

**Town of High River - Foothills County
Intermunicipal Committee Meeting**

December 5, 2024

1:00 pm

Foothills County Administration Office

309 Macleod Trail South – High River



	Pages
1. CALL TO ORDER	
1.1 Acknowledgement of Co-Chairs	
2. ADDITIONS/CHANGES TO AGENDA	
3. REVIEW/CONFIRMATION OF PREVIOUS MEETING NOTES	
3.1 Intermunicipal Committee - July 2, 2024	1
4. BUSINESS ITEMS	
4.1 Joint Planning Area 4 - Context Study	4
Presented by: Foothills County Deputy Director of Planning Julie McLean and Town of High River Planner II Sara Peck	
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Presented by: Foothills County Deputy Director of Planning Julie McLean	
4.3 Office Space Near Council Chambers	
Requested by: Reeve Delilah Miller	
4.4 Sound System Upgrade	
Requested by: Reeve Delilah Miller	
5. FLOOD MITIGATION UPDATE	
6. GENERAL MUNICIPAL UPDATES	
7. NEXT MEETING DATE	
The next meeting of the Town of High River / Foothills County Intermunicipal Committee is tentatively scheduled for March 6, 2025.	

**Town of High River - Foothills County
Intermunicipal Committee Meeting**

July 2, 2024

1:00 pm

JOINT COUNCIL CHAMBERS



Present: **Foothills County**
Reeve Delilah Miller
Councillor RD McHugh (1:05)
Councillor Rob Siewert

Town of High River
Mayor Craig Snodgrass
Councillor Michael Nychyk

Staff Present: Ryan Payne, CAO
Heather Hemingway, Director of Planning
Drew Granson, Planner
Julie McLean, Deputy Director of Planning
Krista Conrad, Legislative Services

Reiley McKerracher, Acting CAO
Khalid Mohammed, Manager of Planning & Development Services
Sarah Peck, Planner II
Nilendu Bala, Planning Technician
Jody Hipkin, Legislative Services

Regrets: Councillor Jamie Kinghorn

1. CALL TO ORDER

Mayor Snodgrass called the meeting to order at 1:00 pm.

2. ADDITIONS/CHANGES TO AGENDA

Moved By: Councillor Siewert

That the agenda for the Intermunicipal Committee be adopted as presented.

Carried

3. REVIEW/CONFIRMATION OF PREVIOUS MEETING NOTES

3.1 Intermunicipal Committee – March 28, 2024

Moved By: Reeve Miller

That the minutes of the March 28, 2024 Intermunicipal Committee meeting be adopted as presented.

Carried

4. BUSINESS ITEMS

4.1 Phase 1 Engagement - JPA 4 Context Study

Sarah Peck, Town of High River, and Julie McLean, Foothills County, presented the JPA 4 Phase 1 Engagement What We Heard Report.

Next steps are to plan an open house in the fall.

Moved by: Councillor Siewert

That the IMC accept for information the *What we Heard: Joint Planning Area 4 Context Study Phase 1 Engagement* and endorse posting the report on each municipality's website.

Carried

4.2 Rimrock Feedlot Discussion

Councillor Nychyk, Town of High River, asked if there is anything Foothills County can do to support residents that are affected by the Feedlot.

Reeve Miller, Foothills County, shared they are working on items that are within the control of Foothills County, such as the lighting.

Councillor Nychyk asked if there was any updates related to the smell.

Reeve Miller shared the smell is under the mandate of the Natural Resources Conservation Board (NRCB).

Councillor Nychyk asked if there are areas where the Town and County can collaborate to lobby for a reduction of the smell for improved quality of life for both Town and County residents.

4.3 Town of Nanton Waterline Update

Reeve Miller, Foothills County, asked if the Town will be supplying water to the Town of Nanton as they have received the grant funding to proceed.

Mayor Snodgrass, Town of High River, shared there are no commitments at this time and Nanton is proceeding with an aquifer study to determine if there is sufficient water, not the Town.

4.4 Additional Space Requirements – Room Beside Kitchen

Reeve Miller, Foothills County, asked if the boxes could be moved to accommodate the sharing of the room behind Council Chambers.

4.5 2022 CAO Annual Shared Services Agreement Report

CAO Ryan Payne, Foothills County, shared the 2022 CAO Annual Shared Services Agreement Report.

Moved By: Reeve Miller

That the IMC accept for information the 2022 CAO Annual Shared Services Agreement Report.

Carried

5. GENERAL MUNICIPAL UPDATES

5.1 Flood Grant Funding

Councillor Siewert, Foothills County, asked about the grant funding and when remaining funds can be transferred to the County.

Mayor Snodgrass, Town of High River, advised he will follow up with the Town's Administration.

5.2 Rimrock Feedlot Smell

Councillor Nychyk, Town of High River, asked what the County is doing in regard to the Rimrock Feedlot smell and if there was potential for the two municipalities, the Town of High River and Foothills County, to collaborate for a stronger voice in advocacy.

Reeve Miller, Foothills County, shared they have expressed concerns to the Rimrock Feedlot and the response from Rimrock is to proceed with the biodigester as they feel this will help considerably with the smell.

Reeve Miller further shared there are several other smells in the area that may also be contributing to the smell, in general, so it is unfair to focus on only a single smell contributor.

Mayor Snodgrass, Town of High River, acknowledged there are other smells that may not be pleasant, but it was only Rimrock that exceeded or was of enough strength to be an issue.

Councillor Nychyk, Town of High River, thanked Reeve Miller for sharing the County's efforts regarding the smell and hopes the Town and the County can look at opportunities to collaborate in this regard.

6. NEXT MEETING DATE

The next meeting of the Town of High River – Foothills County Intermunicipal Committee is to be determined.

7. ADJOURN

Mayor Snodgrass adjourned the meeting at 1:43 p.m.

IMC REPORT

SUBJECT(S): PRELIMINARY DRAFT OF THE JOINT PLANNING AREA 4 CONTEXT STUDY

REPORT PREPARED BY: SARAH PECK / JULIE MCLEAN

REPORT PRESENTED BY: SARAH PECK / JULIE MCLEAN

MOTION(S) PROPOSED BY ADMINISTRATION

THAT IMC accept the preliminary draft of the Joint Planning Area 4 Context Study as presented for information;

AND THAT IMC direct the Administrations to schedule an Open House to present the information to the public.

SUMMARY

All municipalities that are members of a Joint Planning Area (JPA) as per the Calgary Metropolitan Region Growth Board (CMRB) must complete a Context Study for their respective Joint Planning Area.

The Town of High River and Foothills County are the members of JPA 4. Therefore, High River and Foothills were required to prepare a Draft Context Study for JPA 4.

Administrations from the Town and the County have been working on the Context Study over the past year and have a preliminary draft to present to the IMC for information. It should be noted that this document is not fully complete and there will be additions and further refinements needed to text and maps. Administration is proposing that a joint Open House be held to present information from the document, but not the document itself to the public for information and to obtain feedback on select items where suggestions could be incorporated into the ongoing work.

If IMC accepts the Draft Context Study as presented (see *Attachment 1*) and directs the Administrations to schedule an Open House to present the information to the public, there will be opportunities for additions and changes to select aspects of the document based on the feedback received. Administration is very interested to obtain the public's perspective on this work – particularly regarding potential areas for municipal collaboration on future projects.

The Context Study needs to be finalized (including public engagement and all associated changes) by August 2025 to comply with the CMRB Growth Plan.

The Town and the County intend to use the completed Context Study to help inform developers on what plans are relevant to their proposed development area, what plans are applicable to the land adjacent to their development, and what infrastructure is planned or existing in the area. The Context Study will ensure that all relevant information for developers and the public in the JPA 4 is in one location for easy reference. Finally, the JPA 4 Context Study will identify opportunities for joint projects that the Town and the County could undertake together.

REQUEST OF IMC

THAT IMC accept the preliminary draft of the Joint Planning Area 4 Context Study as presented for information;

AND THAT IMC direct the Administrations to schedule an Open House to present information on the Context Study to the public.

APPENDICES

Preliminary draft JPA 4 Context Study

Joint Planning Area 4 Context Study

Town of High River and Foothills County

1. EXECUTIVE SUMMARY

To be completed subsequent to the rest of the document.

2. VISION

Joint Planning Area 4 (JPA 4) is envisioned as a key future growth area for the Town of High River and Foothills County. It provides opportunities for the two municipalities to:

- collaboratively plan in their respective jurisdictions
- integrate planning for land use and the construction of roads and servicing
- cooperate to protect environmentally significant areas and
- consider partnerships to provide infrastructure, amenities, or services where efficiencies can be achieved and there is mutual benefit.

The Highwood River is an important shared resource for clean water and its flood plain and riparian areas located within JPA 4, are respected and provide natural functions as well as opportunities to create open space connections between the Town and the County and to provide for active and passive recreation.

In the portions of JPA 4 located in Foothills County, existing and planned major roads and intersections, piped water and wastewater servicing, robust utility infrastructure, and fibre internet create opportunities for economic development and job creation. Development here will be primarily focused on creating employment areas in accordance with the two existing approved area structure plans.

The land within JPA 4 located in the Town of High River is envisioned to be a mix of Masterplan Community and Employment Areas which are fully developed on piped water and wastewater servicing. These lands will support new communities, including future school sites and neighbourhood commercial centres, as well as new employment opportunities. The Town is committed to ensuring all developments are guided by approved Area Structure Plans to ensure appropriate planning is in place for services, roads, pathways, parks, and seamless community integration.

3. PURPOSE

The purpose of the Context Study is to fulfill the requirements of the Calgary Metropolitan Region Growth Plan and support the continued collaboration and joint provision of services that the Town and the County have been undertaking for many years now.

According to Policy 3.1.9.4 of the Growth Plan, “the municipalities which are party to the Joint Planning Area shall prepare a background report, called a Context Study which will inform new Area Structure Plans and development in the Joint Planning Area, the Growth and Servicing Plans, as well as Municipal Development Plans.” The Town of High River and Foothills County are parties to the JPA 4 Joint Planning Area; therefore, the Town and the County are responsible for creating this Context Study.

The Town and the County intend to use the completed Context Study to help inform developers on what plans are relevant to their proposed development area, what plans are applicable to the land adjacent to their development, and what infrastructure is already existing in the area. The Context Study will ensure that all relevant information for developers in the JPA 4 is in one location for easy reference. Finally, the JPA 4 Context Study will identify any areas that the Town and the County should be working on together as future projects.

4. REGULATORY FRAMEWORK

Context Studies for Joint Planning Areas are a requirement under the CMR Growth Plan, so they would be considered in the regional realm; however, Context Studies are not statutory plans.

The Context study will be informed by legislation and plans at the Provincial, Regional and Municipal levels. At the provincial level, pertinent documents include the Municipal Government Act, the Alberta Land Stewardship Act and the South Saskatchewan Regional Plan. While the Context Study must be in alignment with these documents, they are unlikely to directly influence the contents of the Study. The Calgary Metropolitan Region Board Regulation and Calgary Metropolitan Region Growth Plan provided the impetus for the project and so are addressed in this section of the Context Study. The Foothills County and Town of High River Intermunicipal Development Plan and each municipality’s Municipal Development Plan are also discussed. Finally, the section touches on other statutory and non-statutory municipal plans that are relevant to the Context Study.

4.1 Calgary Metropolitan Region Board Regulation

The Town of High River and Foothills County are members of the Calgary Metropolitan Region Board (CMRB). The CMRB was established by the Province of Alberta in 2018 with the approval of the Calgary Metropolitan Region Board Regulation (Alberta Regulation 190/2017 of the Municipal Government Act).

Under the regulation, the member municipalities were mandated to work together to prepare a Growth Plan and a Servicing Plan to promote an integrated and strategic approach to planning for future growth in the region.

4.2 Calgary Metropolitan Region Growth Plan

The CMR Growth Plan, which was approved August 15, 2022, through Ministerial Order MSD 064/22, identifies a number of Preferred Growth Areas throughout the region where the majority of future population and employment growth is to be directed.

The Preferred Growth Areas as identified in the CMR Growth Plan include:

- all lands within urban municipalities,
- hamlet growth areas within rural municipalities, and
- four Joint Planning Areas (JPAs) each of which include lands in two or more municipalities.

Figure 1 – CMR Growth Structure contains an updated version of the Regional Growth Structure map from the CMR Growth Plan, which illustrates the Preferred Growth areas in the region. The updated map illustrates a new Hamlet Growth Area in Foothills County that was approved by the Board subsequent to the approval of the Growth Plan.

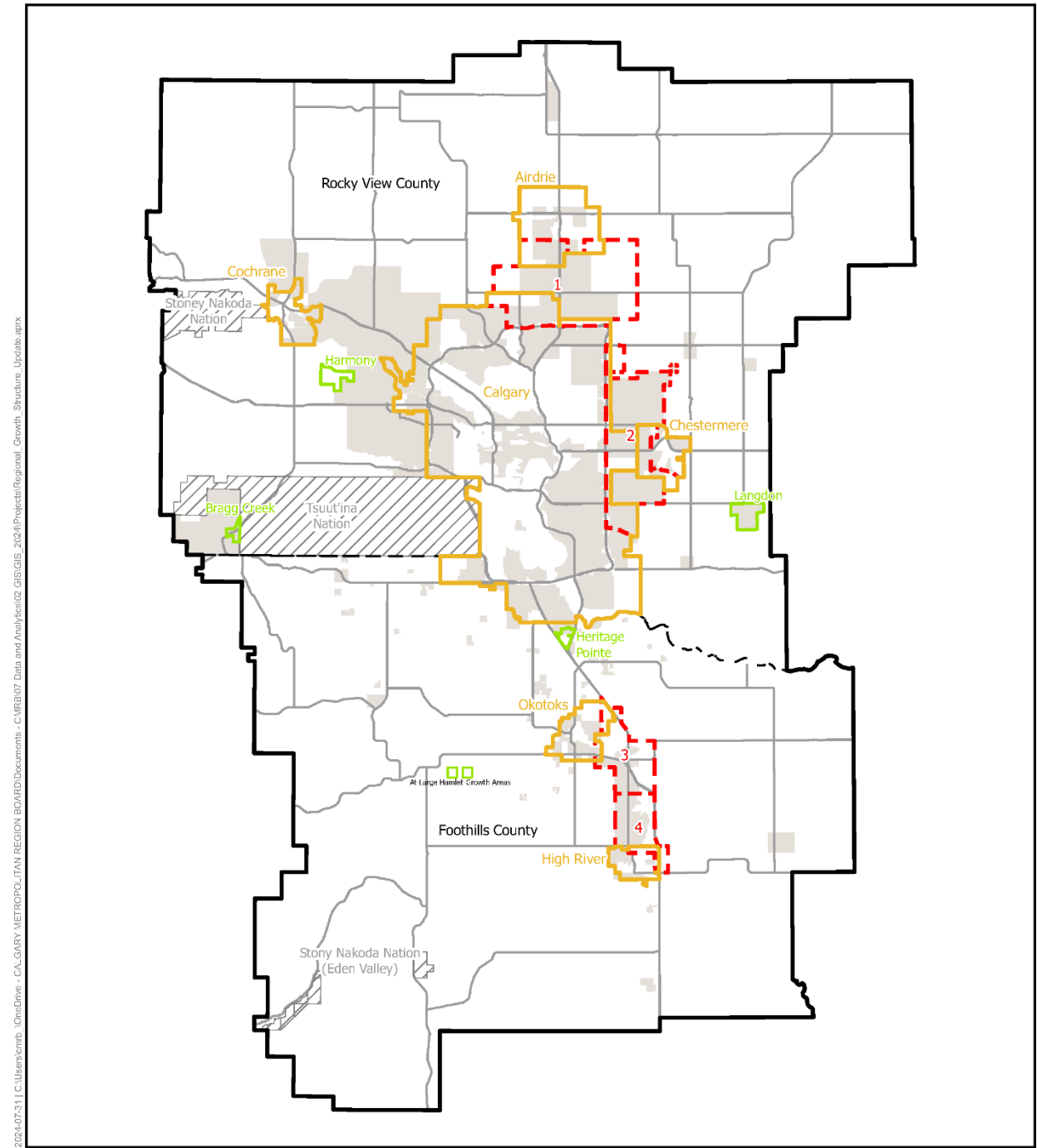
The Growth Plan requires that the municipalities who are part of the Joint Planning Areas develop a joint Context Study. The Context Studies for the four (4) JPAs must be completed within three (3) years of Ministerial approval of the Growth Plan.

The requirements for the Context Study are outlined in Section 3.1.9.7 of the Growth Plan as follows:

A Context Study should include the following:

- a) a vision for the area;*
- b) a servicing strategy for water, wastewater, and stormwater;*
- c) a transportation and mobility plan identifying the designation of key future transportation corridors, including major roads with regional connections, regional transit corridors and Transit Ready Corridors for Transit Oriented Development, and pathways and active transportation networks;*
- d) strategies to address intermunicipal environmental issues;*
- e) strategies to equitably share costs and benefits associated with the development of the Joint Planning Area and its services such as fire, police, recreation, transportation and utilities;*
- f) strategies to provide efficient and logical servicing, incorporating shared servicing to the greatest extent possible;*

Figure 1 – CMR Growth Structure



2024-07-31 | C:\Users\cmrb_1\OneDrive - CALGARY METROPOLITAN REGION BOARD\Documents - CMRBA07 Data and Analysis\02 GIS\GIS_2024\Projects\Regional_Growth_Structure_Update.aprx

-  Indigenous Nation not within CMR
- Preferred Growth Areas**
-  Urban Municipality
-  Joint Planning Area
-  Hamlet Growth Area†
- Statutory Plans**
-  Existing Area Structure Plans‡

† Foothills County to identify for up to two Hamlet Growth Areas in the future.
‡ Includes all plans approved prior to May 2021.



Schedule 1: Regional Growth Structure

Amended 2024-07-31, Growth Plan



Data Sources: Altalis, Member Municipalities, GCA
Map Created: 2024-07-31

Map are for reference purposes only. The CMRB provides no warranty, nor accepts any liability arising from any inaccuracy, incomplete, or misleading information.

- g) *a general land use plan that aligns the servicing strategy with future development areas. The general land use plan shall identify the location of Placetypes as defined and regulated in the Growth Plan and may identify non-development areas that are reserved for long-term growth, Agriculture, and/or environmental protection;*
- h) *a land use statistics table based on the land use plan identifying the amount of land, and required densities allocated to various Placetypes as defined in the Growth Plan; and*
- i) *sequencing of developments, including strategies to ensure that development occurs in an orderly manner, maximizing the efficiency of servicing.*

4.3 Foothills County and Town of High River Intermunicipal Development Plan (IDP)

The Foothills County and Town of High River Intermunicipal Development Plan (IDP) was jointly developed in 2012 and then amended in 2018 to facilitate an annexation by Town. It is intended to provide broad based guidance on land use and to establish a high-level policy framework for future planning.

The stated propose of the IDP is: “To identify and articulate municipal interests relative to lands within the Plan area and to develop policies and decision-making processes that respect the interests of both municipalities, ... to provide opportunities for collaboration and communication between the two municipalities and establish policy directions and processes to address intermunicipal issues that may arise from time to time”.

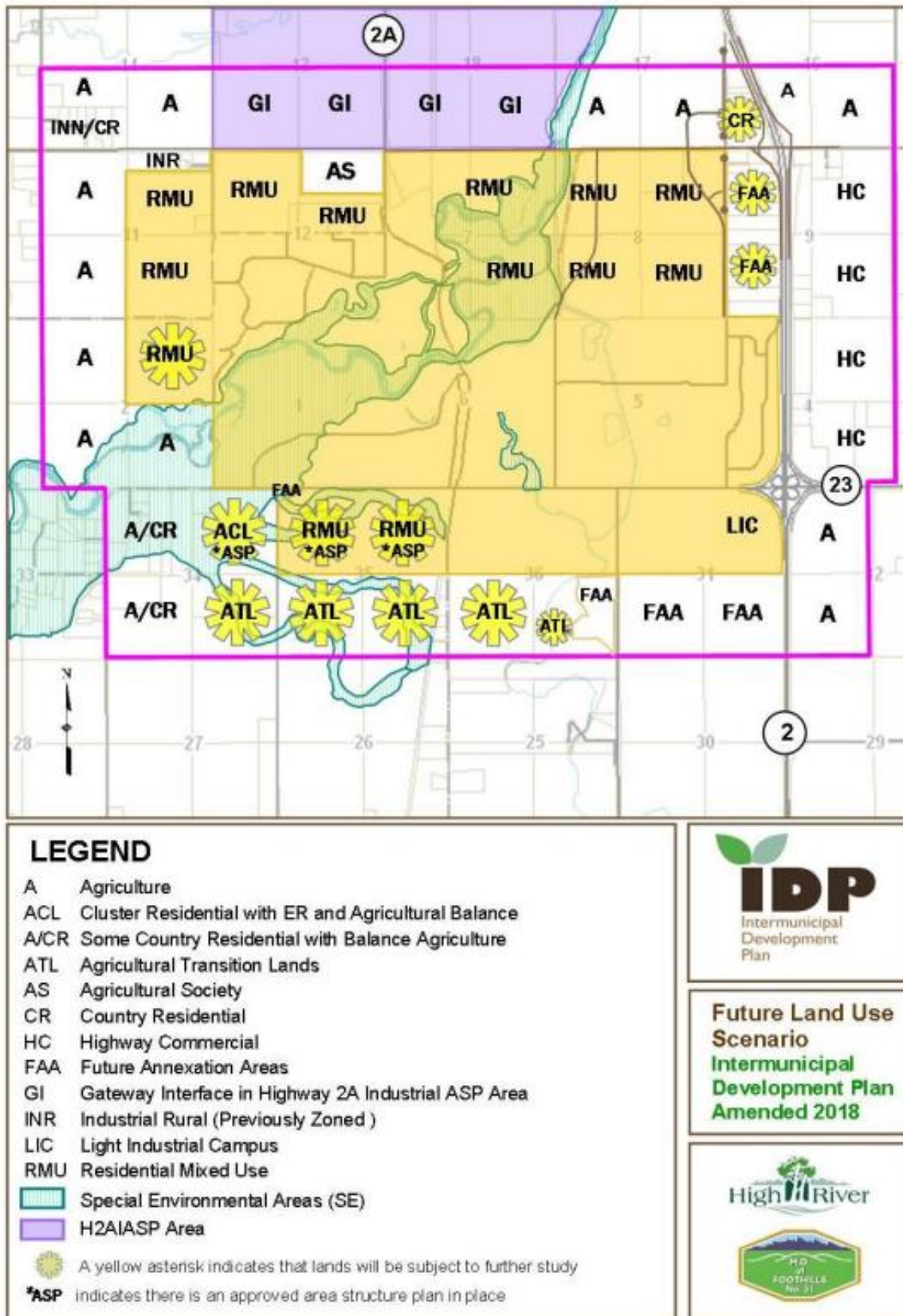
The IDP lays out policy in the areas of sustainability and environmental management, future land use, and joint initiatives. It provides a Future Land Use Scenario, and describes processes for plan amendment and repeal, intermunicipal development referrals and dispute resolution.

The Future Land Use Scenario as illustrated in the IDP is provided in **Figure 2 – IDP Future Land Use Scenario**. It should be noted that the Boundary of the Town expanded subsequent to the 2018 IDP amendment to incorporate Future Annexation Area (FAA) lands in the northeast corner of the Town (the west half of Section 9) and south of the Town (the SE quarter of Section 36).

The IDP identifies several joint planning areas all of which are within or partially within JPA 4. These areas are described as:

- Area 1 - Highwood and Little Bow Rivers Riparian Lands and Floodways
- Area 2 - Proposed Future Commercial Area East of Highway #2
- Area 3 - Country Residential Parcels West of Highway #2
- Area 4 – 498th Avenue/Highway #543 Corridor

Figure 2 – IDP Future Land Use Scenario



The joint projects that are contemplated in the IDP are as follows:

Area 1 (Highwood and Little Bow Rivers Riparian Lands and Floodways):

- Consider a joint pathways plan in order to provide connectivity between municipalities.

Area 2 (Proposed Future Commercial Area East of Highway #2):

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

Area 3 (Country Residential Parcels West of Highway #2):

- the Town and the MD agreed to jointly undertake a process to facilitate discussions with the land owners in this area so that they might have some input into the direction for planning of these lands.

Area 4 (498th Avenue/Highway #543 Corridor):

- it was agreed by both municipalities that an access management strategy should be undertaken for this area. In addition a set of design guidelines should be developed to preserve the visual character of this gateway area.

The status of these projects will be discussed in [Section 11 Collaboration and Partnerships](#).

4.4 Municipal Development Plans (MDPs)

4.4.1 Foothills County MDP 2010

Foothills County's MDP (MDP 2010) was adopted in 2010 and then updated in 2017. It provides the following vision for Foothills County:

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

The MDP 2010 outlines a number of planning principles that will assist in achieving the vision articulated in the Plan. These include:

- *Stewardship of natural capital for future generations*
- *Planning for Growth and directing it to create vibrant communities and economic opportunities while limiting fragmentation of agricultural land and supporting the conservation of the natural environment.*

- *Conserving natural capital by focusing development in hamlets and identified growth areas and supporting the preservation of large open land areas.*
- *Creating communities rather than individual lots. Providing different types of housing with recreational uses, transportation options, jobs and services within the community.*
- *Embracing the principle of sustainable development – meeting the needs of the present without compromising the ability of future generations to meet their own needs.*
- *Working with municipal partners to find regional solutions to issues such as servicing, transportation and protection of regional assets.*

MDP 2010 states that planning for growth must be understood within the context of Foothills' rural character. It goes on to describe five qualities which begin to describe that character as follows:

- *Wide open spaces – vast areas of the County are farm and ranch lands and should remain so. New land uses and subdivision should be managed to retain rural quality and preserve agricultural lands.*
- *Scenic vistas – While not every view can be protected, preserving the scenic quality is essential to rural character, economic vitality and quality of life.*
- *Dark skies – design in ways that keep the skies dark.*
- *Historic and archeological resources – preserving and studying our cultural heritage provides a key piece of rural character.*
- *Air, water, soil, biodiversity – preserving the quality of the physical environment helps to maintain the rural character of the area.*

After discussion of the important planning principles and the importance of rural character, the MDP goes on to describe goals and objectives relative to a number of key areas: agriculture, environmental conservation and open space, residential development, recreation, economy, transportation, utilities, and intermunicipal relationships.

4.4.2 High River Town Plan

The Town of High River adopted the current Town Plan on October 28, 2024, through Bylaw 4629/2024 after the document had been reviewed by the CMRB third-party reviewer to ensure compliance with the Growth Plan and after the other member municipalities had an opportunity to review to ensure they all concurred that there were no concerns with compliance with the Growth Plan.

High River is a growing community, which has experienced steady growth over the last ten (10) years. The Town Plan notes that growth can be positive in that it can assist in building a complete community by attracting new businesses and investment, attracting new residents of all ages, and building innovative opportunities to be a creative and unique community. However, the Town Plan also recognizes that growth can also bring challenges – particularly financial challenges – to a community. The Town Plan is very clear that new growth must be fiscally responsible so that it does not impact our residents with increased costs. It must pay for

itself and show evidence that it is financially sustainable over the lifecycle of the infrastructure created.

The Town Plan states that the Town's Chosen Growth Scenario (chosen based on extensive public engagement) is managed, guided, balanced, and responsible growth. The people of High River want growth that respects and protects the community's values. Therefore, our community will strive to ensure existing infrastructure is enhanced and maintained properly and new infrastructure is built when needed and is complete, connected, and multi-functional.

The Town Plan's Guiding Principle is "We take care of our people now and into the future." The Town will use this Guiding Principle to help guide all development decisions in the Town for the lifetime of the Town Plan. This will include development decisions that relate to land within the JPA 4 that are also within the Town's boundaries.

The Town Plan contains nine (9) goals. They are:

1. *Protecting the "Small-Town Feel" Through Responsible Growth Management;*
2. *High River's Parks and Open Spaces are Year-Round Facilities Actively Used by Individuals and Groups of All Ages;*
3. *High River is Committed to Being a Healthcare Centre of Excellence in Improving Community Healthcare and Well-being for All;*
4. *High River is a Vibrant, Interdependent Community Accessible to all Ages and Abilities for Sharing Social and Cultural Connections;*
5. *High River Protects its Natural Environment Now and For Future Generations;*
6. *High River is a Regional Hub for Health Care, Agricultural Support, and Innovative Small Business;*
7. *High River Community Growth is Purpose-Driven, Balanced, and Pays for Itself;*
8. *High River Existing Infrastructure Use is Optimized to its Full Extent;*
9. *High River is a Compact and Walkable Community.*

There are several policies in the Town Plan that relate directly to development in new greenfield areas. The following policies from the Town Plan will apply to new development within the portions of the JPA 4 that are within the Town of High River, as they are greenfield areas:

- 7.1.3 *Require Area Structure Plans and Functional Servicing Reports to be completed for all annexed lands prior to subdivision and development occurring.*
- 7.1.6 *Require that all new developments within the Town boundary be fully and sustainably serviced with appropriate water, sanitary sewer, and stormwater services.*
- 7.2.1 *Ensure that new developments pay for all required infrastructure.*

- 7.2.2 Ensure that development and redevelopment proposals provide adequate services to the proposed development, which may require improvements to municipal services funded by the proponent.*
- 8.1.5 Prohibit growth in areas that are not serviced by existing or planned municipal infrastructure.*
- 8.2.4 Support employment growth by restricting residential development within the employment areas and only allowing live-work development opportunities.*
- 8.2.5 Require new development or redevelopment of sites within the employment area to provide active transportation connections to the Town's pedestrian and Happy Trails system.*

There are also some Town Plan policies that apply to development that is adjacent to a regionally significant transportation corridor. Within the context of JPA 4, this will include Highway 2, Highway 23, 498 Ave., and Highway 543. The CMRB Growth Plan requires that municipalities identify the Regionally Significant Corridors and then describe how impacts on the corridor(s) will be mitigated. The following are several examples:

- 8.3.1 Require all development proposals adjacent to regionally significant transportation corridors include mitigation measures for controlling glare and reducing any other applicable distractions to motorists to achieve efficiency and optimization of the Regional Transportation corridors. All outdoor storage shall be screened from view.*
- 8.3.2 Work with Foothills County to create an access management strategy for the 543 Corridor adjacent to the Town of High River which should include a set of design guidelines to preserve the visual character of this gateway area (as per the Intermunicipal Development Plan). The 543 Corridor (498 Ave. E) is a Level 2 Highway. It is identified in the Intermunicipal Development Plan between the Town of High River and Foothills County as a corridor that needs to be carefully managed.*
- 8.3.3 Ensure that new signage along Level 1 and Level 2 Highways be directed toward the public realm within the Town of High River boundary and not toward the Level 1 and Level 2 Highways. New signage directed toward the Level 1 and Level 2 Highways shall not be approved.*
- 8.3.4 Collaborate with adjacent landowners, and Alberta Transportation to review the slip ramp located at High River, 24 St. NE, by considering available accessibility options and creating a viable and sustainable solution.*

4.5 Other Municipal Plans

The Context Study may be influenced by other existing statutory and non-statutory plans in both the Town and the County. These are summarized below.

4.5.1 Foothills County Plans

Foothills County has a Growth Management Strategy that was adopted by resolution in 2010. This non-statutory plan provides strategies for managing growth across the municipality. In addition, of the lands in Foothills County that remain in the amended Joint Planning Area 4 boundary have approved Area Structure Plans in place. North of the Town the lands are subject to the policy in the Highway 2A Industrial ASP, and lands east of the Town are within the Foothills Crossing ASP

Foothills County Growth Management Strategy (2013)

The Growth Management Strategy (GMS) entitled *“Our Foothills, Our Future: Building on the Past, a Vision Forward”* was adopted by resolution of Council in 2013. It was developed after a comprehensive engagement with residents across the County regarding growth, where growth makes the most sense and what aspects of the County should be preserved.

Figure 3 - Foothills County Growth Management Districts

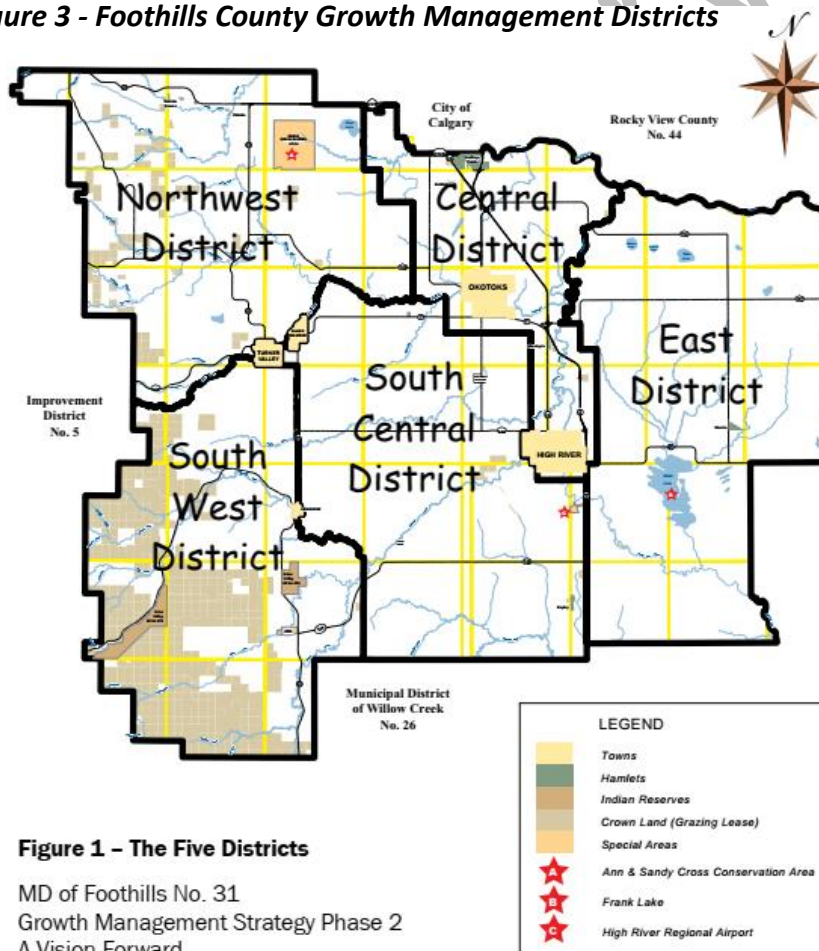


Figure 1 – The Five Districts

MD of Foothills No. 31
Growth Management Strategy Phase 2
A Vision Forward

The GMS provides strategies for managing growth and development that build on the vision for Foothills County that was laid out in the MDP 2010. These strategies enable the preservation of those aspects of the County that are valued by residents while allowing the realization of opportunities for growth and development where it makes the most sense.

The key accomplishment of the GMS is that it divides the County into five different districts as shown in the District map in **Figure 3 - Foothills County Growth Management Districts** above, and recognizes that growth and development should be managed differently in different parts of the County.

The GMS articulates this as follows:

We have acknowledged the importance of directing development to the areas where it makes the most sense and away from the critical areas where development would be too costly either in terms of financial cost to provide required services, economic costs in loss of productive agricultural lands or environmental costs in loss of critical headwaters or wildlife habitat.

The GMS speaks to providing a planning framework to manage growth as a whole across the County providing strategies that can be applied County wide and then provides a vision for the future for each of the five districts.

Some of the key County wide strategies that are relevant to the JPA 4 Context Study are as follows:

- *Acknowledge that agricultural land is a key resource on which the region's economic prosperity and quality of life depends and support the continued diversification of rural industry;*
- *Begin to identify areas of the County that provide critical ecological infrastructure for natural processes such as water production and climate regulation;*
- *Utilize the Riparian Setback Matrix Model for guidance with respect to development setbacks in potentially sensitive areas;*
- *Direct development toward areas where servicing already exists or is likely to be developed in the near future;*
- *Continue to work with municipal neighbours on infrastructure projects to ensure the greatest efficiency and economy in provision of services;*
- *Re-affirm that the Highway 2A corridor is the most appropriate location for industrial development in the MD;*
- *Facilitate economic development through pro-active land use planning (statutory and non-statutory plans) and implementation (zoning, subdivision) in areas where it is deemed appropriate;*

All of JPA 4 is contained in the Central District of the GMS. The Central District is at the centre of the County from east to west. It is widest at the north end where it borders Calgary and

gradually narrows as it extends south along Highway 2 until it ends just south of High River. This district is identified in the GMS as the district that will accommodate the majority of the County's future growth. The GMS describes how in the Central District, Highway 2 provides excellent transportation linkages and residents enjoy the proximity to conveniences available in Calgary and Okotoks. The following strategies are proposed in the GMS to manage growth in the Central District of the County:

- *Identifying the Central District as the district that will accommodate the majority of the MD's future growth and development;*
- *Prioritize the Central District for development of a District Plan;*
- *Undertake more detailed servicing and infrastructure planning as part of the Central District Plan;*
- *Identify future growth areas with municipal neighbours;*
- *Identify appropriate areas of the Central District for intensification of development;*
- *Identify areas of the central district that are more environmentally sensitive and may require protection.*

Highway 2A Industrial ASP (2010)

The Highway 2A Industrial Area Structure Plan guides the future development of an industrial corridor along Highway 2A between the Towns of High River and Okotoks. The current version of the Highway 2A Industrial ASP (H2AIASP) was adopted in 2010, it updated and replaced a previous version that had been adopted in 1995. The current plan expanded the boundaries of the previous version from approximately 4465 acres to approximately 8587 acres.

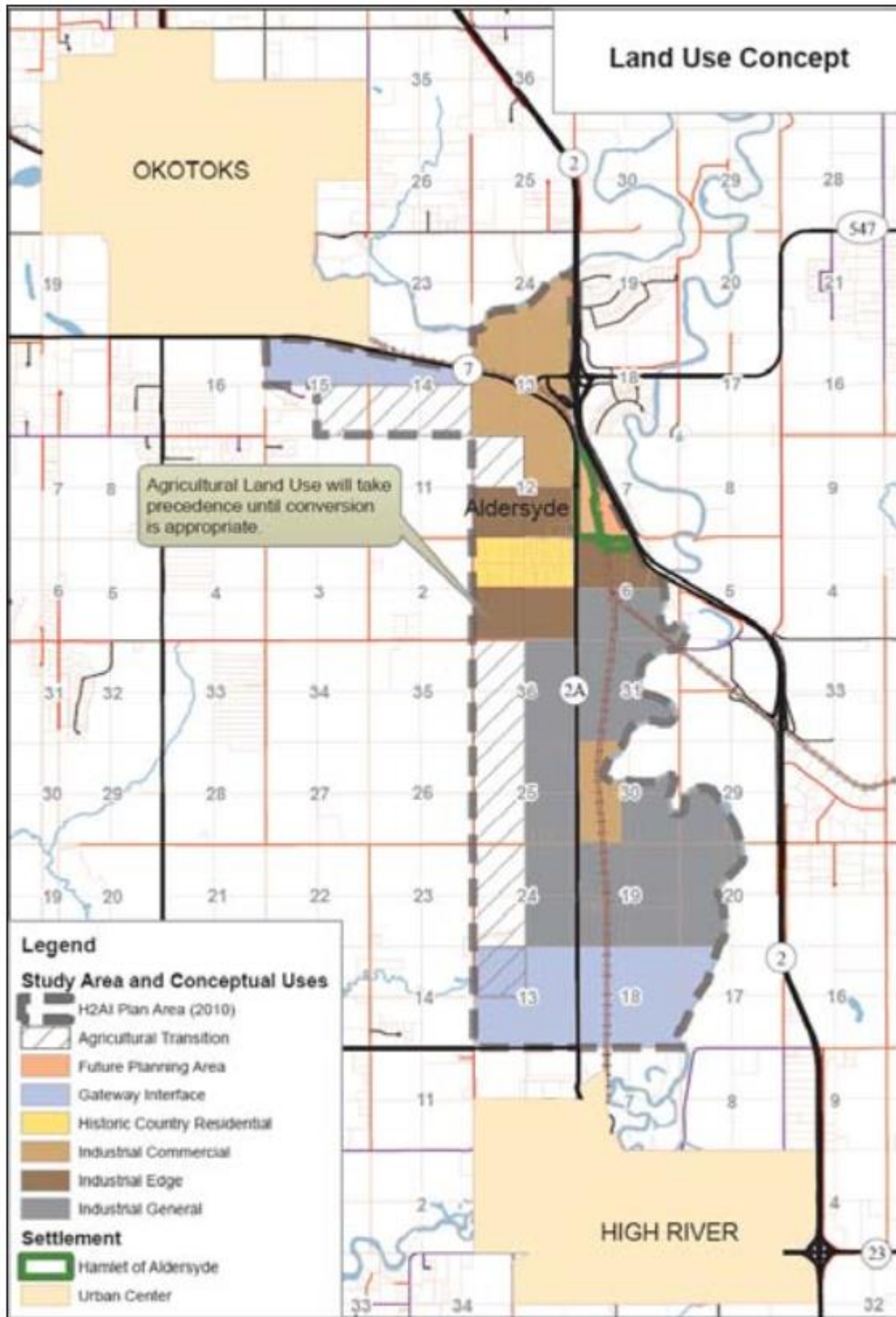
The purpose of the ASP is "to direct growth within the plan area in a logical, efficient, and sustainable manner through the provision of measurable and achievable goals, objectives and policy."

The ASP provides an overall ("comprehensive") vision statement for the plan area and then individual vision statements for land use, agriculture, commercial / industrial, residential development, recreation, regional context, open spaces, services and infrastructure, transportation, an eco-industrial system, and the environment.

2030 Comprehensive Vision of the Hwy 2A Corridor

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

Figure 4 – Highway 2A Industrial ASP Land Use Concept



The ASP provides high level concepts for land use, servicing infrastructure, transportation open space and phasing. It also addresses matters such as preserving natural capital, intermunicipal cooperation and managing future development. The land use map from the ASP is illustrated in *Figure 4 - Highway 2A Industrial ASP Land Use Concept*.

Highway 2A Industrial ASP Design Guidelines (2010, amended 2021)

All new development in the Highway 2A Industrial ASP area is subject to the Highway 2A Industrial ASP Design Guidelines. The design guidelines establish a flexible design framework and provide guidance on matters such as site design, building design, outbuildings, parking, fencing and landscaping, lighting and signage.

There are two levels of design guidelines: general guidelines that are applied throughout the corridor, and enhanced guidelines that are applicable in more visible areas and areas adjacent to other forms of development, where a higher standard of design is appropriate. Joint Planning Area 4 has lands that fall into both categories; the lands in the ASP area that are within 1.6 km of the town boundary are subject to the enhanced design guidelines and the remainder of lands within the ASP are subject to the general design guidelines.

Foothills Crossing ASP (2022)

The Foothills Crossing Area Structure Plan applies to approximately 745 acres of land east of the Town of High River on the east side of Highway 2 between two grade separated interchanges at 498th Avenue and Highway 23. This area was identified in the Town of High River and Foothills County Intermunicipal Development Plan as appropriate for a future highway commercial area.

The purpose of the ASP is to create a planning framework to guide the development of a highway commercial area and to outline future infrastructure improvements that would be required to enable the development of these high visibility and easily accessible lands along Highway 2.

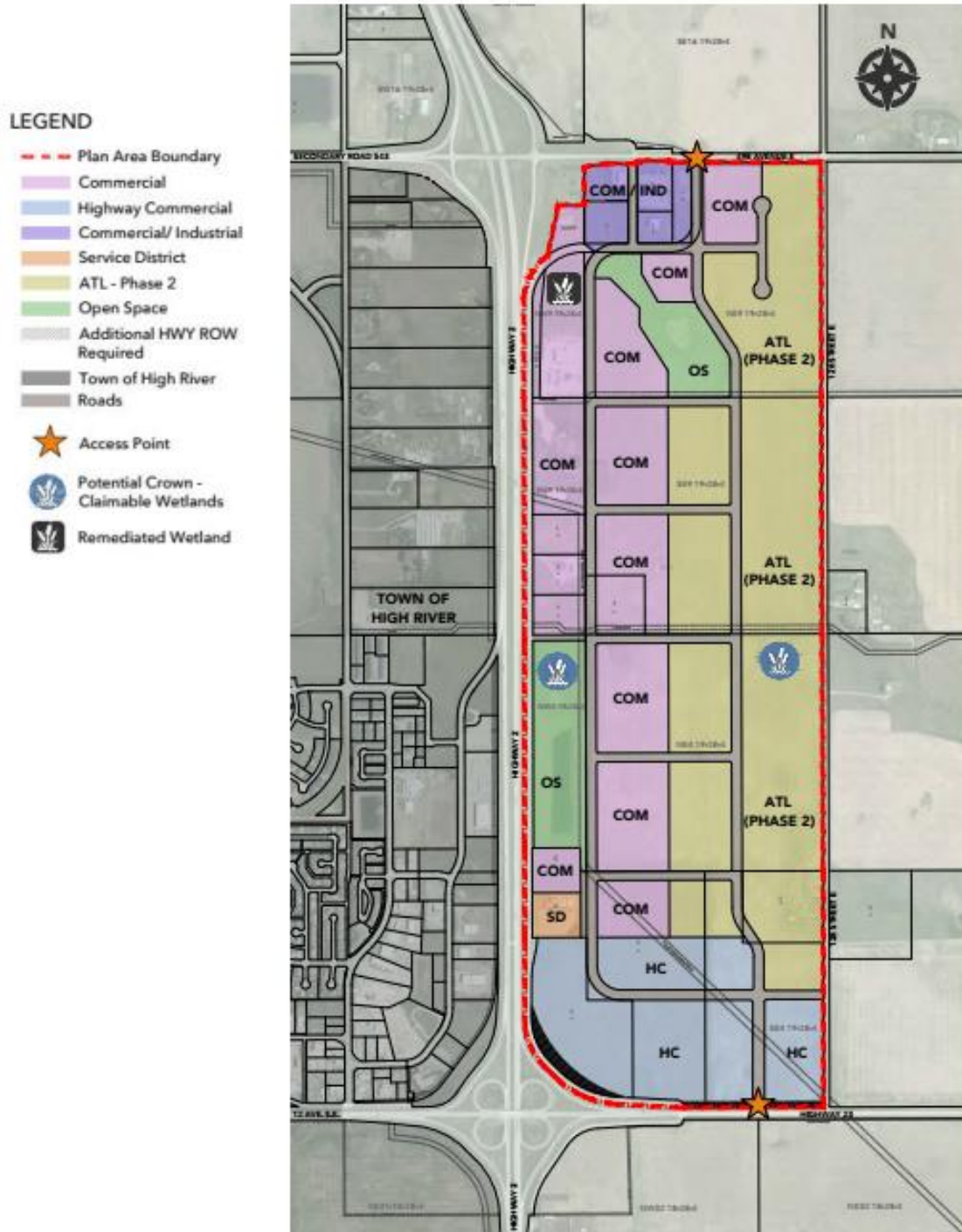
A Vision for the ASP area is articulated as follows:

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

Land Use Concept:

The Land Use Concept for the ASP area is illustrated in **Figure 5 – Foothills Crossing ASP Land Use Concept** below. Development of the area is contemplated in two general phases. Lands illustrated in yellow as ATL (Agricultural Transition Lands) are contemplated as Phase 2.

Figure 5 – Foothills Crossing ASP Land Use Concept



4.5.2 Town of High River Plans Spitzee Crossing Area Structure Plan (2013, Amended 2016)

The Spitzee Crossing Area Structure Plan (ASP) is an ASP that was passed by bylaw in 2013. The ASP consists of +/- 280.5 ha (693.0 ac.) of land in the northwest area of the Town of High River. Some of the JPA 4 area is part of the Spitzee Crossing ASP.

The ASP will facilitate the development of a range of residential, local commercial, business, educational and recreational uses to support the existing and future community. The ASP envisions the development being a truly livable and vibrant place, accommodating nearly 12,000 residents and 3,200 jobs, as a compact, higher density and mixed-use community.

The ASP includes 6 goals:

- Livable Community
- Diverse Community
- Economically Complete Community
- Balanced Mobility
- Healthy Environment
- Sustainable Investment

The following is the Land Use and Mobility Strategy:

Please note that the Joint Functional Servicing Report for the ASP is still outstanding.

Policy 7.0.2 The phasing strategy allows for one or more neighbourhood areas to be developed individually or simultaneously with others. However, isolated or fragmented development requiring the extension of services beyond adjacent contiguous development is discouraged. As a result, at the Neighbourhood Outline Plan stage, a full Functional Servicing Report (FSR) is required including, but not limited to, identification of both interim to ultimate infrastructure requirements (deep utilities and transportation) and an assessment of the viability of the phase in the absence of the Water Reservoir and with the limited sanitary servicing capacity available.

Policy 7.0.3 A Functional Servicing Report (FSR) shall be submitted at the Neighbourhood Outline Plan stage and with each subdivision application to identify all transportation and utility infrastructure improvements necessary to support the given development phase, both off-site and within the Plan Area.

The Town of High River Council chose to allow Neighbourhood Outline Plans to be submitted and approved without the Functional Servicing Report. This will be a requirement of subdivision. The majority property owners also still need to enter into a Cost Sharing Agreement for the major elements of the infrastructure works. The other pieces of

infrastructure will be addressed in a traditional manner through Subdivision/Development Agreements.

At the time of preparation of the JPA 4 Context Study, two Neighbourhood Outline Plans have been approved (Highwood Ranch Neighbourhood Outline Plan and The Highlands Neighbourhood Outline Plan). However, no subdivisions have been endorsed and the Functional Servicing Report and the Cost Sharing Agreement are still outstanding. No development, except for temporary developments that do not require servicing, have taken place in the ASP area.

The Gateway Project ACP (1998)

This Area Concept Plan (ACP) applies to the land area off of 24 St. SE and 21 St. SE., just west of Hwy 2. It is mainly an industrial area (mainly zoned Service & Employment District), but also includes residential development and a school site. Some of the JPA 4 area is part of the Gateway Project ACP. This ACP does not include a vision or specific goals for the development.

At the time of preparing this summary, there was about 17 ha of vacant industrial land available for development in this area. A residential parcel of land (approximately 2 ha) is also vacant within the Gateway Project. That residential parcel is identified as a Priority Growth Area (PGA) as per the Town Plan.

North Eagleview Area Concept Plan (2006)

The North Eagleview Area Concept Plan (ACP) is an ACP that was adopted by Council in 2006. The ACP consists of 11.75 ha (29.03 ac) of land in the northern area of the Town of High River. Some of the JPA 4 area is part of the North Eagleview ACP. The ACP includes plans for commercial, higher density residential, and Municipal Reserve. Some of the JPA 4 area is part of the North Eagleview ACP. It is the Town's understanding that the owner of this property is considering submitting a new Neighbourhood Outline Plan that would have the effect of replacing this ACP.

Master Recreation, Facility & Programming Plan (2017)

The Master Recreation, Facility and Programming Plan (Master Recreation Plan) is designed to assist decisions-makers, key stakeholders, and community residents in understanding and identifying needs and priorities related to recreation, cultural services, programs and facilities within the Town of High River. It builds on progress made in the 2007 Town of High River Recreation, Parks and Culture Master Plan to create a 20-year vision for recreation in High River.

The Plan includes five (5) goals:

Goal 1: Active Living - Foster active living through physical recreation.

Goal 2: Inclusion and Access - Increase inclusion and access to recreation for populations that face constraints to participation.

Goal 3: Connecting People and Nature - Help people connect to nature through recreation.

Goal 4: Supportive Environments - Ensure the provision of supportive physical and social environments that encourage participation in recreation and build strong, caring communities.

Goal 5: Recreation Capacity - Ensure the continued growth and sustainability of the recreation field.

A total of 32 recommendations have been made in the Master Recreation Facility and Programming Plan, and have been grouped under the five Framework for Recreation goal areas.

The Plan explains that as the Town's population changes, so do the Town's expectations regarding recreation services, opportunities and delivery. These trends include:

- An increased awareness of the link between recreation, health and fitness and how recreation impacts overall quality of life;
- A reduction in the demand for registered programs (i.e. hockey, soccer), and their replacement with individual-led recreating;
- A greater interest in outdoor recreation, coupled with a desire for strong environmental stewardship; and
- Demographic shifts, including aging populations and increasing cultural diversity, that result in groups with different recreating needs and desires.

This Plan will be taken into consideration when determining future uses for planned Municipal Reserve for the JPA 4 area (including expansions to the Happy Trails network).

Parks and Trails Open Space Master Plan (2021)

The Parks, Trails, and Open Spaces Master Plan (Master Plan) is intended to guide the Town of High River in the development and renovation of vibrant parks and open spaces and in the delivery of services that will meet the needs of the community over the next ten years (2021 – 2031).

Serving residents and visitors, High River's outdoor green spaces offer opportunities for socializing, recreation, athletics, play, outdoor learning, and especially connecting with nature. As High River continues to grow, it is important that the development and management of park amenities and services align with community values to protect the ecology and history of the area. The Master Plan was initiated by the Town of High River as an outcome of the 2017 Recreation Master Plan.

The scope of this study was to provide a ten year Master Plan that thoughtfully and practically considered how the Town can manage and improve the green spaces across High River. Three main areas of focus guided this project: ecology-based research, collaborative stakeholder engagement, and robust strategy development.

The importance of both the Highwood River corridor and the Happy Trails were combined in a single, unified vision of Network with Nature. This vision then guided the alignment of two themes that captured the community's aspirations for its green spaces. The themes envision the transformation of High River's green spaces at the scales of neighbourhood, municipality, and region. Each transformational theme has a subtheme that encompasses a specific idea within the whole.

The Plan includes a Playbook which itemizes ideas on a variety of different scales (Neighbourhood Scale, Municipality Scale, and Regional Scale). The Plan also includes a list of recommendations with associated timelines. As part of the development of the JPA 4 area, the Town can determine which projects should be implemented.

Active Transportation Plan (2023)

The Active Transportation Plan (ATP) was adopted by Council on November 27, 2023. The Plan was created through funding from Infrastructure Canada (INFC) through their Public Transit Program - Active Transportation Fund.

The Plan lays out the short-, medium-, and long-term active transportation projects for the Town to undertake within the community. The intent of the Plan is to outline a coordinated approach, based upon community input, to improve and expand our active transportation network. This Plan prioritizes a list of projects to help promote active transportation infrastructure and provide the community with more options to commute and recreate through human-powered modes of transport. The Plan is based on Canadian best practices, local expertise, and public input.

The ATP's Vision Statement is:

High River's active transportation network is built upon the Town's foundation of a "people first" community and connects people to neighborhoods, businesses, and nature. It supports the Town's road network by promoting universal access to the community with alternate

modes of transportation like walking and bicycling, reducing reliance on vehicles. It provides direct connections for commuters and a multitude of continuous routes for recreational users during any time of the year. It is accessible to everyone, regardless of ability, age, or income.

The ATP's Guiding Principles are:

- People First

- Connections; and
- Culture

The ATP includes a proposed Active Transportation Network. The proposed network was developed through a review of Town documents to identify previously planned network connections and to provide connections to key destinations that typically generate trips made by active modes. It was further refined through discussions with Town Administration, and through community input provided during public engagement. The final proposed active transportation network consists of 94 projects that will expand and enhance the existing network.

A high-level evaluation of 94 proposed network projects was conducted to determine priority areas for implementation. Each project was rated based on several criteria including the ATP's Guiding Principles (People First, Connections, and Culture) and three feasibility criteria: Acceptability, Ease of Implementation / Constructability / Level of Risk, and Overall Project Cost.

The scores from each project helped to sort them into prioritization categories:

- High priority projects (to be implemented prior to 2029),
- Medium-priority projects (to be implemented between 2029-2039), and
- Low priority projects (to be implemented after 2039).

There are several proposed projects within the JPA 4 area, including some High Priority projects.

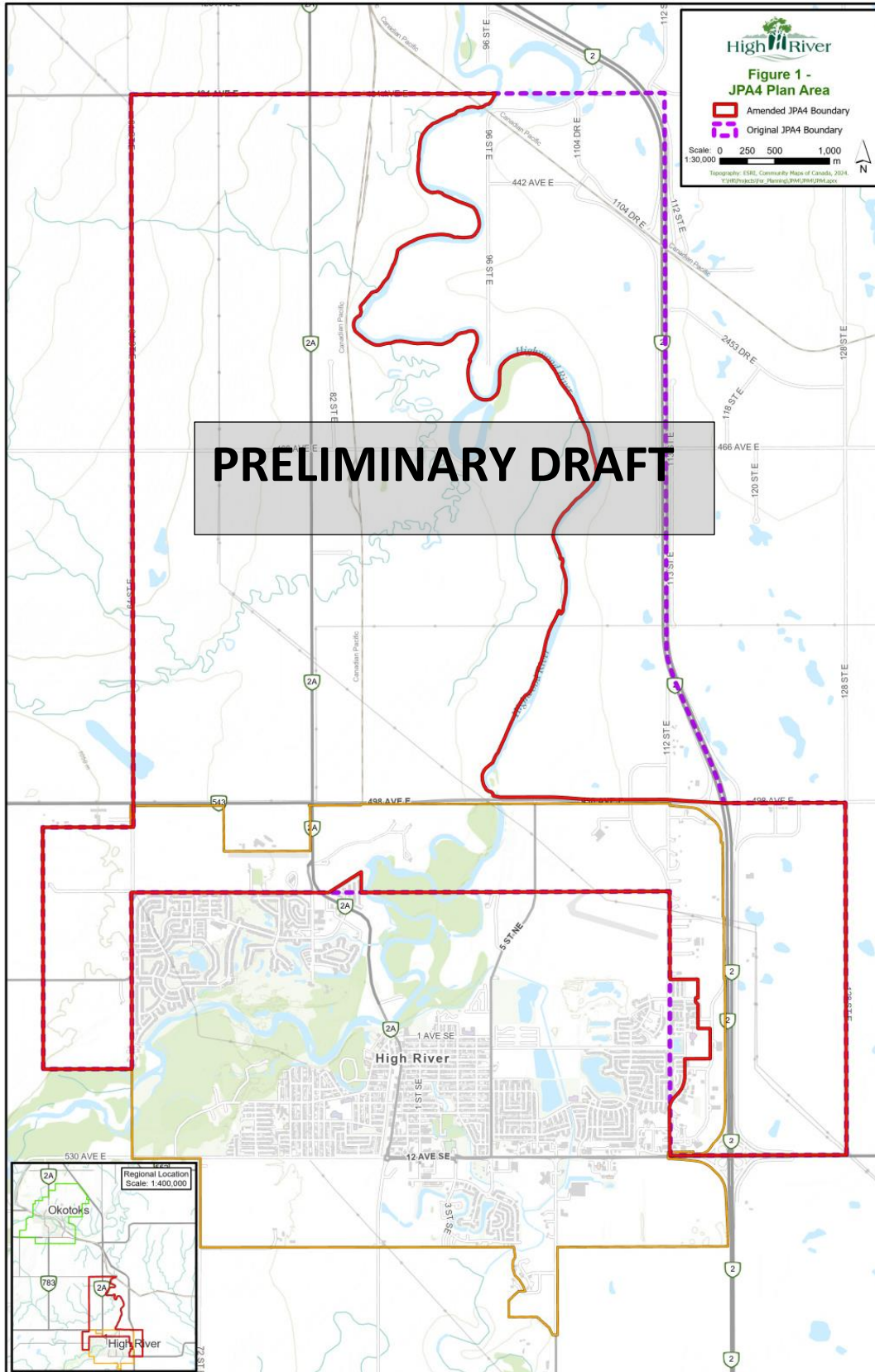
5. PLAN AREA

There is a plan area for JPA 4 illustrated in the CMR Growth Plan. It is anticipated in the Growth Plan that through the Context Study process, the municipalities involved may decide that it would be beneficial or appropriate to propose changes to this boundary. The Town of High River and Foothills County have agreed that there are some refinements to the boundary that will be proposed to the CMRB.

5.1 Original JPA 4 Study Area

The JPA 4 plan area as illustrated in the CMR Growth Plan is illustrated by the purple dashed line in **Figure 6 –JPA 4 Plan Area**. It includes 4350 ha (10,748 acres) within the County and 668 ha (1652 acres) within the Town. It extends along Highway 2A from 434 Avenue on the north to approximately one-half mile inside the Town of High River boundary. It also includes the Foothills Crossing Area Structure Plan lands along the east side of Highway 2 between 498th Avenue and Highway 23.

Figure 6 – JPA 4 Plan Area



5.2 Proposed Amendments to the JPA 4

The CMR Growth Plan indicates that the Joint Planning Areas as illustrated in the Plan are to be treated as “study areas for planning purposes where appropriate locations for growth are to be determined” (Policy 3.1.9.9). It also indicates that a Context Study may propose amendments to the boundaries of the Joint Planning Area (Policy 3.1.9.8).

The JPA 4 as illustrated in the Growth Plan contains lands that the Town and the County agree should be removed from the JPA because they are already developed or there are impediments to development that make them inappropriate for intense serviced development. The lands in question comprise lands inside the Town that are already developed, and lands in Foothills County that are identified in the draft provincial flood hazard mapping as high hazard flood fringe. After discussion, the Town and the County have agreed and are proposing the removal of these lands and amend the JPA 4 Plan Area to the area outlined in red in *Figure 6 –JPA 4 Plan Area*.

6. LAND USE CONCEPT

Policy 3.1.9.7 in the Growth Plan indicates that one of the elements that should be included in Context Studies is a Land Use Concept. The current land use (zoning) of lands in the JPA is illustrated in *Figure 7 – Current Land Use*. A draft land use concept illustrating the locations of Growth Plan Placetypes that are anticipated in the JPA 4 area is shown in *Figure 8 – Future Land Use Placetypes Concept*. The allocation of the Placetypes was generally determined by existing or planned Area Structure Plans or Area Concept Plans (ASPs and ACPs). Existing and planned (future) ASPs and ACPs are illustrated in *Figure 9 – Area Structure Plans & Area Concept Plans*.

In Foothills County all lands within JPA 4 other than the High River Agricultural Society lands have approved area structure plans in place contemplating commercial or industrial development (employment areas). The Ag Society lands are also considered as an employment areas as they are home to the rodeo grounds, an arena and a museum. There is also office space attached to the arena that currently accommodates Foothills County’s Community Services department.

In the Town, the lands within JPA 4 are either existing or future employment areas or future Masterplan Communities as shown in *Figure 8 – Future Land Use Placetypes Concept*. As it was in the County, for the lands within the Town, the future land use concept illustrated in Figure 6 was informed by existing or planned ASPs and ACPs as illustrated in *Figure 9 – Area Structure Plans & Area Concept Plans*.

Figure 7 – Current Land Use

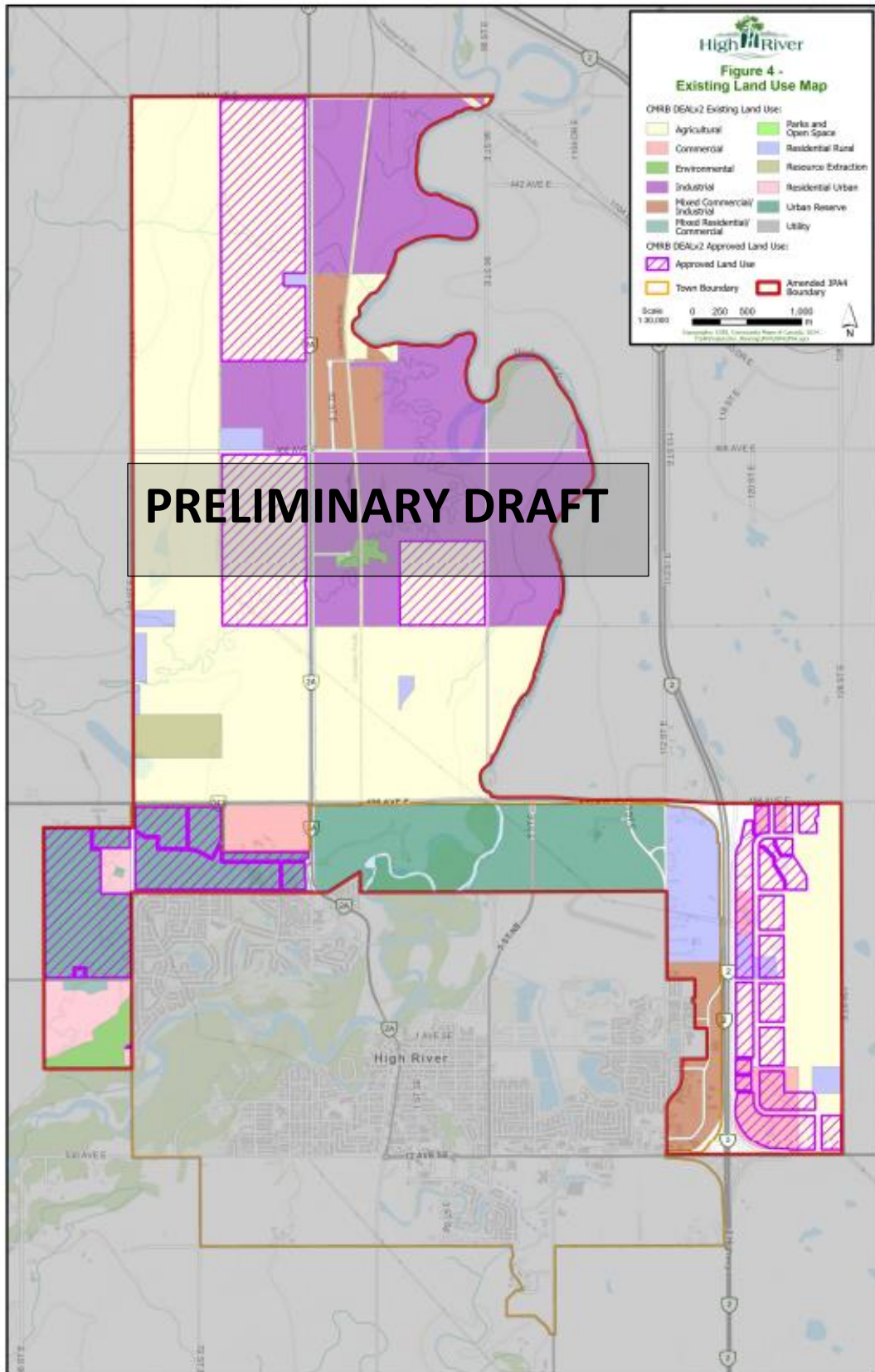


Figure 8 – Future Land Use Placetypes Concept

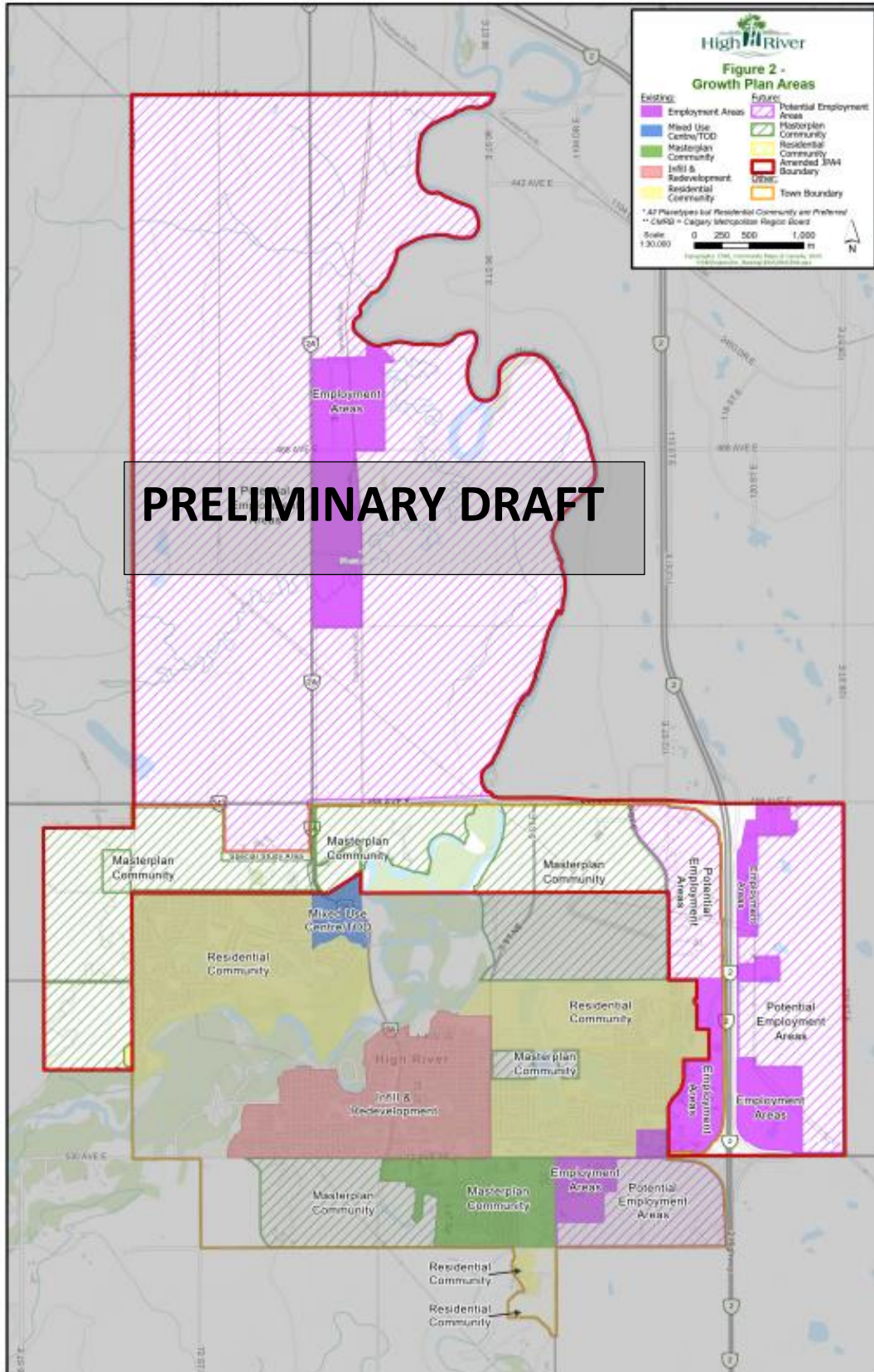
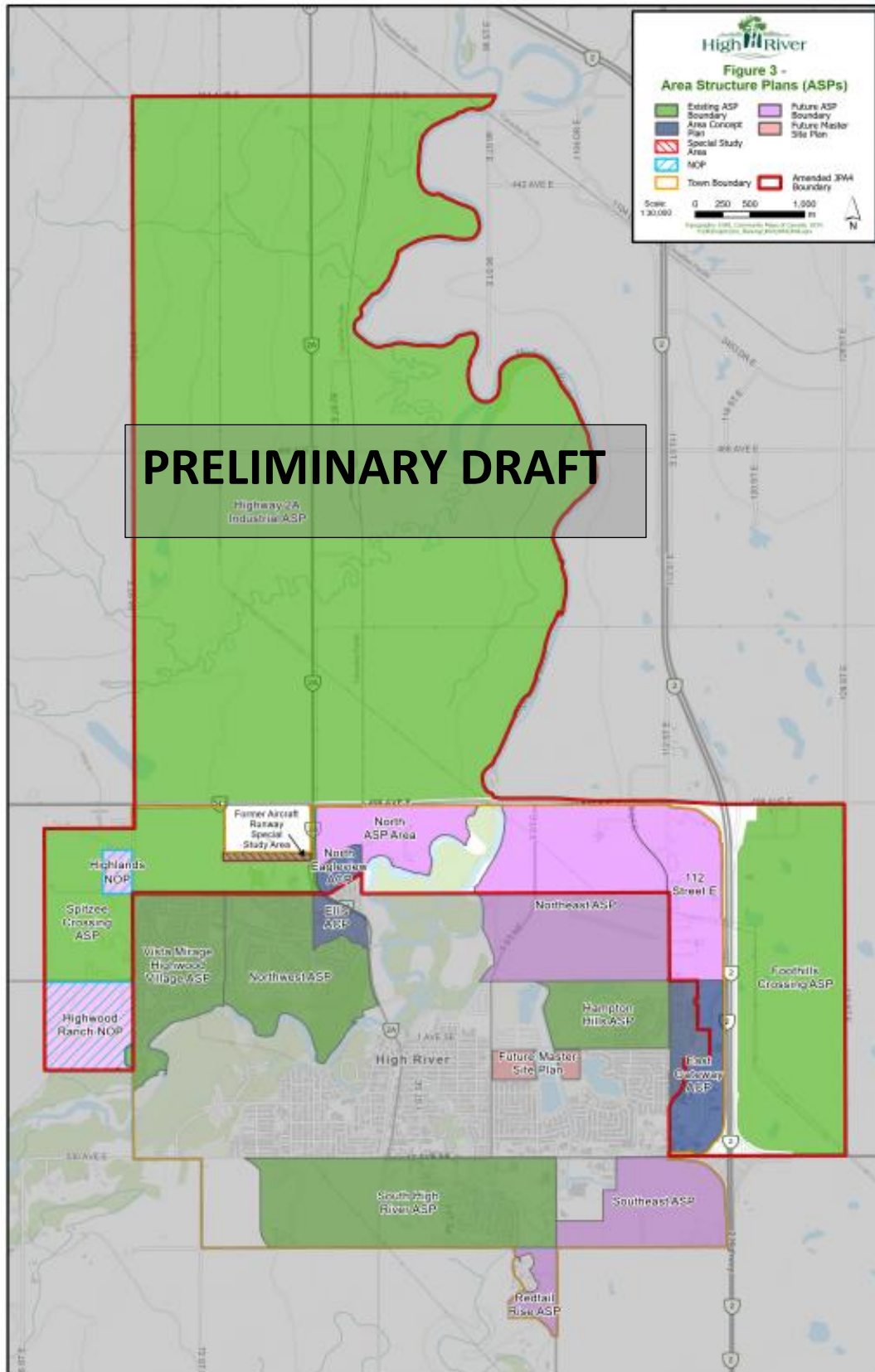


Figure 9 – Area Structure Plans & Area Concept Plans



7. TRANSPORTATION AND MOBILITY CONCEPT

A high-level transportation and mobility concept for the JPA 4 area is illustrated in *Figure 10 – Transportation and Mobility Concept*. It is comprised of a system of provincial highways, local roads and pathways which provide for the efficient movement of people and goods.

7.1 Transportation and Mobility for Foothills County lands in JPA 4

7.1.1 Roads servicing Foothills County lands in JPA 4

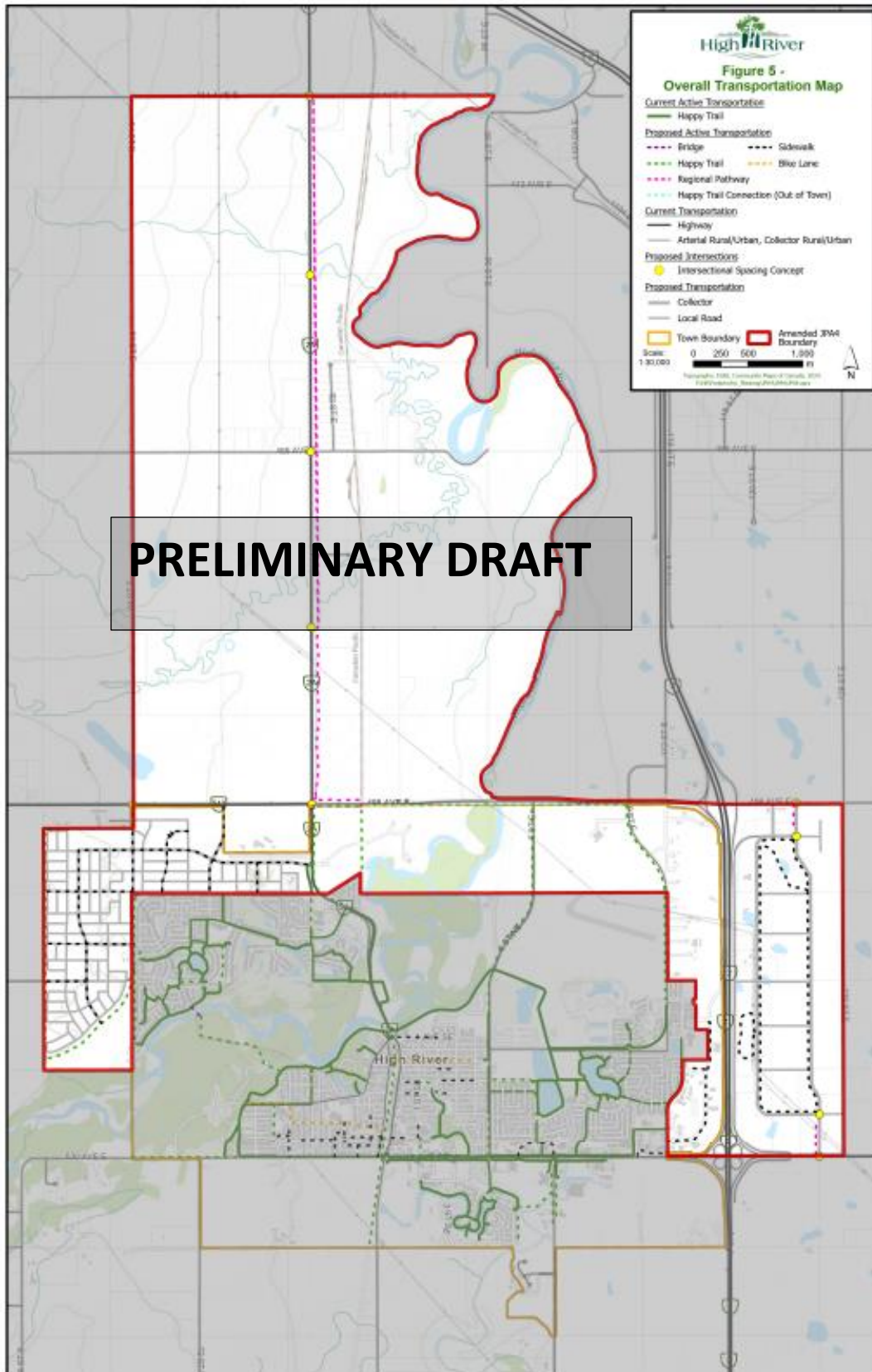
Provincial Highway 2A is a major arterial roadway that connects the Towns of High River and Okotoks and provides access to Highway 2 via the grade separated interchange at the intersection of Highways 2, 2A and 547. Highway 2A runs the length of the Highway 2A Industrial ASP area and provides primary access to the lands in the plan area. The Transportation concept in the ASP contemplates intersections along Highway 2A spaced at approximately 1-mile (1.6 km) intervals. These intersections will connect to local road networks that will provide access to individual parcels. At the south end of the Corridor, 498th Avenue provides another connection via grade separated interchange to Highway 2.

The Foothills Crossing ASP area is located along the east side of Highway 2 with a grade separated interchange located at either end of the Plan Area. The plan area will be accessed from the north via 498th Avenue and from the south via Highway 23. According to the TIA that was completed by ISL Engineering and Land Services, the intersection that provides access to the Plan Area from 498th Avenue can remain in its current location and will require upgrading to a Type II intersection in the short term. Future signalization and other improvements are not anticipated to be required as development of the ASP area proceeds. The intersection that provides access to the plan area from Highway 23 will be required to be relocated east of its current location and upgrading to either a dual lane roundabout or signalized Type IV intersection is anticipated in the long term.

7.1.2 Pathways servicing Foothills County lands in JPA 4

Both the Highway 2A Industrial ASP and the Foothills Crossing ASP contemplate the construction of pathways to provide for alternative modes of transportation. The transportation concept in the Highway 2A Industrial ASP shows potential functional pathway locations adjacent to the CPKC railway ROW or the Highway 2A ROW. It discusses the importance of future connections to both the Town of High River and Town of Okotoks pathway systems. The transportation concept for the Foothills Crossing ASP contemplates a pathway system that creates a loop along the Commercial Collector roads. The anticipated cross section for these roads in the plan area accommodates a pathway within the ROW. The ASP also discusses a potential connection across Highway 2 when the new interchange is constructed at Highway 23. This could provide a connection to the Happy Trails system in the Town of High River.

Figure 10 – Transportation and Mobility Concept



7.2 Transportation and Mobility for Town of High River lands in JPA 4

The Town of High River is connected to the rest of the province through Hwy 2A and Hwy 2. These corridors are extremely important to the area for access, livability, and economic development. While the Town does not have care and control over these highways, the Town does recognize that the development that the Town approves adjacent to these corridors can affect their efficiency and optimization.

The Town has several different policies specifically about development adjacent to these provincial corridors in the Town Plan (2024). These include the following:

8.3.2 Work with Foothills County to create an access management strategy for the 543 Corridor adjacent to the Town of High River which should include a set of design guidelines to preserve the visual character of this gateway area (as per the Intermunicipal Development Plan). The 543 Corridor (498 Ave. E) is a Level 2 Highway. It is identified in the Intermunicipal Development Plan between the Town of High River and Foothills County as a corridor that needs to be carefully managed.

8.3.4 Collaborate with adjacent landowners, and Alberta Transportation to review the slip ramp located at High River, 24 St. NE, by considering available accessibility options and creating a viable and sustainable solution.

Apart from the East Gateway ASP, the JPA 4 area in the Town represents land that has largely not been developed yet. However, this land does represent an area that is anticipated to accommodate substantial population and employment growth. Therefore, comprehensive transportation and active transportation planning in this area will be critical.

The ASP and NOP documents within the Town jurisdiction of JPA 4 plan for new road networks within those developments. There is a new arterial road planned for Sptizee Crossing, and, in turn, Longview/Coal Trail will be transitioned into a linear park. It is anticipated that a new road network will be planned through the 112 St. E and 20 St. E collector area.

The Active Transportation Plan (ATP, 2023) includes several multi-use pathways to connect this area of the Town to more central areas of the Town and beyond to the County boundary.

7.3 Transportation and Mobility Connections between the Town and the County.

There are a number of important mobility connections that cross the boundaries between the Town and the County within JPA 4. From the north, Highway 2A crosses the boundary from the County into the Town to become Centre Street, Highway 23 enters the Town from the East to become 12th Avenue, Highway 543 / 498th Avenue runs along the north boundary of the Town and Highway 2 is located along the east boundary of the Town. Highways 2A and 23 provide important connections into the Town, in the future there will be opportunities for collaboration between the two municipalities as improvements to these routes are warranted in response to

development in both jurisdictions. The development of pathways to accommodate non-vehicular traffic is contemplated in both the Highway 2 A Industrial ASP and the Foothills Crossing ASP. There is an opportunity in both instances to develop connections to the Happy Trails system in the Town.

It is anticipated that as development proceeds both in the Town and the County south and north of Highway 23 / 498th Ave respectively, there will be an opportunity to collaborate on both roadway and pathway connections that will go between the Town and the County. The Intermunicipal Development Plan does speak to the importance of collaboration on an access management strategy for this road.

8. SERVICING CONCEPT (WATER, WASTEWATER, STORMWATER, HIGHSPEED INTERNET)

The overall high-level servicing concept for JPA 4 is illustrated in *Figure 11 Servicing Concept*. The various components in each municipality are addressed below.

8.1 Servicing for Foothills County lands in JPA 4

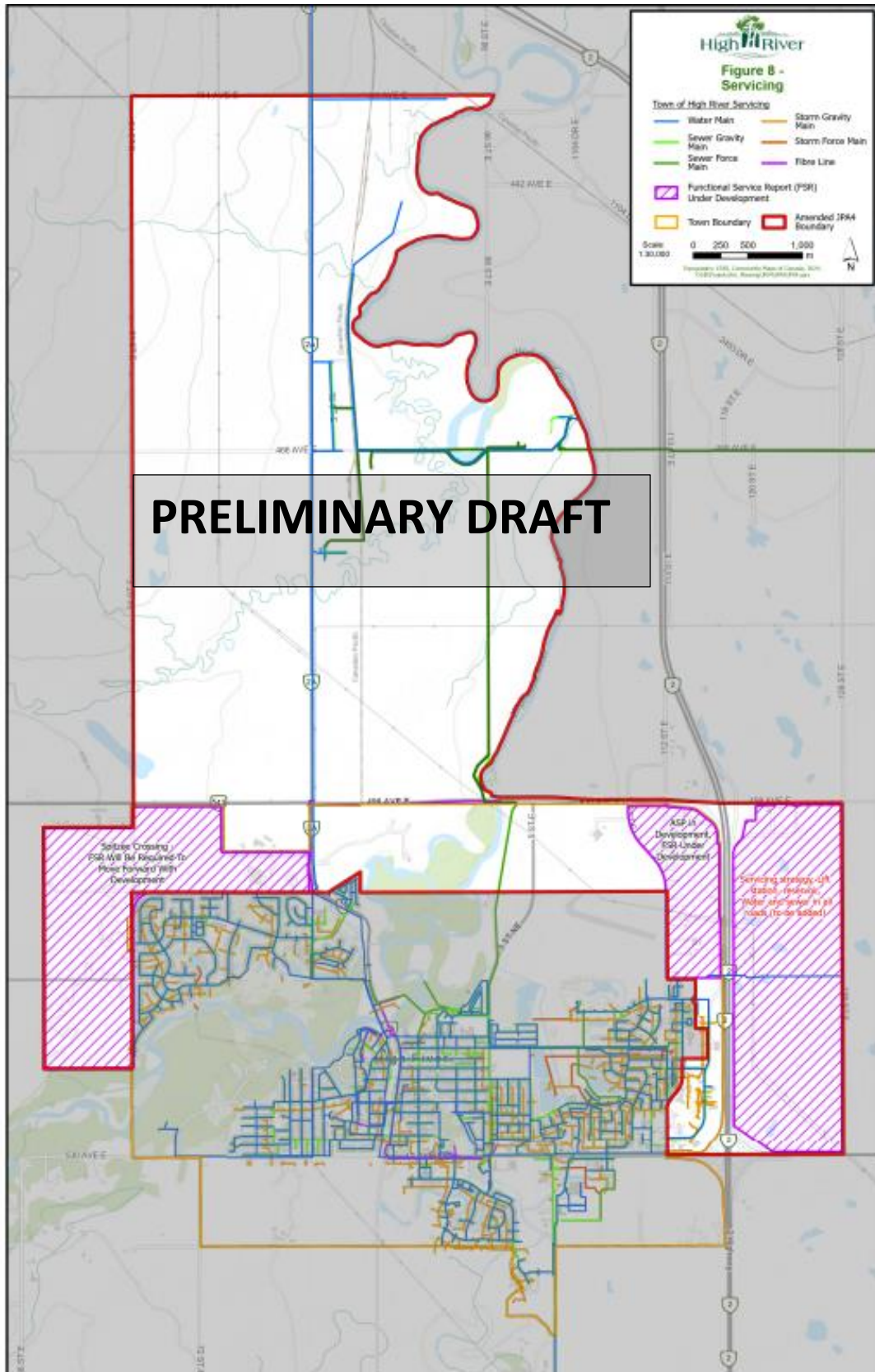
8.1.1 Water servicing in Foothills County in JPA 4

Developed lands within the Highway 2A Industrial ASP are currently serviced with treated water from the Town of High River's water treatment plant in accordance with the existing Intermunicipal Water and Sewer Services Agreement between the Town and the County. The County also is constructing a water treatment plant at Aldersyde. Once the County's treatment plant is operational the treated water from the Town will be utilized primarily to provide water to the southern portion of the Highway 2A corridor (those lands within JPA 4). The Foothills Crossing ASP area will be serviced with water from the Aldersyde treatment plant. A water main will run south along Highway 2A and then east to Highway 2 and the Foothills Crossing ASP plan area. The north-south arm of this water main will also enable the County to provide fire flows for development along Highway 2A.

8.1.2 Wastewater servicing in Foothills County in JPA 4

Only a small portion of the lands in the County in the Highway 2A corridor are currently serviced with wastewater (these are illustrated in *Figure 11 Servicing Concept*). With the exception of Cargill, which has an independent wastewater treatment facility, these properties are connected to the Town's wastewater treatment facility, located in the County in accordance with the existing Intermunicipal Water and Sewer Services Agreement. The County has approvals for a new wastewater treatment facility at Aldersyde which is planned to provide wastewater servicing to the entire 2A Corridor and the Foothills Crossing ASP area. The Town and the County are currently investigating the possibility of partnering on a new wastewater treatment facility. This new facility would replace the Town's current facility and the one planned in the County and would service both municipalities. Should it be decided that this joint project will not proceed, The County will construct the approved facility at Aldersyde.

Figure 11 – Servicing Concept



7.1.3 Stormwater servicing in Foothills County in JPA 4 Stormwater in the Highway 2A Corridor:

Stormwater Management facilities will be designed and developed incrementally as the 2A corridor is built out.

Developers are required to provide onsite stormwater retention and control in accordance with the Water Act, for a 1 in 100 year storm event of 24 hour duration. Stormwater must be retained for 24 hours (hrs) and the post-development discharge rate is to be the same as the predevelopment discharge rate.

Stormwater in the Foothills Crossing ASP area

A stormwater management concept which contemplates stormwater management facilities, control structures, sewers, a lift station and forcemain and outfalls was provided in the *Foothills Crossing ASP Development Support Stormwater Engineering Report (2022)* produced by ISL Engineering and Land Services. The ASP speaks to taking special care to not adversely affect the Town's stormwater system.

8.1.3 Highspeed Internet in Foothills County in JPA 4

Highspeed Internet in the Highway 2A Industrial Corridor is provided by Foothills Fibre, the County's fibre internet company. Fibre Internet will also be installed in the Foothills Crossing ASP area either by Foothills Fibre, or in partnership with the digital data centre that is being proposed for the area, who would be bringing dedicated fibre from Calgary.

8.2 Town Servicing in JPA4

8.2.1 Water Servicing in the Town in JPA 4

The only lands that are currently serviced with municipal water in the JPA 4 area of the Town are in the East Gateway ACP. These are industrial lots.

The developers responsible for the various higher level planning documents within the Town JPA 4 area will also be responsible for the planning (through a Joint Functional Servicing Report) and installation of water servicing to their respective developments. The Town of High River will ultimately take over this infrastructure, but will not be subsidizing the development of the infrastructure.

There is development on 112 St. E which includes country residential land uses (including some agricultural) as well as some ad hoc commercial and industrial development. All of this development is serviced by private wells at this time.

8.2.2 Wastewater Servicing in the Town in JPA 4

The only lands that are currently serviced with municipal wastewater in the JPA 4 area of the Town is the East Gateway ACP. These are industrial lots.

The developers responsible for the various higher level planning documents within the Town JPA 4 area will also be responsible for the planning (through a Joint Functional Servicing Report) and installation of wastewater servicing to their respective developments. The Town of High River will ultimately take over this infrastructure, but will not be subsidizing the development of the infrastructure.

There is development on 112 St. E which includes country residential land uses (including some agricultural) as well as some ad hoc commercial and industrial development. All of this development is serviced by private septic systems at this time.

8.2.3 Stormwater Servicing in the Town in JPA 4

The only lands that are currently serviced with municipal stormwater systems in the JPA 4 area of the Town is the East Gateway ACP. These are industrial lots.

The developers responsible for the various higher level planning documents within the Town JPA 4 area will also be responsible for the planning (through a Joint Functional Servicing Report) and installation of stormwater management systems to serve their respective developments. The Town of High River will ultimately take over this infrastructure, but will not be subsidizing the development of the infrastructure.

There is development on 112 St. E which includes country residential land uses (including some agricultural) as well as some ad hoc commercial and industrial development. The stormwater for all of this development is managed using private stormwater management systems including drainage ditches at this time.

8.2.4 Highspeed Internet in the Town in JPA 4

In May 2024, the Town of High River Council approved a partnership with Tango Networks and Ten Four Technology to assess and enhance broadband coverage (internet services) within the town limits. The project aims to overcome current internet challenges and meet future needs by recognizing the importance of high-speed internet for residents and businesses.

- What did we hear from the community about broadband? I am assuming that there are issues??
- The Town wants to enhance broadband coverage to boost productivity, aid in economic growth and ensure universal online access.
- What are the Town's next steps on this?

Under these sections, I could include the following:

- 2011 Infrastructure Master Plan
- 2012 Water Resource Sustainability Plan: Status Update & Path Forward
- 2015 DRAFT Sustainable Water Resources Management Plan: Summary and Supplemental Information Requests
- 2017 Utility Master Plan

- Transportation Master Plan (2018):

However, I think that it is more readable if we keep those under plans/studies (or could be a separate appendix just for studies) and just keep the language really plain and targeted here so it's really only talking about the JPA 4 area in the Town.

9. COMMUNITY SERVICES - County

This section could discuss things like police / emergency services, schools, recreation, cemeteries, libraries etc. Most of this is covered in our shared services agreements and the JUPAs that each municipality has with the school divisions.

10. GATEWAY / INTERFACE AREAS

The Gateway Interface areas are discussed in the Intermunicipal Development Plan. These areas are also discussed in the Highway 2A Industrial ASP (Hwy2AIASP) and are illustrated in *Figure 4 - Highway 2A Industrial ASP Land Use Concept*. The H2AIASP underscores that comprehensive and collaborative planning should occur within the Gateway Interface area to “ensure that 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 Foothills [County]”.

According to the IDP, “in consideration of maintaining an attractive gateway area the H2AIASP dictates that development on these lands will be subject to the “Enhanced Design Guidelines” provided in the appendices of the H2AIASP.”

The Enhanced Design Guidelines document includes standards for site planning considerations such as screening for aesthetic purposes, pedestrian accessibility, enhanced landscaping features, and signage aesthetics. Foothills County uses this Guidelines document when processing Development Permit applications within the designated Gateway Interface area.

While there is no designated GI area within the Town of High River, development within the future North ASP, the future North Eagleview NOP, and the future Northeast/112 St. E ASP will be required to provide guidance to future development on design that will be suitable for gateway areas.

11. COLLABORATION AND PARTNERSHIPS

The Town and the County have a long history of collaborating on planning and service delivery for the benefit of residents in both jurisdictions. Some examples of joint projects that the municipalities have worked together on include senior’s housing, the Foothills Regional Services Commission, the Foothills Regional Emergency Services Commission, ambulance service, the Highwood Business Development Corporation, the Highwood Memorial Centre and a comprehensive agreement regarding sharing of services.

The current intermunicipal development plan (IDP) promotes coordinated planning between the two municipalities, including the identification of four joint planning areas, and provides a framework for communication, collaboration and conflict mitigation.

As discussed in Section 4.3 of this document, the IDP also identifies several joint planning areas all of which are within or partially within JPA 4. Some of the work contemplated in the IDP has been completed, some has been determined not to be required and some is yet to be undertaken. The status of the contemplated projects (as they pertain to JPA 4) is as follows:

Area	Project	Status
1 Riparian Lands	Pathways planning along Highwood riparian lands	There could be an opportunity to look at connections between river pathways in the Town and the future contemplated pathway along the 2A Corridor
2 Foothills Crossing ASP area	Joint economic development study	No longer required - Town waived this requirement if an ASP were developed for the area
	Investigate joint servicing for piped services for the area	No longer required - The Town determined that they did not wish to service this area
	Investigate a revenue sharing agreement for the area	Discussions could be initiated at the Town's request as per the ASP
	Design Guidelines for the area	The County has commenced work on this project and met with the Town to discuss earlier this year
3 112 th Street area	Jointly engage landowners in planning for the area	This was done, but the lands were subsequently annexed by the Town
4 498 Avenue Corridor	Access Management Strategy	There is an opportunity as the lands on both sides of the road develop to collaborate on planning for access onto this road
	Design Guidelines for Gateway Areas	No longer required – these lands are subject to the Enhanced guidelines in the Highway 2A Industrial ASP Design Guidelines.

As public engagement proceeds, other opportunities for collaboration between the two municipalities may come to light and will be considered for inclusion in the Context Study.

12. ENVIRONMENT / CULTURE - Town

In this section we can speak to flood hazard areas, riparian areas and potentially ESAs as it is anticipated that the CMR ESA identification project could be completed within the timeframe of this project.

If there are any areas of cultural significance in the JPA area, those could be discussed as well or could speak to historical resources generally in the context of the provincial listing of historic resources.

There are two figures for this section – Natural Area Systems and Flood Hazard Mapping

13. DEVELOPMENT SEQUENCING - County

Could speak in general terms to logical sequencing in alignment with the transportation and servicing concepts and future studies to be undertaken. May also speak to existing ASPs and their status as well as ASPs in progress or that are on the horizon.

14. IMPLEMENTATION

This section could include information on updating or amending the Context Study if the municipalities deem it necessary and how that might be accomplished (I expect we will need to ascertain if there is a Board process that would be required since the Board has to approve the initial study).

15. APPENDICES

These could become huge if we include everything. It may make more sense to just reference them and potentially summarize the highlights of each one Here are some ideas we can talk about what to include and what not to (I am sure I will have missed things):

- Shared Services Agreements
- Joint Projects (agreements studies plans)
- Traffic Studies
- Studies and plans for Water and Wastewater Infrastructure
- Environmental or Cultural studies

COMMUNITY OPEN HOUSE

Proposed Area Structure Plan and Land Use Amendment Foothills Crossing Area Structure Plan

Please join us at the Open House to learn more about the application:

Application Area

Date: December 11th, 2024
Time: 5:00 PM to 7:00 PM
Location: Highwood Centre
125 5 Ave SW
High River, AB

No registration required.

There will be no formal presentation.
Please drop in at any time.

About the application

Stantec, on behalf of **Beacon Data Centres**, is applying to redesignate lands within Foothills Crossing Area Structure Plan (approved 2022) from an Agricultural District designation to **Business Park District** to allow for a **Data Centre**.

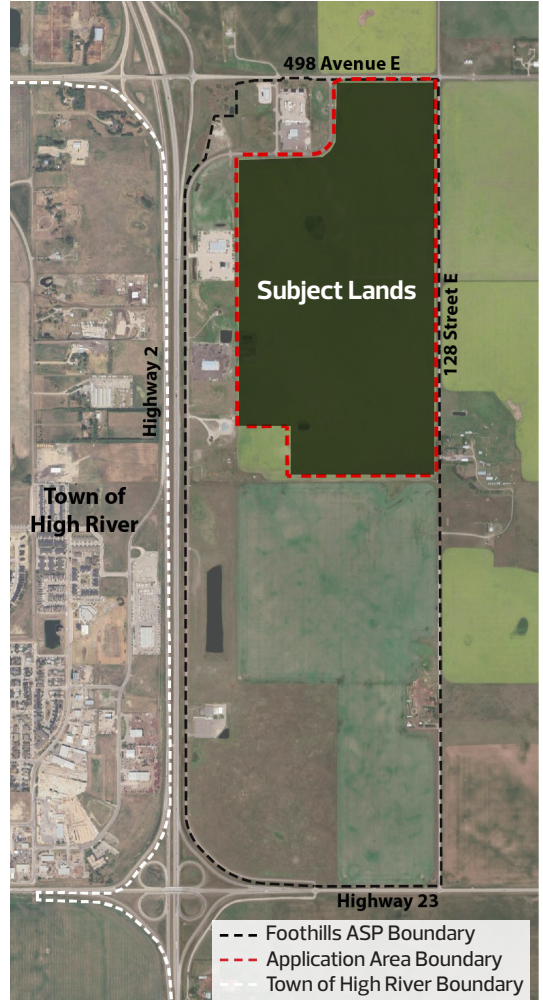
To facilitate this development within the subject lands, a **Land Use Amendment** and an **Area Structure Plan Amendment** are proposed within this application.

What is a Data Centre?

A large-scale facility designed to house extensive computer systems and associated components, for supporting cloud computing, data security, data storage, management and processing digital media, information and applications.

Benefits of Data Centre?

- Local employment opportunity through numerous construction and operational jobs.
- New investment avenues by attracting related services and business.
- Increased tax revenue for the County to fund public services and infrastructure projects.



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Foothills County
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To view the Foothills Crossing ASP (2022), please scan the QR code to the right.

