategies are outlined in Section 6.7 Landscaping Considerations .

SECTION	POLICY	OUTLINE PLAN ALIGNMENT
3.4.1 Overall Corridor Development (continued)	3.4.1.7 Concentrated patterns of subdivision and development should be considered, to increase efficiency of land use and servicing/infrastructure as the corridor is developed.	The WG Plan proposes a compact, efficient, and sustainable (piped servicing) Business Park.
	3.4.1.8 All development in the Plan Area should implement initiatives that achieve environmental stewardship.	Section 6.6 Architectural Controls and Section 6.7 Landscaping Considerations outline low water uses and stewardship.
	3.4.1.9 Low water use (equal to or less than 330 imperial gallons/acre/day) development is encouraged throughout the corridor.	Section 6.6 Architectural Controls and Section 6.7 Landscaping Considerations outline low water uses and stewardship.
3.4.2 Industrial General	3.4.2.1 Industrial development shall be the predominate land use in General Industrial areas, as identified on the land use concept map.	Not applicable.
	3.4.2.2 Some forms of Commercial development within Industrial General areas may be considered as accessory uses based on compatibility with surrounding land uses.	Not applicable.
	3.4.2.3 Interim uses as defined by the Municipality may be considered for parcels that do not currently have feasible access to adequate water and wastewater servicing.	Not applicable.
	3.4.2.4 Office uses should be accessory to the primary use on sites within the Industrial General areas, unless office use as a primary use is deemed appropriate by the Approving Authority.	Not applicable.
3.4.3 Industrial Edge	3.4.3.1 Lower intensity industrial development such as but not limited to office complexes shall be the predominate land use in the areas identified as Industrial Edge.	Not applicable.
	3.4.3.2 Commercial development may be permitted as accessory to industrial development within Industrial Edge areas should it be deemed appropriate by the Approving Authority.	Not applicable.
	3.4.3.3 Outdoor processing or manufacturing of materials is discouraged in Industrial Edge areas.	Not applicable.
	3.4.3.4 All industrial activity shall be contained indoors within the Industrial Edge areas unless outdoor activity is deemed appropriate by the Approving Authority.	Not applicable.
	3.4.3.5 Outdoor storage in Industrial Edge areas is not permitted unless screened in accordance with the Enhanced Design Guidelines found within the corridor's Design Guidelines (Appendix B).	Not applicable.
3.4.4 Industrial Commercial	3.4.4.1 Industrial Commercial development shall be the predominate development type in Industrial Commercial areas.	A variety of industrial commercial land uses are outlined within the proposed Business Park.

SECTION	POLICY	OUTLINE PLAN ALIGNMENT
3.4.4 Industrial Commercial (continued)	3.4.4.2 All industrial activity shall be contained indoors within the Industrial Commercial areas, unless outdoor activity is deemed appropriate by the Approving Authority.	Use and operation of each lot will be provided at the Development Permit stage. We cannot anticipate all end users at this time.
	3.4.4.3 Industrial activity should be accessory to commercial activity in Industrial Commercial areas, unless deemed appropriate as a primary use by the Approving Authority.	The Business Park presents a Highway Commercial face along its edges. Industrial uses are proposed on parcels interior to the site as indicated on Figure 8: Land Use Concept .
	3.4.4.4 Outside storage in Industrial Commercial areas is not permitted unless screened in accordance with the Enhanced Design Guidelines found within the Designed Guidelines (Appendix B).	This is applicable at the Development Permit stage and we will follow the guidelines in place.
3.4.5 Gateway Interface (Town of High River)	3.4.5.1 Given the timing of development and availability of servicing, specific land uses for the GI area between High River and the MD should be contemplated as a part of the upcoming Intermunicipal Development Plan review, or by other means as agreed upon by both municipalities and should consider the following:	Not applicable.
	3.4.5.1.1 Collaboration between High River and the M.D. should occur at the Intermunicipal Committee (IMC) and staff level when determining land uses and built form, and servicing and infrastructure considerations in the GI area.	Not applicable.
	3.4.5.1.2 Land uses and development forms within the GI policy area should be sensitive to the urban/rural transition between the Town of High River and the MD of Foothills.	Not applicable.
	3.4.5.1.3 Road and pathway alignments connecting potential corridor alignments with the Town of High River systems should be identified prior to development occurring.	Not applicable.
	3.4.5.1.4 A comprehensive development scheme for lands within 800 metres of the south boundary of the Plan Area should be prepared collaboratively prior to development occurring in this area.	Not applicable.
	3.4.5.1.5 The preparation of the comprehensive development scheme should benefit from consultation with the landowners within the GI policy area.	Not applicable.
3.4.5 Gateway Interface (Town of Okotoks)	3.4.5.2 Given the timing of development and availability of servicing, specific land uses for the GI area between Okotoks and the MD should be contemplated as a part of the upcoming Intermunicipal Development Plan review and informed the Joint Planning Agreement currently in process, or by other means as agreed upon by both municipalities and should consider the following:	Not applicable.

SECTION	POLICY	OUTLINE PLAN ALIGNMENT
3.4.5 Gateway Interface (Town of Okotoks) (continued)	3.4.5.2.1 Collaboration between Okotoks and the M.D. should occur at the IMC and staff level when determining land uses, built form, and servicing and infrastructure considerations in the GI area.	Not applicable.
	3.4.5.2.2 Land uses and development forms within the GI policy area should be sensitive to the urban/rural transition between the Town of Okotoks and the MD of Foothills.	Not applicable.
	3.4.5.2.3 Road and pathway alignments connecting potential corridor alignments with the Town of Okotoks systems should be identified prior to development occurring.	Not applicable.
	3.4.5.2.4 A comprehensive development scheme for lands within the GI area bordering Okotoks should be prepared collaboratively prior to development occurring within this area.	Not applicable.
	3.4.5.2.5 The preparation of the comprehensive development scheme should benefit from consultation with the landowners within the GI policy area.	Not applicable.
3.5.1 Historic Country Residential	3.5.1.1 Further Country Residential subdivision within the Plan Area should only be considered within the North half of Section 1, Township 20, Range 29, West of the 4th Meridian (N ½ 1-20-29 W4).	Not applicable.
	3.5.1.2 Country Residential subdivision and development outside of the N ½ 1-20-29 W4 and Residential subdivision and development outside the Hamlet of Aldersyde should not occur.	Not applicable.
	3.5.1.3 The subdivision of new Country Residential parcels within the N ½ 1-20-29 W4 shall align with the density provisions set forth in the Land Use Bylaw, unless an increase in density is deemed appropriate by the Approving Authority.	Not applicable.
	3.5.1.4 When adequate servicing is available, home based businesses may be permitted for properties within the N ½ 1-20-29 W4, if deemed appropriate by the Approving Authority.	Not applicable.
	3.5.1.5 Home based businesses in the Plan Area shall be required to adhere to the Enhanced Design Guidelines found within the Design Guidelines (Appendix B).	Not applicable.
3.5.2 Hamlet Residential-Future Planning Area	3.5.2.1 Subdivision and development in the Hamlet of Aldersyde shall continue only when adequate piped water and wastewater servicing becomes available.	Not applicable.

SECTION	POLICY	OUTLINE PLAN ALIGNMENT
3.5.2 Hamlet Residential-Future Planning Area (continued)	3.5.2.2 Strategic planning for the growth within the Hamlet of Aldersyde shall take place at such time that adequate piped servicing is available or is known to become available in the foreseeable future.	Not applicable.
	3.5.2.3 At such time that the Municipality deems it appropriate, the Hamlet of Aldersyde should benefit from the preparation of a municipally produced Area Redevelopment Plan.	Not applicable.
3.6 Recreation	3.6.1 Recreational amenities may be incorporated into development of the corridor.	Not applicable.
	3.6.2 Recreational amenities shall be required to adhere to the corridor's Enhanced Design Guidelines found in the Design Guidelines (Appendix B).	Not applicable.
	3.6.3 Developers may be required to contribute to a recreational levy, for upkeep and improvement of the public recreational amenities throughout the Plan Area.	Not applicable.
	3.6.4 Public recreational amenities may be provided in the form of parks and pathways, sports fields, and other recreational activities as deemed appropriate by the Approving Authority.	Not applicable.
	3.6.5 Private and semi-public recreational amenities may be provided in the form of open spaces incorporated into building design, site design, and in more intensive recreational uses such as but not limited to general and sport-specific complexes, as deemed appropriate by the Approving Authority.	Not applicable.
4.1 Joint Planning (High River)	4.1.1 The Town of High River and the MD of Foothills should cooperatively develop a policy document which coordinates the following aspects of the Gateway Interface policy area: a) Land Use b) Transportation c) Stormwater Management d) Parks, Open Space, and Pathways e) Environmentally Significant areas f) Utilities and Infrastructure g) Other matters deemed necessary by the MD of Foothills Approving Authority	Not applicable.
	4.1.2 Applications on lands within the H2A/IASP area shall be referred for comment to the Town of High River.	Not applicable.

SECTION	POLICY	OUTLINE PLAN ALIGNMENT
4.1 Joint Planning (Okotoks)	4.1.3 The Town of Okotoks and the MD of Foothills should cooperatively develop a policy document which coordinates the following aspects of the Gateway Interface policy area: a) Land Use b) Transportation c) Stormwater Management d) Parks, Open Space, and Pathways e) Environmentally Significant areas f) Utilities and Infrastructure g) Other matters deemed necessary by the MD of Foothills Approving Authority	Not applicable.
	4.1.4 Applications on lands within the H2A/ASP area shall be referred for comment to the Town of Okotoks.	Not applicable.
	4.1.5 Applications on lands that fall within the Gateway Interface policy area that are encompassed by the MD/Town of Okotoks Joint Planning Agreement (JPA) should align with the policies set forth in the JPA.	Not applicable.
5.1 Open Spaces	5.1.1 Open spaces shall be dedicated as per Sections 664 – 666 of the Municipal Government Act.	The subject site considers both dedication and cash-in-lieu for MR.
	5.1.2 Open space dedications should be provided based on logical connectivity to existing public lands, including environmental and Municipal reserves.	The MR has been dedicated to facilitate a regional pathway network.
	5.1.3 Open space connections throughout and between comprehensive developments should be maintained.	A functional pathway has been accommodated within the plan.
	5.1.4 Linear and curvilinear open space dedications shall adhere to policies within Section 7.3 (Pathways).	The pathways comply and this will be confirmed at the subdivision stage.
5.2 Environmental Reserve	5.2.1 Lands meeting the requirements of Section 664 of the Municipal Government Act shall be dedicated to the Municipality at the time of Subdivision approval.	Not applicable. No ER is required or proposed.
	5.2.2 Lands to be considered for Environmental Reserve dedication shall be shown on site plans at the application submission stage as per the WG Plan Requirements (Appendix A).	Not applicable. No ER is required or proposed.
	5.2.3 Setbacks as per the results of the Riparian Setback Matrix Model shall be considered for dedication by way of Environmental Reserve or Environmental Reserve Easement or a combination of both.	Not applicable. No environmentally significant features exist on the site.
	5.2.4 Lands that do not align with the specific characteristics outlined in Section 664 of the MGA may be voluntarily provided by landowners if deemed appropriate by the Municipality.	Not applicable.
5.3 Municipal Reserve	5.3.1 Municipal Reserve or the payment of monies in place of reserve or deferring reserve or any combination of these shall be determined by the Approving Authority, as per the Municipality's Public Reserve Policy.	Municipal Reserves have been provided within the WG Plan Area. The balance of MR land owing will be paid via cash-in-lieu.

SECTION	POLICY	OUTLINE PLAN ALIGNMENT
5.3 Municipal Reserve (continued)	5.3.2 When dedication is to be greater than 1.98 acres in total, a Municipal Reserve parcel shall be shown on submitted site plans, as per the Public Reserve Policy.	A total of 6.39 acres of MR land is proposed. This has been reflected on the Site Plan.
	5.3.3 When dedication is to be provided by way of land, the Municipal Reserve parcel should be developable as per the Land Use Bylaw, and should be adjacent to or have some form of connection to other proximate Municipal and Environmental Reserve parcels.	The proposed Municipal Reserve parcels of land are located allow for connections to the regional fieldhouse.
	5.3.4 If deemed appropriate by the Approving Authority, Municipal Reserve may be designed to provide a combination of developable land and linear and curvilinear pathways connecting the MR parcel to other dedicated lands, and other parcels in the development.	Municipal Reserve land is provided in the manner described in this policy.
	5.3.5 Reserve dedication in excess of the MGA's guidelines may be provided by landowners voluntarily, if deemed appropriate by the Approving Authority.	Not applicable.
	5.3.6 Municipal Reserve lands, when required, should be connected to open space networks within the Plan Area where possible.	MR lands connect the site to a functional regional pathway.
6.1 Water Servicing and Distribution	6.1.1 Other than Country Residential development that meets the density provisions set forth in the LUB and Interim development as deemed appropriate by the Approving Authority, ALL new development within the Plan Area shall be serviced by piped water.	The WG Plan Area will be serviced with Foothills County piped water.
	6.1.2 Water Servicing Levies and connection fees shall be required as per the Development Area Offsite Levy Bylaw.	To date, no Development Area Offsite Levy Bylaw has been prepared by the County.
	6.1.3 Water system easements and r-o-w alignments shall be shown on applications as per the requirements of the Outline Plan Requirements (Appendix A).	All water system easements and right-of-way alignments have been detailed on Figure 11: Sanitary & Water Servicing and adhere to the requirements of the WG Plan Requirements (Appendix A).
	6.1.4 Piped water may be provided based on the options outlined in the Servicing Study (Appendix E).	Piped water is proposed for the WG Plan Area as outlined in the North Aldersyde Feasibility Assessment.
	6.1.5 The option(s) chosen to service the corridor with piped water shall be to the sole discretion of the Municipality.	Not applicable. There are no options available.
	6.1.6 Piped water should be supported by adequate water license provided by the Municipality or the developer.	Adequate water licensing for the North Aldersyde WTP have been acquired by the County and will be cost recovered.
	6.1.7 It is to the Municipality's sole discretion as to whether the Municipality or the developer or a combination of the two provides the water license.	Adequate water licensing for the North Aldersyde WTP have been acquired by the County and will be cost recovered.

SECTION	POLICY	OUTLINE PLAN ALIGNMENT
6.1 Water Servicing and Distribution (continued)	6.1.8 Redesignation/Subdivision/Development approval other than for appropriate interim uses as defined by the Municipality should be considered ONLY when adequate piped water is proven to be available in accordance with policies 6.1.6 and 6.1.7.	Not applicable. No interim uses are proposed for the WG Plan Area.
	6.1.9 The alignment and capacity of water servicing infrastructure and associated easement and r-o-w locations shall be to the satisfaction of the Municipality.	The proposed piped water servicing strategy for the WG Plan Area provides the best case option for the development of the area and allows future connection opportunities south and west of the WG Plan Area and aligns with the North Aldersyde Feasibility Assessment.
	6.1.10 All new development within the Plan Area shall provide a comprehensive water conservation plan as per the Outline Plan Requirements.	These are outlined in the WG Plan Architectural Controls and Landscaping policies.
	6.1.11 While low water-use or no water-use interim development (as defined by the Municipality) in some parts of the Plan Area may be considered prior to piped water servicing being available, associated easements and r-o-w alignments necessary for future water connections may be required prior to the development of such interim uses.	Not applicable. The WG Plan is not proposing interim development.
6.1 Wastewater Collection and Sanitary Treatment	6.2.1 Wastewater Servicing Levies and connection fees shall be required as per the Development Area Offsite Levy Bylaw.	Not applicable. To date, the County has not prepared a Development Area Offsite Levy Bylaw.
	6.2.2 Development shall connect to communal wastewater systems, unless on-site servicing is deemed appropriate by the Municipality.	The site will connect to the municipal sanitary system either by pump out tank or pipe when the system is completed.
	6.2.3 Easements and r-o-w alignments associated with wastewater systems shall be shown on applications as per the Outline Plan Requirements (Appendix A).	All wastewater system easements and right-of-way alignments have been detailed on the site plan and adhere to the requirements of the H2IASP.
	6.2.4 The alignment and capacity of wastewater servicing infrastructure and associated easement and r-o-w locations shall be to the satisfaction of the Municipality.	Confirmation of this occurs at the subdivision stage when detailed design engineering occurs. Capacity will be determined at the land use or subdivision stage.
	6.2.5 Wastewater conveyance and collection systems should be included within water conservation plans, as prepared in accordance with the Outline Plan Requirements (Appendix).	Not applicable.
	6.2.6 While low water-use or no water-use interim uses (as defined by the Municipality) in some parts of the Plan Area may be considered prior to piped wastewater servicing being available, associated easements and r-o-w alignments necessary for future wastewater connections may be required prior to the development of such interim uses.	Not applicable. No interim uses are proposed.
6.3 Stormwater Management	6.3.1 Stormwater levies may be required as per the Development Area Offsite Levy Bylaw.	Not applicable. To date, the County has not prepared a Development Area Offsite Levy Bylaw.

SECTION	POLICY	OUTLINE PLAN ALIGNMENT
6.3 Stormwater Management (continued)	6.3.2 Stormwater management may be dealt with through the option(s) provided in the Servicing Study (Appendix E), at the sole discretion of the Municipality.	Stormwater management has been provided in a stormwater management pond.
	6.3.3 Stormwater management plans should be required as a condition of all subdivision/development approvals, unless otherwise deemed appropriate by the Approving Authority.	A full Stormwater Management Plan will be provided at the subdivision stage, as outlined in Section 7.3 Stormwater Management .
	6.3.4 Stormwater system design should incorporate Low Impact Development solutions such as but not limited to rain gardens, bioswales, and naturalized storm ponds.	Not applicable. It is out experience that these features do not work in this climate or in Business Parks.
	6.3.5 Site design should maintain as much vegetated surface as possible.	Where possible, vegetation on site will be maintained.
	6.3.6 Living roofs may be utilized to minimize impermeable surfaces, subject to approval by the Municipality.	Not applicable. These do not work in our climate.
6.4 Shallow Utility Servicing	6.4.1 Development in the Plan Area shall be serviced by shallow utilities.	Development will be serviced by shallow utilities and located within the proposed internal roadway (refer to Section 7.4 Shallow Utilities).
	6.4.2 The extension and upgrading of existing shallow utilities shall be at the expense of the developer.	The developer acknowledges that upgrading of existing shallow utilities is at their expense, as outlined in the municipal Development Agreement.
	6.4.3 Easement and r-o-w alignments for shallow utilities shall be to the satisfaction of the appropriate utility company.	All shallow utility easements and right-of-way alignments will be to the satisfaction of the appropriate utility company as outlined in Section 7.4 Shallow Utilities .
	6.4.4 Easements and r-o-w's for shallow utilities shall be provided within a site as is determined necessary by utility companies and/or the Municipality.	All shallow utility easements and right-of-way alignments have been provided interior to the WG Plan Area.
	6.4.5 Where necessary, utility r-o-w's and easements across one site for the benefit of providing servicing to adjacent sites shall be required, as determined by utility companies and/or the Municipality.	Shallow utilities are located within the proposed municipal right-of-way road and provides potential connections west and south of the Subject Site.
7.1 Road Network	7.1.1 Subdivision and Development plans shall recognize that Alberta Transportation requires additional land for widening of Highway 2A.	A 30 metre road widening has been provided for the Highway 2A corridor. The TIA will be required by ATEC.
	7.1.2 Development shall be compliant with the Highways Development and Protection Regulation (Alberta Regulation 326/2009).	ATEC will issue this compliance upon review of the Roadside Development Permit application.
	7.1.3 Stormwater management plans shall ensure that highway ditching is not used to collect stormwater from development.	The stormwater management pond provides the required attenuation.
	7.1.4 The functional and visual integrity of Highways 2A, 7 and 543 shall be maintained.	This is outlined in Section 6.6 Architectural Controls .

SECTION	POLICY	OUTLINE PLAN ALIGNMENT
7.1 Road Network (continued)	7.1.5 Alberta Transportation may require Traffic Impact Assessments (TIA) at the time of redesignation or subdivision. The TIA shall be prepared by a qualified transportation engineer at the sole expense of the developer and should include but is not limited to an analysis and evaluation of: a. The potential impact of a proposed subdivision and/or development on the existing transportation network.	A Traffic Impact Assessment has been prepared by Bunt & Associates, being qualified transportation engineers, and provided under separate cover. Mitigation measures, and other recommendations from the TIA, will be implemented to mitigate negative impacts on the existing transportation network (refer to Section 5.6 Traffic Impact Assessment).
	b. A program of future expansion and/or improvement of the transportation network to accommodate the proposed growth and to preserve the function and integrity of the transportation network.	A Traffic Impact Assessment has been prepared by Bunt & Associates, qualified transportation engineers, and provided under separate cover. The proposed growth can be accommodated (refer to Section 5.6 Traffic Impact Assessment).
	7.1.6 External and Internal road levies shall be required, unless otherwise stated by the Municipality.	External and internal road levies will be paid by the developer, as may be required by the Municipality.
	7.1.7 Roads shall be upgraded and constructed in accordance with the municipality's Road Standards or as determined by the municipality.	The proposed municipal roadways internal to the WG Plan Area will be constructed in accordance with Foothills County's commercial road standards (refer to Section 8.1 Internal Roads).
	7.1.8 Known and potential access issues should be addressed through collaboration with affected landowners and/or the Municipality/Alberta Transportation/Canadian Pacific Railway through the WG Plan and subdivision and development processes.	Not applicable. There are no known access issues.
	7.1.9 No development including but not limited to berming or grading of the lands within the Highway 2A r-o-w may be undertaken without the consent of Alberta Transportation.	A Roadside Development Permit will be obtained from ATEC to meet this policy.
	7.1.10 As per the requirements of Alberta Transportation, direct access off of Highway 2A shall be permitted at one mile intervals only (see Map 6).	There is an existing access off of the Highway 2A and Highway 547/Highway 7 intersection that will be utilized by the WG Plan Area.
	7.1.11 Internal roadway design shall consider: c. Direct connection to the corridor's major points of ingress and egress.	The proposed internal roadway connects to an existing local road that connects to the Highway 2A and Highway 547/Highway 7 intersection (refer to Section 8.1 Internal Roads).
	d. Safe and efficient routing in the local and regional context.	The WG Plan Area satisfies a safe and efficient routing in the local and regional context (refer to Section 8.1 Internal Roads).
	e. Accommodation for pedestrian and bicycle movement.	Pathways will be implemented within the Plan Area as outlined in Section 6.8 Open Space. The County's commercial road cross section does not indicate sidewalks.
	f. Accommodation for future public transit networks.	Not applicable. Should public transit be implemented in the future, the proposed transit network can be accommodated.
	g. Minimal impacts to natural features and natural capital.	There are no environmentally significant features to be protected or maintained within the WG Plan Area.

SECTION	POLICY	OUTLINE PLAN ALIGNMENT
7.2 Rail Line	7.2.1 No connection to or alteration of existing connection to the rail line shall be undertaken without the consent of Canadian Pacific Railway.	Not applicable.
	7.2.2 Development proposals adjacent to the rail line r-o-w shall be considered based upon their ability to benefit from direct access to the rail line.	Not applicable.
	7.2.3 Development adjacent to the rail line r-o-w shall meet all safety requirements of Canadian Pacific Railway and the Railway Act of Alberta.	Not applicable.
	7.2.4 Roads required to cross rail line r-o-w shall meet all design and safety requirements of Canadian Pacific Railway and the Railway Act of Alberta.	There is an existing railway crossing northwest of the WG Plan Area that may require crossing arms to the satisfaction of CPKC.
	7.2.5 Known and potential rail access issues should be addressed through collaboration with affected landowners, Canadian Pacific Railway, and the Municipality.	Not applicable. There are no known or potential rail access issues caused as a result of the WG Plan.
7.3 Pathways	7.3.1 Applications shall show pathway connections on-site and to the regional pathway system, where appropriate.	The location of the potential functional pathway from the County's open space concept is inconclusive; regardless, it can be accommodated within the ATEC right-of-way at the front of the site, as it is significantly wide enough (refer to Section 6.8 Open Space).
	7.3.2 Pathway r-o-w shall be required where deemed appropriate by the Approving Authority.	
	7.3.3 Pathway dedication shall be required to meet the pathway alignments shown on Map 6.	
	7.3.4 Pathway development and/or provision of a pathway levy shall be the responsibility of the developer and shall be determined by the Approving Authority.	
	7.3.5 The connection of corridor pathways to pathways in High River and Okotoks should be determined prior to development occurring.	
	7.3.6 Pathway alignment, dedication, construction, and maintenance may be coordinated between Foothills County and the Towns of High River and Okotoks where appropriate.	
	7.3.7 The connection of internal pathways to local and regional systems should be determined at the WG Plan stage.	
	7.3.8 Pathway development shall meet the requirements set out in the corridor's Design Guidelines (Appendix B).	
7.4 Transit	7.4.1 Where directed by the Municipality, subdivision and development proposals should account for future transit connections through road and r-o-w design.	Not applicable. There is no public transit currently available.

SECTION	POLICY	OUTLINE PLAN ALIGNMENT
7.4 Transit (continued)	7.4.2 Development should take place such that distance from buildings to potential key transit stop locations is minimal.	Not applicable. There is no public transit currently available; however, should a public transit stop be required, the proposed County right-of-way could be upgraded to accommodate public transit.
	7.4.3 The planning and implementation of transit throughout the corridor shall be coordinated with the Town of High River and Town of Okotoks, Alberta Transportation and the Canadian Pacific Railway.	
8.1 Land Use	8.1.1 Complementary developments should locate adjacent to or proximate to one another where possible.	Highway Commercial and Business Park districts have been located/grouped in close proximity to one another, as they are complementary land uses, within the WG Plan Area.
	8.1.2 Development that may benefit from one or a combination of any of the following concepts should locate adjacent or proximate to one another where possible:	Not applicable. We cannot anticipate the range of end users. Should these opportunities become available they will be supported in the Business Park.
	a. Energy Cascading	
	b. District Energy	
	c. By-product Exchange	
	d. Technology and Information Systems Sharing	
	e. Cogeneration	
	f. Raw materials, servicing, and infrastructure sharing	
	8.1.3 Development shall minimize water use through conservation measures.	Section 6.6 Architectural Controls and Section 6.7 Landscaping Considerations outline water conservation measures.
8.2 Regional Context	8.1.4 Development should utilize alternative energies including but not limited to wind and active and passive solar systems where feasible.	Not applicable. We cannot anticipate the end users and these techniques may or may not be utilized.
	8.2.1 Development within the corridor is encouraged to explore opportunities for by-product exchange with businesses outside the Plan Area.	Not applicable. We cannot anticipate the end users and these techniques may or may not be utilized.
	8.2.2 Development within the corridor is encouraged to explore opportunities for energy cascading with businesses outside the Plan Area.	Not applicable. We cannot anticipate the end users and these techniques may or may not be utilized.
	8.2.3 Development within the corridor is encouraged to practice net zero waste practices and lifecycle management in order that dependency on the Foothills Regional Landfill is minimized.	We have had discussions with local waste haulers as to efficient re-use, recycling, and waste management tactics. This will be implemented by the developer at the subdivision stage and taken over by the Lot Owners Association.
8.3 Servicing and Transportation Infrastructure	8.3.1 Transportation networks and associated r-o-w should be designed and constructed to produce the least possible impact on natural features within the Plan Area.	Not applicable. There are no environmentally significant features in the Plan Area.
	8.3.2 Development should ensure the integration of servicing alignments into existing and future transport network r-o-w's.	The servicing alignments comply with direction in the North Aldersyde Feasibility Assessment.

SECTION	POLICY	OUTLINE PLAN ALIGNMENT
8.3 Servicing and Transportation Infrastructure (continued)	8.3.3 Parking should be shared where possible.	All parking for future uses will be on individual lots and be in accordance with the LUB, detailed at the Development Permit stage.
	8.3.4 Internal road and parking surfaces should make use of permeable surfacing materials where feasible.	Not applicable. Permeable pavers are not appropriate in Business Parks utilizing heavy equipment.
	8.3.5 Internal and external transportation networks should incorporate loop and through roads when feasible.	The proposed internal roadways provides a future connection southerly to encourage extension of the road.
	8.3.6 Cul-de-sac should be avoided within the Plan Area unless deemed necessary by the Municipality.	Cul-de-sacs are required due to the unusual shape of this parcel.
	8.3.7 Transportation network design should consider future public transit connections.	Not applicable. The proposed internal road network can accommodate future public transit, however there is no transit service planned.
	8.3.8 Transportation network and site design should maximize the use of the rail line within the Plan Area.	Not applicable. No rail line touches this site.
	8.3.9 Development throughout the corridor should implement grey-water reuse should it be permitted in the future.	Not applicable. This is currently not permitted by AEPA.
	8.3.10 Subdivision and development design should minimize stormwater runoff.	The appropriately-sized stormwater management pond will capture all post-development flow in the Plan Area.
	8.3.11 Stormwater systems design should include rain-gardens and bioswales as alternatives or supplementary to traditional systems.	Not applicable. It is our experience that these techniques do not work in our climate or the industrial context.
8.4 Subdivision and Development Design	8.4.1 Subdivision design should minimize negative impacts on natural features throughout the Plan Area.	Not applicable. There are no environmentally significant features in the WG Plan Area.
	8.4.2 Subdivision and development design shall follow the corridor's Design Guidelines (Appendix B).	The proposed design follows the corridor's Design Guidelines (Appendix B). This is a Development Permit consideration.
	8.4.3 Development should maximize material flows and minimize the creation of waste where possible.	The waste management strategy reflects this consideration.
	8.4.4 Net zero waste should be a goal of all existing and new development.	Not applicable. Architectural Controls will include this consideration but we cannot predict end users at this stage.
	8.4.5 Life cycle management should be considered in processes occurring or that shall occur in the future within the Plan Area.	Not applicable. Architectural Controls will include this consideration but we cannot predict end users at this stage.
	8.4.6 Manufacturing facilities should engage in lean manufacturing practices when possible.	Not applicable. End users cannot be predicted at this stage.
	8.4.7 Existing and future developments should practice source waste reduction when possible.	Architectural Controls and waste management policies speak to this consideration.
	8.4.8 Subdivision design should maximize the efficacy and function of open spaces, reserve lands, transport networks, and servicing and utility systems throughout the Plan Area, and with those systems connecting to the Plan Area.	The proposed development connects to the existing transportation and water servicing systems, and provides opportunity for future connection to a regional piped wastewater servicing system outside and inside the project.

SECTION	POLICY	OUTLINE PLAN ALIGNMENT
8.4 Subdivision and Development Design (continued)	8.4.9 Physical infrastructure such as but not limited to storage areas, shipping and receiving facilities, and parking should be shared between businesses when feasible.	Not applicable. We cannot predict end users at this stage. However, synergies will be encouraged.
	8.4.10 Development may include living roofs to minimize impermeable surfaces.	Not applicable. There are not natural roofs considered, These are not practical for our climate.
9.1 Natural Capital	9.1.1 Development shall not adversely affect natural capital within the Plan Area.	Not applicable. There are no environmentally significant features in the WG Plan Area.
	9.1.2 Development should enhance the natural capital within the Plan Area.	Not applicable. There are no environmentally significant features in the WG Plan Area.
	9.1.3 Stormwater run-off shall be minimized through innovative stormwater systems design, including but not limited to rain gardens, bio-swales, and naturalized storm ponds.	Not applicable. These features do not work in our climate.
	9.1.4 Development occurring proximate to the corridor's waterbodies and watercourses shall make use of the municipality's Riparian Setback Matrix Model and adhere to the setbacks determined by the model.	Not applicable. The Subject Site does not contain wetlands that are considered significant.
	9.1.5 Development shall be phased in such a way as to preserve those agricultural lands to the west of Highway 2A until all other developable lands have been developed.	Not applicable. West of the site is an approved Outline Plan.
	9.1.6 Subdivision and Development design shall protect and preserve natural capital.	Not applicable. Th site does not contain any significant natural features.
	9.1.7 Emissions as a result of industrial activity should be minimized.	Not applicable. We cannot anticipate end users or their potential emissions at this stage.
9.2 Environmentally Significant Areas	9.2.1 Subdivision and development shall protect and preserve ESAs within and adjacent to the Plan Area.	Not applicable. No ESA's are located within, or adjacent to, the Plan Area.
	9.2.2 Stormwater system design shall include measures to improve the quality of run-off water prior to the run-off entering back into the watershed.	The appropriately-sized stormwater management pond is in the project area to retain pre-development flows.
	9.2.3 Subdivision and development shall preserve the functional integrity of ESAs within and adjacent to the Plan Area.	Not applicable. No ESA's are located within, or adjacent to, the Plan Area.
	9.2.4 Subdivision and development shall address cumulative effects within the Plan Area.	Not applicable. No ESA's are located within, or adjacent to, the Plan Area.
	9.2.5 Biophysical Assessments including Environmental Impact Assessments (EIAs) shall be required on lands proximate to significant natural features and natural capital within and adjacent to the Plan Area or as determined by the municipality.	An ESR and WIA was prepared in support of the proposed development. The developer will enter into the Wetland Replacement program with AEPA.
	9.2.6 Environmental Site Assessments shall be required on lands known to have been contaminated or lands that are suspected to have been subject to contamination.	Not applicable. The Subject Site has not had any contaminated activity on the lands, or suspected to have been subjected to contamination.
	9.2.7 Remediation of contaminated lands shall be required in accordance with the Province of Alberta Environmental Protection and Enhancement Act.	Not applicable. The Subject Site has not had any evidence of post contamination on the lands, or suspected to have been subjected to contamination.

SECTION	POLICY	OUTLINE PLAN ALIGNMENT
9.2 Environmentally Significant Areas (continued)	9.2.8 Subdivision and development shall minimize impacts on surface and groundwater resources.	Not applicable. The site will need grading to ensure stormwater, water, and wastewater infrastructure and roads are in place for use.
	9.2.9 Those lands within flood way as identified by Alberta Environment and/or independent surveying to the satisfaction of the Municipality shall not be developed.	Not applicable. The Subject Site is not located within a flood way.
	9.2.10 Those lands within flood fringe as identified by Alberta Environment and/or independent surveying to the satisfaction of the Municipality should not be developed unless deemed appropriate by the Approving Authority.	Not applicable. The Subject Site is not located within a flood fringe area.
9.3 Riparian Areas	9.3.1 Subdivision and development shall be subject to the requirements of the MD's Riparian Setback Matrix Model (RSMM) policy and shall adhere to the setbacks recommended resultant to RSMM testing or as determined by the Approving Authority.	Not applicable. There is no environmentally significant areas and the Wetland Replacement program will be used.
9.4 Dark Skies	9.4.1 Development shall adhere to the Dark Sky Bylaw.	Compliance with the Dark Sky Bylaw can be found in Section 6.6 Architectural Controls .
	9.4.2 ALL exterior lighting NOT encompassed within the Dark Sky Bylaw shall be required to be compliant with the intent of the bylaw.	This is outline in Section 6.6 Architectural Controls .
10.1 Phasing	10.1.1 Subdivision and Development should follow the phasing concept as presented in Map 8.	The Subject Site is located within Phase 1, identified on H2AASP Map 8.
	10.1.2 Subdivision and Development should occur first on those lands with Direct Control, Industrial (excluding Industrial Natural Resource), and Commercial zonings that were in place prior to 1st reading of this ASP (Bylaw XX/2010), as shown on Map 8 (Phase 1).	The Subject Site is located within Phase 1, identified on H2AASP Map 8.
	10.1.3 Subdivision and Development applications within Phase 1 should be considered based on a combination of available piped water resources and other relevant attributes as determined by the Approving Authority.	Piped water is available to the Subject Site, and piped sanitary servicing will be constructed and provide connections to the future construction of regional piped wastewater servicing when it becomes available (outline in Section 7.0 Infrastructure Servicing).
	10.1.4 Subsequent phases of land use redesignation, subdivision and development on those lands outside of Phase 1 shall be considered only when additional piped water resources are secured to the satisfaction of the Approving Authority.	Not applicable. The Subject Site is located within Phase 1, identified on H2AASP Map 8.
	10.1.5 Should additional piped water resources become available, the planning and development of subsequent phases should be subject to amendment of this plan.	Not applicable. The Subject Site is located within Phase 1, identified on H2AASP Map 8, and has regional piped water available to be connected to at this time.
	10.1.6 Lands with known and potential aggregate resources should be developed only after extraction of such resources and appropriate reclamation of those lands.	Not applicable. The Subject Site is not located within any potential known aggregate resource areas.

SECTION	POLICY	OUTLINE PLAN ALIGNMENT
10.1 Phasing (continued)	10.1.7 Lands identified as being within the Agricultural Transition policy area should be developed for industrial and/or commercial uses last.	Not applicable. The Subject Site is located outside of the Agricultural Transition policy area.
10.2 Servicing and Infrastructure Considerations	10.2.1 Development other than low or no water-use Interim development, as defined by the Municipality, shall occur only when adequate water/wastewater servicing is available.	Not applicable, There is no interim development proposed.
	10.2.2 Should a developer or the Municipality finance the upgrading and/or extension of services or infrastructure that would normally be financed by an adjacent developer, cost recovery requirements shall apply to the benefiting developer.	Endeavours to assist are not expected as neighbouring sites are not developing.
	10.2.3 Servicing and infrastructure levies shall be informed by the Servicing and Network studies (see Appendices D and E) and required as deemed appropriate by the Approving Authority.	Servicing and infrastructure levies will be paid for by the developer, as required.
10.3 Coordination of Development	10.3.1 The Municipality may require levy contributions for the upgrading, extension and associated construction of servicing and infrastructure that is required to take place before, during, or after development occurs.	Where required, levy contributions for the upgrading, extension, and associated construction of servicing and infrastructure may be made by the developer.
	10.3.2 Levy contributions shall be informed by the Servicing and Network studies (see Appendices D and E) and required as deemed appropriate by the Approving Authority.	Levy contributions will be made by the developer at a time the Approving Authority deems appropriate.
10.4 Decisions of Development	10.4.1 Developers shall meet with the municipality prior to application being made in order that comments can be provided regarding the timing and appropriateness of the subdivision and/or development concept.	Preliminary discussions were held with municipal staff regarding the proposed development, and comments received on same. This plan has been underway for a considerable time.
	10.4.2 Developers shall provide an analysis of how their application(s) adhere to and uphold the policies contained within this ASP, as per the Outline Plan Requirements (Appendix A).	An analysis has been provided herein to address how the application adheres to, and upholds, the policies within the H2A/ASP.
	10.4.3 Subdivision and Development applications should not be accepted for submission until deemed complete as per the Outline Plan Requirements and the Municipality.	A future subdivision application will be made once this WG Plan and Land Use Redesignation have been approved by the Municipality.

SECTION	POLICY	OUTLINE PLAN ALIGNMENT
11.1 Implementation Strategy	11.1.1 The Municipality shall ensure implementation of this ASP based on the information contained within the associated Implementation Strategy (see Appendix C).	The WG Plan conforms with and supports implementation of the ASP in this area. This Outline Plan aligns with the H2A/ASP and this policy checklist is intended to demonstrate compliance.
	11.1.2 Future amendments to this plan should be informed by the information and process provided by the Implementation Strategy (Appendix C).	
	11.1.3 Bylaws, plans, goals, objectives, and policies contained in other documents that may affect the implementation of this ASP should be amended to align with the intent of the ASP goals, objectives, and policies.	
11.2 New Approvals Process	11.2.1 The timing and extent of development shall be determined by Section 10 of this plan and Outline Plan and Land Use redesignation/subdivision processes.	The Subject Site is located within Phase 1, identified on H2A/ASP Map 8 and meets the intent of the policies of Section 10 of the H2A/ASP.
	11.2.2 The Outline Plan and Land Use and Subdivision and Development approvals processes shall work to achieve the policies within this ASP.	This WG Plan meets the intent of the policies of the H2A/ASP.
	11.2.3 Land use redesignation and subdivision and development applications should only be accepted if accompanied by an Outline Plan that is determined to be complete by the Municipality.	Once this WG Plan is approved by the Approving Authority, future subdivision applications will be submitted to the Municipality for approval.
	11.2.4 All subdivision, development, and land use applications received on or after the date of third reading of the bylaw for this ASP shall be evaluated using the goals, objectives and policies of the H2A/ASP Bylaw XX/2010.	This WG Plan meets the intent of the goals, objectives, and policies of the H2A/ASP.
11.3 Existing Planning Approvals	11.3.1 All subdivision, development, and land use applications received before the date of the third reading of Bylaw XX/XX shall be evaluated using the goals, objectives and policies of the Highway 2A ASP Bylaw 128/95.	As this is a new application, Section 11.3 is not applicable.
11.4 Current Land Use Districts	11.4.1 Revisions and/or amendments to the LUB necessary to align with the intent of this ASP should be completed immediately following third reading of the Bylaw for the adoption of this ASP.	As this is a new application, Section 11.4 is not applicable.
11.5 Supporting Information	11.5.1 Developers may be required to provide information considered above and beyond the normal Outline Plan requirements, should it be determined that such information is necessary for the Approving Authority to establish if a proposal achieves the intent of this ASP.	Should it be determined by the Approving Authority that additional information is necessary. The information will be provided by the developer.
	11.5.2 The Approving Authority may require information considered above and beyond the normal Outline Plan requirements, after an approval is granted, should it be determined that such information is necessary to inform subdivision and development design.	Should it be determined by the Approving Authority that additional information is required. The information will be provided by the developer.

SECTION	POLICY	OUTLINE PLAN ALIGNMENT
11.5 Supporting Information (continued)	11.5.3 Additional costs resultant of further information being required by the Approving Authority shall be borne by the developer.	Agreed.
11.6 Inter-municipal Coordination	11.6.1 Applications received within the Plan Area shall be circulated to the Town of High River and the Town of Okotoks for review and comment, prior to a decision being made by the MD of Foothills Approving Authority.	Circulation is the responsibility of the County.
	11.6.2 Proposed changes to the H2A/ASP (Bylaw XX/2010) that may affect lands within the associated IDP and GI areas shall be referred to the respective Town of High River/MD of Foothills Intermunicipal Committee (IMC) or Town of Okotoks/MD IMC for review and comment prior to a decision being made by the MD of Foothills Approving Authority.	Not applicable. The Subject Site is located outside of the IDP and GI areas; therefore, this policy does not apply.
	11.6.3 Should planning, transportation, or servicing matters affecting the Town of High River and/or Town of Okotoks arise as a result of the goals, objectives, and policy of the H2A/ASP (Bylaw XX/2010), the issue shall be referred to the IMC for review and comment prior to a decision being made by the MD of Foothills Approving Authority.	Not applicable. This proposed development does not impact planning, transportation, or servicing matters that affect the Town of High River and/or Town of Okotoks.
11.7 Interim Uses	11.7.1 Interim uses may be considered on parcels that do not have adequate services available for their ultimate intended use as determined by the Municipality.	Not applicable. There are not interim uses proposed.
	11.7.2 Interim uses may be allowed only if they do not compromise future subdivision or development of the land and do not compromise water/wastewater availability for those properties that were zoned Industrial, Commercial, or Direct Control prior to 1st reading of this ASP (Bylaw XX/2010).	Not applicable. There are not interim uses proposed.
	11.7.3 Proposals for interim uses shall indicate the estimated amount of time the use shall take place, and any potential impact the use may have.	Not applicable. There are not interim uses proposed.
	11.7.4 Interim uses may include but are not limited to agricultural operations, outdoor and indoor storage, distribution of materials and goods, and resource extraction.	Not applicable. There are not interim uses proposed.
	11.7.5 The suitability of proposed interim uses shall be determined by the Approving Authority.	Not applicable. There are not interim uses proposed.

APPENDIX B:

H2AISP DESIGN GUIDELINES REVIEW

GUIDELINE SECTION	APP-LICATION	ITEM / CONSIDERATION	COMMENTS
Site Planning & Environment	Throughout Corridor	Site coverage does not exceed 60% or is supported by stormwater management plan prepared by a qualified professional.	Site coverage will comply with the Land Use Bylaw.
		Siting considers the preservation/enhancement of natural features.	Not applicable. There are no retained natural features. The Storm Pond is man made.
		All setbacks comply with land-use by-law.	The site design will comply with all setbacks identified within the Land Use Bylaw at the DP stage.
		Site access and internal roadways meet Foothills County standards and Fire / Emergency access requirements.	Site access and all internal roadways have been designed to meet fire/emergency access requirements of Foothills County.
		Clear access and orientation provided for vehicles and pedestrians.	Clear access and orientation has been provided for vehicles throughout the WG Plan Area. Pedestrians may utilize the potential functional pathway.
		Principal Building entrance oriented towards main entry to site.	This is a DP issue given gateway context and orientation will be important.
		Loading bays or drive-through lanes do not impede the efficient flow of vehicular or pedestrian movements.	Not applicable. This is a DP issues should we attract end users with these requirements.
		Outdoor storage located at side or behind main building or adequately screened.	Any outdoor storage proposed by an end user will be located at the side or behind the main building, or adequately screened from view. Considered at the DP stage.
		Pedestrian/bicycle/vehicle conflicts are minimized.	The site design minimizes pedestrian/bicycle/vehicle conflicts.
		Snow removal and storage considered in design of parking and circulation.	Snow removal and snow storage locations are DP considerations. Snow removal will be included in the Architectural Controls and managed by the Lot Owners Association.
		Water conservation is considered.	Refer to Section 6.6 Architectural Controls and Section 6.7 Landscaping Considerations .
		Construction Waste Reduction Plan provided.	A Construction Waste Reduction Plan will be provided in the future at the Development Permit stage (refer to Section 7.5 Waste Management). Managed by the Developer until Lot Owners Association take over.
		Accommodation of recycling in site design.	Recycling will be accommodated in site design at the DP stage. Managed by the Developer until Lot Owners Association take over.

GUIDELINE SECTION	APP- LICATION	ITEM / CONSIDERATION	COMMENTS
Site Planning & Environment	Enhanced Areas	Service, delivery and storage areas and loading docks located in areas of low visibility and screened if deemed necessary by the Approving Authority.	Not applicable. This is a DP consideration.
		Garbage / waste management containers hidden from public view either by a freestanding enclosure or within the principle building.	All garbage/waste management containers will be hidden from public view via freestanding enclosure or within the principle building according to Section 7.5 Waste Management .
		Fencing along street facing property lines incorporates clusters of landscaping or other means create visual interest.	This is detailed in s 6.6., and this is a DP consideration.
Site Planning & Environment	Enhanced Areas	Commercial lands within the 2A corridor that are adjacent to residential development have a landscaped buffer of a minimum of 6.0 m (19.7 ft) wide along the property line abutting the residential lands.	Not applicable. The closest residential dwelling is located +/- 225 metres southeast of the WG Plan Area and has vegetative screening on those residential lands.
		Industrial parcels that are adjacent to residential development have a minimum of 10.0m (32.8ft) landscaped buffer along the property line.	Not applicable. The closest residential dwelling is located +/- 225 metres southeast of the Outline Plan Area and has vegetative screening on those residential lands.
Site Planning & Environment	Optional	Provision for alternate modes of transportation.	No cycling lanes are provided within the existing or proposed transportation network; however, this does not preclude the construction of alternate modes of transportation in the future.
		Use of permeable pavement and other low impact stormwater management practices.	Not applicable. These do not work in our climate and do not support heavy industrial vehicles.
		Convenient, safe and visually attractive pedestrian access is provided to all destinations on the site.	Not applicable, The site is a Business park and does not contain destinations.
		Provision of landscaped outdoor spaces which can serve as plazas, patios or pedestrian gathering places with appropriate site furniture and lighting.	Not applicable. This is a DP consideration affecting an end user.
		Outdoor gathering spaces are shaded and include amenities such as street furniture, and adequate lighting for visibility and safety.	Not applicable. This is a DP consideration affecting an end user.
Parking	Throughout Corridor	Adequate parking is provided as per land-use by-law.	Not applicable. The proposed development will meet the minimum requirements for parking in the land use bylaw at the DP stage.
		If more than 50 parking stalls, at least 60% located at the side and/or the rear of the building, unless otherwise accepted by the Approving Authority.	Not applicable, This will be evaluated at the DP stage based on requirements of end users.

GUIDELINE SECTION	APP-LICATION	ITEM / CONSIDERATION	COMMENTS
Parking	Enhanced Area	Parking lots containing more than 50 spaces are broken up into smaller units with landscaped islands or are dispersed around the site.	Not applicable. There is no definition or identification of an "Enhanced Area" in the statutory portions of the H2A/ASP. Therefore, compliance is subject to understanding where and how this applies to each use.
		Where parking lots with more than 35 spaces are located adjacent to roadways, they are visually buffered with screening between the road and the parking area.	Not applicable. There is no definition or identification of an "Enhanced Area" in the statutory portions of the H2A/ASP. Therefore, compliance is subject to understanding where and how this applies to each use.
Parking	Optional	Parking areas surfaced with permeable materials.	These are optional and may or may not be included depending on end users.
		Stormwater runoff from parking areas drains into landscaped areas.	These are optional and may or may not be included depending on end users.
Parking	Optional	Landscape islands in parking areas contain shade trees to reduce "heat island effect".	These are optional and may or may not be included depending on end users.
Building Design	Throughout Corridor	Buildings comply with Alberta Safety Codes, particularly with respect to occupancy, safety, fire codes and building standards.	All buildings will be constructed and finished with durable materials as is mandatory at the BP stage.
		Buildings constructed and finished with durable materials designed to maintain their initial appearance throughout the life of the project.	All buildings will be constructed and finished with durable materials as is mandatory at the BP stage.
		Principal building entrance is easily identifiable	Not applicable. This is a DP consideration.
		Principal building entrance is safely accessible from main parking area.	Not applicable. This is a DP consideration.
		Front elevation of principal building is visually interesting.	Not applicable. This is a DP consideration.
		All appliances and fixtures are energy smart and water smart.	This will be identified within the Architectural Controls.
		All plumbing fixtures are low-flow or no-flow.	This will be identified within the Architectural Controls.
		Use of daylight to reduce lighting requirements but also considering heat gain.	Not applicable. This is difficult to provide assurance on as the site contains many lots of different orientation to the sun.
		Water conservation measures are implemented.	Refer to Section 6.6 Architectural Controls and Section 6.7 Landscaping Considerations .
		Provided construction waste reduction plan.	This is anticipated as a condition of Development Permit.

GUIDELINE SECTION	APP- LICATION	ITEM / CONSIDERATION	COMMENTS
Building Design	Enhanced Areas	Exterior materials and colours are aesthetically pleasing, of high quality, and compatible with materials and colors of nearby structures.	Nearby is a stark white building i nthe regional fieldhouse and the Western RV dealership which includes a rural design aesthetic that will be encourage throughout the Business Park.
		Design of buildings incorporates the breaking-up of large masses into smaller ones.	Not applicable. End users are unknown at this time.
		Design of building façades avoids large stretches of blank uninterrupted walls.	The fieldhouse adjacent to the WG Plan Area has large blank walls in the Enhanced Area. Our end users will not be that large.
		Each building has a pedestrian scale base that clearly delineates its entrance or entrances.	Not applicable. This is a DP consideration.
		Roof mounted service equipment located away from roof edges and screened from view.	This is an end user design and is a DP consideration.
		Screening is an integral part of the design and follows the overall design strategy with respect to form, materials and colour.	The WG Plan includes a nicely landscaped entrance with unified signage.
Building Design	Optional	Energy efficient buildings incorporating green energy for heat and /or light.	These are optional considerations to be evaluated at the DP stage by the end user.
Building Design	Optional	Use of recycled materials.	These are optional considerations to be evaluated at the DP stage by the end user.
		Building incorporates measures to reduce solar gain.	These are optional considerations to be evaluated at the DP stage by the end user.
		Buildings feature patterns and detail which provide visual interest at the scale of the pedestrian.	These are optional considerations to be evaluated at the DP stage by the end user.

GUIDELINE SECTION	APP- LICATION	ITEM / CONSIDERATION	COMMENTS
Landscaping	Throughout Corridor	Landscaping and Landscape Maintenance Plans submitted and accepted by the Approving Authority.	This is a standard condition of Subdivision.
		Landscaping is provided at site entrance and focal points of the site.	This is shown on Figure 8: Open Space Network .
		Landscaped buffers are provided if site is adjacent to residential properties.	Not applicable. The Subject Site is not adjacent to any residential properties.
		Landscape Maintenance Plan does not utilize potable water for irrigation.	Potable water will not be utilized for irrigation by end users as identified in Section 6.6 Architectural Controls .
		Landscaping vegetation is drought resistant and makes use of native species.	Refer to Section 6.7 Landscaping Considerations .
		Landscaping is predominantly located in areas that provide for water retention (rather than on the top of a berm).	Not applicable. On lot landscaping will be detailed at the DP stage.
		Provision for year-round colour and interest in landscaping.	Not applicable. The landscaping is proposed as drought resistant. This will be a priority over colour as some of these species are not drought tolerant.
		Non-native grasses limited to areas where they serve a functional purpose.	Not applicable. Very few native grasses are retained in Business Park developments.
Landscaping	Enhanced Areas	Visually unattractive site functions such as parking, loading and storage areas are screened with landscaping or a combination of landscaping and screening.	Not applicable. This is a DP consideration for end users.
		Landscaping is used to enhance the appearance of the site from nearby roads and to provide on-site amenities.	Landscaped entrance is shown on our project plans (Figure 8: Open Space Network).
Landscaping	Optional	Foundation planting used to create interest along building faces.	Not applicable. Foundation planting has to be undertaken in unison with screening. This is a DP consideration.
		Pedestrian friendly environments created by providing shade and shelter	Not applicable. These are details that will either be included in the Architectural Controls, not apply given locations of the use within the Business Park, or are required to be compliant with the Land Use Bylaw.
		Use of sculpture, architectural elements or hard-scaping to augment landscaping	

GUIDELINE SECTION	APP-LICATION	ITEM / CONSIDERATION	COMMENTS
Landscaping	Optional	Landscaping is used to re-enforce the site entry sequence	Not applicable. These are details that will either be included in the Architectural Controls, not apply given locations of the use within the Business Park, or are required to be compliant with the Land Use Bylaw.
		Landscaping is used to enhance front elevations of buildings	
		Landscaping is used to provide climate moderation for pedestrian spaces	
		Use of landscaping to filter stormwater run-off	
		Locating landscaping in vegetated drainage swales or bio-retention areas	
		Incorporates landscape design features that reduce irrigation requirements	
Outbuildings, Lighting, Fencing and Site Furniture	Throughout Corridor	Outbuildings comply with Municipal setbacks	Not applicable. These are details that will either be included in the Architectural Controls, not apply given locations of the use within the Business Park, or are required to be compliant with the Land Use Bylaw.
		Outbuildings do not hamper site access or circulation	
		Outbuildings do not hamper emergency access or staging for fire-fighting	
		Outbuildings are of similar material and character to the principal building on the site	
		Exterior lighting provides security and safety of on-site areas	
		Lighting complies with Municipal Dark Sky Bylaw	
		Fencing/screening, if required, incorporates pillars or articulation for visual interest.	
		The height of any fences or freestanding walls does not exceed 3.05 m.	
Outbuildings, Lighting, Fencing, and Site Furniture	Enhanced Areas	Ancillary enclosures and out-buildings constructed of materials similar to the principle building and are incorporated into the overall plan in an appropriate manner	Not applicable. This is a DP consideration should an ancillary structure be required on the lot
		Light standards and exterior light fixtures are in a style that suits the architectural theme of the site	Not applicable. This is a DP consideration.
		Fences or walls are designed as an integral element of the site plan and are of appropriate material and scale to complement the architecture on the site.	Not applicable. This is a DP consideration.

GUIDELINE SECTION	APP- LICATION	ITEM / CONSIDERATION	COMMENTS
Outbuildings, Lighting, Fencing, and Site Furniture	Enhanced Areas	Where significant lengths of walls or fences are required, articulation is provided.	Not applicable. This is a DP consideration.
		Landscaping pockets are used to provide visual interest along uninterrupted fence lines.	Not applicable. This is a DP consideration.
		No fence extends past or is in front of the front face of the principal building.	Not applicable. This is a DP consideration.
Outbuildings, Lighting, Fencing, and Site Furniture	Optional	Use of energy efficient or solar powered light fixtures.	Not applicable. These are optional considerations are end user specific and are DP discussion items.
		Use of lighting equipped with timers, motion sensors or light sensors.	Not applicable. These are optional considerations are end user specific and are DP discussion items.
Signage	Throughout Corridor	Signage complies with the Land Use Bylaw, the Dark Sky Bylaw and the Community Standards bylaw.	All signage will comply with the Land Use Bylaw, the Dark Sky Bylaw, and the Community Standards Bylaw.
		Building or site address is clearly identified as per municipal standards.	It is hard to understand how this is not possible with the current blue address signs.
		Signage is located where it will not interfere with pedestrian or traffic safety.	Unified signage is proposed for the entire Business Park.
		All signage is designed to be similar in material and style to buildings and other site features.	Unified signage is proposed for the entire Business Park.
		Free standing signage is permanently attached to the ground, meets required setbacks, does not incorporate any blinking, flashing, strobe lights or running lights.	Not applicable. Signage in the Business Park is under the jurisdiction of ATEC due to roadside proximity. Signs will meet the expectations of the Land Use Bylaw.
		Freestanding signage does not exceed 4.5 square metres or 2 metres in height (sign portion).	
		Freestanding signage when mounted does not exceed 8 metres in height.	
		Facia Signs do not exceed 20% of the building face or bay.	
		Roof Signs are permanently affixed to the building with structural support approved by an engineer.	
		Roof signs do not project beyond any building face.	
		Roof signs are not illuminated.	

GUIDELINE SECTION	APP-LICATION	ITEM / CONSIDERATION	COMMENTS
Signage	Throughout Corridor	Projecting signage does not exceed 3 square metres and provides at least 2.5 metres of clearance from the bottom of the sign to the ground, unless otherwise accepted by the Approving Authority.	Signage in the Business Park is under the jurisdiction of ATEC due to roadside proximity. Signs will meet the expectations of the Land Use Bylaw.
		Canopy signage provides a minimum 2.5 metres of clearance from the bottom of the sign to the ground.	
		Awning signage projects no further than 1.83 metres from the face of the building and provides a minimum 2.5 metres of clearance from the bottom of the sign to the ground, unless otherwise accepted by the Approving Authority.	
Signage	Enhanced Areas	Signage, including corporate, tenant and traffic signage, is coordinated in material and style.	Signage in the Business Park is under the jurisdiction of ATEC due to roadside proximity. Signs will meet the expectations of the Land Use Bylaw.
Utilities, Mechanical and Tele-communications Equipment	Throughout Corridor	Power lines, transformers mechanical and telecommunications equipment are located away from main pedestrian pathways unless included within an approved integrated utility greenway.	The power provider designs and determines pedestal locations, developers are not consulted as designs are required to be prepared by contractors of the shallow utility providers choice.
		Power lines, transformers mechanical and telecommunications equipment are located away from main vehicular carriage ways.	
Utilities, Mechanical and Tele-communications Equipment	Enhanced Areas	All permanent utility lines are installed underground.	Not applicable. This comes at an expense that is five to ten times higher than overhead power. Power to these structures will be determined at the Subdivision design stage and may include three phase power in Highway commercial area.
Utilities, Mechanical and Tele-communications Equipment	Optional	Transformers, mechanical equipment, telecommunications devices, equipment switching boxes and other utility cabinets are located away from streets, pedestrian areas and outdoor seating areas, unless incorporated into an approved integrated utility greenway.	Not applicable. This comes at an expense that is five to ten times higher than overhead power. Power to these structures will be determined at the Subdivision design stage and may include three phase power in Highway commercial area.
		Transformers, mechanical equipment, telecommunications devices, equipment switching boxes and other utility cabinets are located such that they are not visible from the street, or screening is provided in the form of fencing or landscaping.	Not applicable. This comes at an expense that is five to ten times higher than overhead power. Power to these structures will be determined at the Subdivision design stage and may include three phase power in Highway commercial area.
Crime Prevention Through Environmental Design	Optional	Includes design elements that support strategies for Crime Prevention Through Environmental Design.	Given the nature and location of the Business park, security will be of paramount importance.