


**PUBLIC HEARINGS AND MEETINGS
PLANNING AND DEVELOPMENT REPORT TO COUNCIL
FOOTHILLS CROSSING ASP AMENDMENT AND CONCURRENT LAND USE
REDESIGNATION/AMENDMENT
January 29, 2025
To be heard at: 1:30 PM**

APPLICATION INFORMATION		File No. 24R 052
	<p>PROPOSAL: THIS APPLICATION HAS TWO PARTS:</p> <p>PROPOSAL PART 1: Amendments to maps and policy in the Foothills Crossing Area Structure Plan (ASP) to allow for the development of a business park which may accommodate a Data Centre Campus.</p> <p>PROPOSAL PART 2:</p> <ul style="list-style-type: none"> A. An amendment to the Land Use Bylaw 60/2014 to add a definition for Data Centre Campus under <i>Section 2.5 Definitions</i>. B. Land Use Redesignation for portion of ASP Area from Agriculture District to Business Park District and Site-Specific Amendments to the Business Park District to allow for the development of a business park to accommodate a Data Centre Campus on the Subject Lands as a Permitted Use. 	
<p>LOCATION OF LANDS:</p> <p><u>PART 1 - ASP AMENDMENT:</u> East side of Highway #2, between Highway #23 and 498th Avenue interchanges ("ASP Plan Area" - See Location Map in Appendix A).</p> <p><u>PART 2 – LAND USE BYLAW AMENDMENT/ REDESIGNATION:</u> Northeastern portion of ASP Plan Area ("The Subject Lands" - See Preliminary Site Plan for Data Centre Campus in Appendix A).</p>		
<p>LEGAL DESCRIPTION OF LANDS:</p> <p><u>PART 1 - ASP AMENDMENT:</u> Multiple parcels in Sec. 9-19-28 W4 and Sec.4-19-28 W4; east of Highway #2 ("The ASP Plan Area" - See Legal Descriptions & Property Information in Appendix D)</p> <p><u>PART 2 - LAND USE BYLAW AMENDMENT/ REDESIGNATION:</u> Ptn. NE 09-19-28 W4M and Ptn. SE 09-19-28 W4M ("The Subject Lands")</p>		
<p>LANDOWNERS:</p> <p><u>PART 1 - ASP AMENDMENT:</u> Multiple landowners</p> <p><u>PART 2 - LAND USE BYLAW AMENDMENT/ REDESIGNATION:</u> Timothy, Jeffery, and Stephen Callahan</p>		

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

AREA OF SUBJECT LANDS:

PART 1 - ASP AMENDMENT: +/- 752.98 acres

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

CURRENT LAND USES:

PART 1 - ASP AMENDMENT:

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

PART 2: LAND USE BYLAW AMENDMENT/ REDESIGNATION:

Agriculture District

DIVISION NO: 1

COUNCILLOR: Rob Siewert

FILE MANAGER: Julie McLean

EXECUTIVE SUMMARY

Summary of Proposal

PART 1 - ASP AMENDMENT

Part 1 of the proposal considers amendments to the maps, text and policy within the Foothills Crossing Area Structure Plan (Bylaw 14/2022) with respect to the land use concept, transportation concept and phasing strategy to allow for the development of a business park which may accommodate a Data Centre Campus and related uses in the northern portion of the ASP Plan Area.

PART 2 - LAND USE BYLAW AMENDMENT/ REDESIGNATION:

Part 2 of the proposal contemplates a concurrent application for

- A. An amendment to the Land Use Bylaw 60/2014 to add the following definition for Data Centre Campus to *Section 2.5 – Definitions*:

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

- B. Redesignation of the Subject Lands from Agricultural District to Business Park District, and Site-Specific amendments to allow for the development of a Data Centre Campus on the subject lands as a Permitted Use, as well as outline requirements related to maximum site coverage, maximum height of structures, parking and what must be included in a complete development permit application for a Data Centre Campus.

Location and Pertinent Site Considerations

The subject lands are primarily flat with some localized wet areas. It is not expected that any of the wet areas will be Crown Claimed, but the current ASP requires that wetland assessments be undertaken as part of the rezoning and development permit approval process. The applicants have undertaken a Level 1 ESA and a biophysical inventory for the majority of the ASP area which includes the lands being considered for redesignation. No issues were found that would be considered constraints to development.

The subject lands are located along Highway #2, a Level 1 provincial highway. There is a grade separated interchange at either end of the Plan Area (at Highway #23 and at 498th Avenue). The existing transportation system provides an excellent opportunity for an employment area with direct access to regional transportation infrastructure.

Existing development is serviced with wells and septic systems, but piped services are anticipated for the Plan Area and the County is currently exploring options to bring servicing from the Highway 2A Corridor.

The predominant land use in the Plan Area is currently agriculture with some existing businesses, residences and a church. However, the area has been identified by the County as appropriate for commercial development since the adoption of the Town of High River / Foothills County Intermunicipal Development Plan in 2012 and is considered one of the identified areas of the County that commercial development should be directed to.

Policy Evaluation

The applications for the ASP amendments and concurrent land use bylaw amendment / redesignation have been reviewed in terms of the Municipal Government Act, South Saskatchewan Regional Plan (SSRP), Calgary Metropolitan Region: Growth Plan, Servicing Plan, and Regional Evaluation Framework, the Town of High River and Foothills County Intermunicipal Development Plan (IDP), Foothills County's Growth Management Strategy, Foothills County's Municipal Development Plan 2010 (MDP), and Land Use Bylaw 60/2014. The proposal has been deemed to align with policies and guiding principles within these documents.

Provincial Approvals

The data centre will need to successfully complete the Connections Process through the Alberta Electrical System Operator (AESO) to be allowed to connect to the electrical grid. This process includes obtaining two approvals from the Alberta Utilities Commission (AUC).

Referral Considerations

This application was subject to a 30-day circulation to referral agencies prior to this hearing. A summary of referral comments is provided within the staff report.

The subject properties are located within the referral notification area identified within Town of High River/ Foothills County Intermunicipal Development Plan. The Town has indicated that their questions have been answered through the referral process.

PURPOSE OF THE APPLICATION:

PART 1 - ASP AMENDMENT

Part 1 of the proposal considers amendments to the maps, text and policy within the Foothills Crossing Area Structure Plan (Bylaw 14/2022) with respect to the land use concept, transportation concept and phasing strategy to allow for the development of a business park which may accommodate a Data Centre Campus and related uses in the northern portion of the ASP Plan Area.

The specific proposed amendments to the ASP are provided in a red line version of the Foothills Crossing ASP document provided in Appendix E of this staff report.

This red line version includes amendments relative to the Subject Lands as well as a few minor updates due to changes since the adoption of the ASP. They can be summarized as follows:

Throughout the document:

Specific references have been added to include Business Park as a type of development contemplated for the plan area.

Section 1.5 Stakeholder Engagement

Note: The applicant has indicated that this section could be updated to include the public open house which was held regarding this proposal. An alternative to this could be to add the Public Engagement Summary provided in Appendix H as an appendix to the ASP. Council may wish to provide direction regarding how this should be addressed prior to 2nd and 3rd readings.

Section 2.3 Environmentally Sensitive Areas

A paragraph has been added briefly summarizing the results of the biophysical assessment that was completed in support of the current application.

Figure 9 Current Land Use:

Note: Current land use has changed slightly since the adoption of the ASP as three parcels have been redesignated - this is not reflected in red line version. If Council chooses to support this application, Council may wish to direct the applicant / administration to update the Current Land Use Map prior to 2nd and 3rd readings of the bylaw.

Section 4.1 Vision:

"A business park which may accommodate a Data Centre and related uses" has been added to the vision statement.

Section 4.3 Land Use Concept:

Some of the details regarding phasing of development have been removed along with reference to provision of piped servicing as a requirement for Phase 2 of the development to proceed. The requirement for an additional ASP amendment prior to Phase 2 proceeding has also been removed.

The land use concept in Figure 11 has been amended by replacing the Commercial, Open Space and Agricultural Transition Lands designations in the Subject Lands (Ptn. NE 09-19-28 W4M and Ptn. SE 09-19-28 W4M), with Business Park designation.

Subsection 4.3.2 has been added describing the Business Park designation.

Slight amendment Subsection 4.3.4 to reflect recently approved land use changes.

Removal of Policy 4.3.8.1 which required an ASP amendment prior to any non-agricultural uses occurring on lands designated as Agricultural Transition Lands (ATL)

Policy 4.3.8.5 has been amended so that Industrial Storage and Warehousing are not excluded from the supported uses in the Business Park District lands.

Section 5.1 Transportation Concept:

Figure 12 Transportation Concept has been amended to remove through-roads from the Data Centre Campus. This is to accommodate security requirements for the data centre facility.

Section 5.3 Access Strategy:

Policy 5.3.5.4 changed to reference future non-agricultural development rather than Phase 2 development.

Section 5.4 Internal Road Network:

Changes have been made to the descriptions of the internal road network to reflect the proposed changes shown in Figure 12 Transportation Concept.

Section 6.1 Piped Services (Water and Wastewater):

Changes have been made to the text to reflect that the lands are to be serviced with piped water and wastewater in the short term, rather than as a condition for Phase 2 development to proceed. References to the requirement of a future ASP amendment to allow for Phase 2 development were removed.

Amendment to Policy 6.1.1.5 indicating that development that proceeds prior to full servicing being available will be subject to a deferred servicing agreement. Reference to Phase 1 is removed.

Section 6.6 Phasing of Servicing and Utilities:

Changes have been incorporated to reflect that servicing options are currently being explored.

Section 8.2 Development Phasing:

Figure 15 Phasing Strategy has been amended to reflect the proposed data centre campus being included in Phase 1 of development.

Reference to Phasing being tied to servicing have been removed. Change made indicating the expectation that the Subject lands will be among the first lands to develop in the Plan Area.

Policy 8.2.1.2 has been amended to remove reference to an ASP amendment being required prior to Phase 2 proceeding.

Section 8.4 Intermunicipal Collaboration:

Text regarding the status of the JPA 4 Context study has been updated.

Note: Should Council choose to approve this application, Council may wish to direct administration to incorporate further amendments related to the status of the CMRB into the appropriate sections of the ASP.

Section 8.5 Plan Review and Amendments:

This section has been simplified to indicate that Council may undertake reviews of the ASP as deemed necessary. References to the Phases of development has been removed.

Appendix A:

Legal land descriptions and parcel sizes have been updated to reflect a boundary adjustment approved by Council in 2023 for lands in the NE 9-19-28 W4. Also, current land use has been updated for Plan 0113560 Blk 1 Lot 1 and Plan 9911805 Blk 1 Lot 1 which were redesignated subsequent to the adoption of the ASP to accommodate a tractor dealership.

PART 2 – LAND USE BYLAW AMENDMENT/ REDESIGNATION:

Part 2 of the proposal contemplates a concurrent application for:

- A.** An amendment to the Land Use Bylaw to add the following definition for Data Centre Campus to *Section 2.5 – Definitions:*

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

Note: Having a definition in the Land Use Bylaw would enable Council to add the use to certain districts in the Land Use Bylaw in the future if deemed appropriate.

- B.** Redesignation of Ptn. NE 09-19-28 W4M and Ptn. SE 09-19-28 W4M (“The Subject Lands”) from Agricultural District to Business Park District, and Site-Specific amendments to allow for the development of a Data Centre Campus on the Subject Lands as a Permitted Use, and to outline requirements related to maximum site coverage, maximum height of structures, parking, and what must be included in a complete development permit application for a Data Centre Campus.

The following Site-Specific amendments are proposed:

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

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

SITE CONSIDERATIONS:

Site Location:

The lands that are the subject of the ASP amendment proposal (the ASP Plan Area) are illustrated on the Location Map in Appendix A. They are located on the east side of Highway #2 across from the Town of High River. The ASP Plan Area is bound by Highway #2 on the west, Highway #23 on the south, 128th Street on the east and 498th Avenue on the north. The lands that are the subject of the Land Use Bylaw amendment / redesignation (the Subject Lands) are in the northeast portion of the ASP Plan Area.

Environment and Topography:

The ASP Plan Area lands are primarily flat with some localized wet areas. It is not expected that any of the wet areas will be Crown Claimed, but policy currently contained in the ASP requires that wetland assessments be undertaken as part of the rezoning and development permit approval process.

In support of this application, a biophysical inventory was undertaken by MCA Environmental Management on behalf of the applicants for the majority of the ASP Plan Area, including the Subject Lands. The Biophysical assessment addresses all parts of the natural environment, and includes:

- Topography, geology and soils;
- Hydrology (surface water, ground water);
- Vegetation (terrestrial, wetland);
- Wildlife (birds, fish, herptiles, invertebrates, mammals) and potential habitat;
- Sustainability of ecosystems;
- Linkages with adjacent ecosystems (connectivity); and,
- Biodiversity and species at risk (rare, threatened, and endangered species).

The conclusions of the assessment indicated that:

“the area presents a regionally representative setting of habitat available for plant and animal species with no inherent uniqueness. There were no indications of potential species at risk on site, and the area does not provide nominal ecological linkages with adjacent properties that could be considered valuable to the property’s future development.”

The report also concluded that there is little opportunity for habitat conservation at the site and that there do not appear to be any biological restrictions related to the development of the area. The BIA identified two dugouts that appear to provide impoundment for surface water. These are both located in the SE of Section 4 within the Subject Lands, but development is not proposed in proximity to either one, other than

a storm pond. The BIA indicates that neither of these dugouts provides an ecologically diverse setting that could be considered valuable habitat for a wide range of species. Also, as man-made water bodies the Alberta Wetland Policy does not apply.

Transportation Infrastructure:

The ASP Plan Area is located along Highway #2, a Level 1 provincial highway. There is a grade separated interchange at either end of the Plan Area (at Highway #23 in the south and 498th Avenue in the north). As articulated in the ASP, this existing transportation system provides an excellent opportunity for an employment area with direct access to regional transportation infrastructure.

Access to the ASP Plan Area from the north is via a Type I intersection on 498th Ave at 124th Street East. According to the TIA undertaken in support of the current ASP, this intersection should be able to remain at its current location as no further upgrades are anticipated to the interchange at Highway #2 and 498th Ave that would impact intersection spacing. The TIA did indicate that the intersection should be upgraded to a Type II as development of the area proceeds. Policy 5.2.5.3 of the ASP indicates that a Traffic Study shall be required for all new proposed commercial development, so this is a suggested condition should Council grant 1st reading to the land use application.

Access at the south end of the ASP Plan Area is currently via an intersection on Highway #23. At the time of the approval of the Foothills Crossing ASP, Alberta Transportation and Economic Corridors (ATEC) indicated that the relocation of the existing access would eventually be required to accommodate anticipated improvement to the interchange at Highway #2 and Highway #23. ATEC have also indicated that when the new access is constructed, the intersection of 128th Street and Highway #23 will be required to be closed. Foothills County is currently undertaking detailed engineering in support of a new roundabout intersection on Highway #23 that would provide access to the ASP Plan Area from the south to be located approximately 275 m east of the current access.

Piped Servicing:

Existing development is serviced with wells and septic systems, but piped services are anticipated for the entire ASP Plan Area. A Water and Servicing Strategy was undertaken in support of the current ASP. This servicing strategy outlines how the Plan Area can be serviced by connecting to the future systems that will service the Highway 2A Industrial Corridor from Aldersyde. The County anticipates moving forward with this servicing concept to support the development of the entire ASP Plan Area. As per Policy 6.1.1.5 of the ASP should Council grant 1st reading to the Land Use application, a suggested condition of 2nd and 3rd reading would be that the developer be required to enter into a deferred services agreement with respect to future piped water and wastewater servicing and connection fee requirements.

Stormwater Management:

Stormwater on developed sites in the ASP area is currently managed on individual sites, this is in accordance with the Stormwater Engineering Report which was produced by ISL Engineering in support of the ASP development in 2022. This report contemplates on-site storage or storage with discharge from the development as interim servicing options. The site plan submitted by the applicant illustrates a storm pond on the data centre campus (see site plan in Appendix A). That storm pond is located adjacent to one of the two existing dugouts that were identified in the BIA that currently appear to provide impoundment for surface water. In accordance with Policy 6.2.1.1 of the Foothills Crossing ASP a comprehensive stormwater management plan for the Subject Lands should be required as part of the approval process, likely as a pre-release condition of a development permit for the Data Centre Campus.

Land Use:

The current land use in the Plan Area is illustrated in the Current Land Use Map in Appendix A. Lands in the ASP Plan Area are currently predominantly designated as Agriculture District. There are several existing businesses at the north end of the plan area and along the Highway #2 frontage. The existing businesses are located on Direct Control District and Business Park District parcels except for one implement dealership which is on an Agriculture District parcel. The ASP Plan Area also contains three Country Residential District parcels two of which contain residences, and two Highway Commercial District parcels, one these is vacant and the other contains a church. Lands near but outside of the Plan Area are

predominantly designated as Agriculture District (apart from the lands in the Town to the west). Notwithstanding the current predominantly Agricultural District zoning east of the ASP area; the Plan Area is located in the Central District under the County's Growth Management Plan and has been identified by the County as appropriate for commercial development since the adoption of the Town of High River / Foothills County Intermunicipal Development Plan in 2012. This was further reinforced by the approval of the current ASP in November of 2022.

The proposed Business Park use is considered appropriate for an area that is envisioned as a high-quality commercial area with full piped servicing that is accessed via major provincial transportation infrastructure. As part of the development permit process, considerations should be given to any potential off-site impacts that the data centre may generate and to fire safety. For this reason, it is suggested that Council consider adding requirements for a complete development permit application that would provide an understanding of potential impacts and safety requirements as part of the site specific amendments.

POLICY EVALUATION

The ASP Plan Area and the Subject Lands are subject to policy and guidance provided in the following documents.

South Saskatchewan Regional Plan (SSRP)

The SSRP provides a high-level policy framework for all lands in the South Saskatchewan River Basin within Alberta, including all sub basins. The proposed ASP amendment and Land Use Bylaw amendments / redesignations generally align with the policy direction within the SSRP in particular with policy sections related to: Economy, Water, and Efficient Use of Land.

Calgary Metropolitan Region Board: Growth Plan, Servicing Plan, and Regional Evaluation Framework

The Calgary Metropolitan Region Growth Plan (GP), Servicing Plan (SP) and Regional Evaluation Framework (REF) were approved by the Minister of Municipal Affairs and went into effect on August 15, 2022. These documents together are intended to provide a policy framework for managing growth and implementing a long-term vision for the Region.

While the future status of these plans and the Board itself is currently in question, this proposal has been evaluated in the context of the Calgary Metropolitan Region Growth Plan and is consistent with the goals, objectives, and policy within that plan. The Plan Area is located within the Joint Planning Area 4 (JPA 4) that is identified in the Growth Plan and had previously been accepted as a future employment area under the Growth Plan when the existing ASP was approved by the Board in November of 2022.

In accordance with Section 4.2 c) and Section 4.3 of the REF, as an amendment to an ASP which provides for an employment area that contemplates less than 20 lots, within a Preferred Growth Area; this proposal would **not** require CMRB approval under the REF. While the entire ASP area may eventually accommodate more than 20 lots, the proposed amendments relate to the development of only 2 lots and according to Section 4.3 of the REF: *"Where an Area Structure Plan or Area Redevelopment Plan amendment is proposed, the Regional Evaluation Framework shall only apply to the proposed amendments to the Area Structure Plan or Area Redevelopment Plan."*

Town of High River/Foothills County Intermunicipal Development Plan

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

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

- 1) 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;
- 2) Investigate the possibility of entering into a servicing agreement relative to the area;
- 3) Enter into negotiations for a revenue sharing agreement relative to a commercial development on the site; and
- 4) Develop design guidelines relative to gateway areas.

Of this list, numbers 1) and 2) have since been abandoned through mutual agreement, 3) is unlikely to occur without the Town participating in servicing for the area and 4) is in progress as per policy 8.4.5.1 in the current Foothills Crossing ASP.

The Town of High River was circulated on the proposal as required under Section 7.7.2 of the IDP. Their response is discussed in the Circulation Referrals section of this staff report.

Municipal Development Plan (MDP 2010)

The MDP suggests that focusing development in identified growth areas will support the preservation of large open land areas suitable for agriculture and other ecosystem services. The MDP also encourages economic development in identified employment areas to focus and concentrate development, maximize economies of scale for servicing and infrastructure, and develop in a manner that reduces land use conflict. The Foothills Crossing ASP area is one of the areas of the County that have been identified for this purpose.

This proposal has been evaluated in the context of the County's MDP 2010 and is considered consistent with the goals and objectives within that plan, in particular it aligns with the objectives and policies in the economy, transportation and utilities sections of the MDP.

Growth Management Strategy (GMS)

The subject property is located within the Central District as identified in the GMS. Growth is expected to continue within this district with significant development and intensification expected. Potential effects of development on municipal neighbours and environmental impacts should be considered, and opportunities for joint initiatives to support effective, efficient, and affordable services in this area should be explored.

This proposal has been evaluated in the context of the Growth Management Strategy and is considered consistent with the goals and objectives within that plan.

Land Use Bylaw 60/2014 (LUB)

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

This proposal outlines a Land Use Concept and contemplates redesignation for the subject lands along with appropriate Site-Specific amendments which are considered consistent with the LUB.

Provincial Approvals

In order to proceed, the data centre developers will need to successfully complete the Connections Process through the Alberta Electrical System Operator (AESO). This multi-stage process includes a step that involves obtaining two approvals from the Alberta Utilities Commission (AUC): an approval of the need for new facilities as set out in a Needs Identification Document (NID) and an approval of a facility application for the specific siting or rerouting of the new facilities.

The provincial approvals relate to the construction and utilization of facilities that are part of the Alberta Electrical System. They are separate from the municipal planning approval process. It is worth noting that under Section 619 of the Municipal Government Act, AUC authorizations prevail over any statutory plan, land use bylaw, subdivision decision or development decision by a subdivision authority, development authority, subdivision and development appeal board, or the Land and Property Rights Tribunal.

Circulation Referrals

The application was circulated to all necessary internal departments and external agencies. The responses received are summarized in the table below:

CIRCULATION REFERRALS	
REFEREE	COMMENTS
INTERNAL	
Public Works / Engineering	<p>Public Works has commented as follows:</p> <p>Development Agreement will be required at Development Permit stage addressing all the requirements for on-site and off-site infrastructure upgrades. All engineering must be reviewed and accepted to the satisfaction of the County.</p> <p>With up to 60% of the lot being impermeable surface, a SWMP will be required. Applicants should be informed that a pre-release condition of the development permit will be that a comprehensive stormwater management plan for the proposed development be provided to the satisfaction of Foothills County as per Policy 6.2.1.1 of the Foothills Crossing ASP.</p> <p>It is noted that a BIA and ESA have been completed and that an HRA has been submitted.</p> <p>A review will be done at the development phase if a noise attenuation study is required unless Council has already deemed it necessary.</p> <p>PW recommends a Traffic Study to be done and a review of the TIA to compare what is proposed and how it may differ from the assumptions made within the TIA.</p> <p>Deferred service agreement recommended at land use.</p> <p>Recommend that applicants should be informed that a pre-release condition of the development permit will be a road acquisition agreement for the purpose of road dedication, to be executed and registered by caveat, with respect to an area of land 35 meters in width parallel to the full west boundary of Ptn. NE 09-19-28 W4M and Ptn. SE 09-19-28 W4M as well as additional area required at the north end to accommodate an appropriate curve off of the existing 501 Avenue East as illustrated in Figure 12 Transportation Concept in the ASP.</p>
Municipal Fire Department	<p><u>Comments from the Director of Community and Emergency Services:</u></p> <p>It was noted on page 6. that they have a storm pond on their site plan. Not knowing any further details on this, I would like to know if there is any appetite for this pond to be used as an alternate source of water for fire fighting, designed as such and equipping it with the appropriate dry hydrant system that would support that usage.</p> <p><u>Comments from Fire Chief:</u></p> <p>Data Center Fire Recommendations</p> <ul style="list-style-type: none"> • Swept path analysis for all apparatus access, particularly the largest which would be HRFD's aerial device. • Appropriate ingress and egress widths for apparatus NFPA . • Appropriate water flows for all hazard firefighting purposes, as well as, any fire sprinkler requirements (NFPA 13). • Appropriate Fire Department Connects (FDC) and compliant hydrant placement as per NFPA and Fire Department recommendations.

CIRCULATION REFERRALS

	<ul style="list-style-type: none"> • State of the Art early fire detection systems. • Dynamic Emergency Response Plans (ERP) reviewed and approved by fire departments for both “course of construction” periods as well as “full operation”. • Fire-Resistant Building Materials recommended: the use of fire resistant building can prevent the spread of fire such as: exterior covering, fire-rated walls, doors, and floors, etc... (NFPA 75 6.1). • Dynamic and detailed fire prevention programs which includes regular training and collaboration with local fire department. • More information on the storm pond in way of volume and recommend a dry hydrant and the pond to be lined for Drafting purposes. • Since this is early stages the fire department should be involved at pertinent stages.
GIS / Mapping	<p>With regards to addressing the data centre site:</p> <ul style="list-style-type: none"> -This would likely depend on their emergency plan. -Would likely consist of an address at each entrance with possible suite numbers on each building but this would depend upon their emergency response plan.
EXTERNAL	
Town of High River	The Town provided a referral response with a number of questions but did not outline any concerns. County administration provided responses to all of the questions via email. After reviewing the answers, the Town provided an updated response indicating no further concerns or questions. Both referral responses received from the Town of High River and the answers provided by County administration are provided within Appendix I.
ATEC	No response received
Alberta Culture and Historical Resources	No response received
Atco Pipelines	Atco Pipelines provided a letter indicating they have no concerns subject to a number of conditions – see letter in Appendix I
Altalink	No response received
Shallow Utilities	<p>Telus – No response received</p> <p>Atco Gas – ATCO Gas has no objection to the proposed.</p> <p>Fortis – FortisAlberta has no concerns, please contact 310-WIRE for any electrical services.</p>
PUBLIC	
Western Wheel	Public Hearing was advertised in January 15 and January 22, 2025 issues of the Western Wheel.
Land Owners (1/2 Mile)	<p>Notice of the Public Hearing was mailed to County landowners in the plan area and within one half mile of the plan area.</p> <p>One letter was received prior to the submission of this staff report, it is included in Appendix J.</p>

SUMMARY

Proposal Part 1: Request for Approval of Amendments to ASP

Bylaw XX/2025 – Council is requested to consider granting 1st reading to Bylaw XX/2025 to allow for amendments to the Foothills Crossing ASP.

Proposal Part 2: Request for Amendments to Land Use Bylaw 60/2014 and Redesignation:

Note: Council should only consider approving Proposal Part 2 if they have chosen to approve Proposal Part 1 (the ASP amendments) and granted first reading to the corresponding bylaw.

Part A.

Council is requested to consider granting 1st reading to Bylaw XX/2025 to allow for the addition of a definition for Data Centre Campus to *Section 2.5 - Definitions* of the Land Use Bylaw.

Part B.

Council is asked to consider granting 1st reading to Bylaw XX/2025 to allow for the redesignation/amendment of Ptn. NE 09-19-28 W4M and Ptn. SE 09-19-28 W4M ("The Subject Lands") from Agricultural District to Business Park District along with Site-Specific Amendments to the Business Park District in Land Use Bylaw 60/2014 to allow for the development of a Data Centre Campus as a Permitted Use on the Subject Lands, and to include exceptions related to site coverage, building height, parking and requirements for a complete development permit application.

PROPOSAL PART 1 (REQUEST FOR APPROVAL OF AMENDMENTS TO ASP)

OPTIONS FOR COUNCIL'S CONSIDERATION:

OPTION #1: APPROVAL of proposed amendments to Foothills Crossing ASP – (First Reading to Bylaw XX/2025)

Should Council believe that the proposed ASP amendments have merit, are consistent with the existing regional and municipal policy frameworks and no significant planning considerations have been brought forward through the public hearing that cannot be resolved through the planning / approval process, Council may choose to approve the proposed amendments to the Foothills Crossing ASP (Bylaw 14/2022).

Note: Should Council choose to grant 1st reading to Bylaw XX/2025, they may wish to provide direction regarding additional amendments that should be included prior to 2nd and 3rd readings. These may include the following:

- *Updates to Section 1.5 Stakeholder Engagement to include the public open house which was held regarding this proposal (or append the public engagement summary to the ASP),*
- *Update Figure 9 Current Land Use,*
- *Amendments related to the status of the CMRB, the Growth and Servicing plans and the REF.*
- *Any other amendments as deemed appropriate by Council.*

RECOMMENDED CONDITIONS FOR OPTION #1:

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

OPTION #2: POSTPONE DECISION on proposed amendments to Foothills Crossing ASP

Should Council decide that they require additional information or deem more discussion of the application at a municipal or intermunicipal level is required prior to rendering a decision; Council may choose to

postpone their decision on the approval of the proposed amendments to the Foothills Crossing ASP and provide further direction to administration and/or the applicant.

Note: *Council may wish to provide direction with respect to any amendments to the proposal that they deem necessary to address issues brought forward as part of the public hearing process and/or to address alignment with intermunicipal or municipal plans or policies prior to the plan approval. If Council anticipates they will need to receive additional information prior to rendering a decision, they may need to adjourn rather than close the public hearing so that additional information may be received.*

OPTION #3: REFUSAL of proposed amendments to Foothills Crossing ASP

Should Council believe that the proposed ASP amendments do not have sufficient merit, are not consistent with the existing regional and municipal policy framework or that planning considerations have been brought forward through the public hearing process that Council feels cannot be addressed adequately through the planning / approval process, Council may choose to refuse the application.

PROPOSAL PART 2 (REQUEST FOR AMENDMENTS TO LAND USE BYLAW 60/2014 AND REDESIGNATION OF SUBJECT LANDS)

OPTIONS FOR COUNCIL'S CONSIDERATION:

OPTION #1 – APPROVAL of amendments to the Land Use Bylaw 60/2014 and redesignation of the Subject Lands (First Reading to Bylaw XX/2025 and Bylaw XX/2025)

Should Council believe that the proposal to amend the Land Use Bylaw 60/2014 and redesignate the subject lands have merit, are consistent with the existing regional and municipal policy frameworks and no significant planning considerations have been brought forward through the public hearing that cannot be resolved through the planning / approval process:

Part A:

Council may choose to grant 1st reading to Bylaw XX/2025 approving the addition of the following definition for Data Centre Campus to *Section 2.5 Definitions* of the Land Use Bylaw 60/2014:

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

Part B:

Council may choose to grant 1st reading to Bylaw XX/2025 approving redesignation of Ptn. NE 09-19-28 W4M and Ptn. SE 09-19-28 W4M ("The Subject Lands") from Agricultural District to Business Park District, and Site-Specific amendments to allow for the development of a Data Centre Campus on the Subject Lands as a Permitted Use and to outline requirements related to maximum site coverage, maximum height of structures, parking and what must be included in a complete development permit application for a Data Centre Campus. The following Site-Specific amendments are proposed:

- a. Under Section 14.1.8 Exceptions in the Business Park District, Data Centre Campus to be added as a Permitted Use for the Subject Lands.
- b. Under Section 14.1.8 Exceptions in the Business Park District the maximum site coverage to be as follows for the Subject Lands: The maximum site coverage, including all buildings

and impermeable surfaces, is 60% of the total lot area or as supported by a stormwater management plan prepared by an accredited professional.

- c. Under Section 14.1.8 Exceptions in the Business Park District the maximum height of structures to be 18 metres for the Subject Lands.
- d. Under Section 14.1.8 Exceptions in the Business Park District the parking requirements to be as follows for the Subject Lands: Parking must be provided at a rate of 1.5 parking stalls or units per permanent employee. This excludes Handicap Parking which shall be determined by the Development Authority.
- e. Under Section 14.1.8 Exceptions in the Business Park District a complete development permit application for a data centre campus must include a noise mitigation plan, a fire prevention program and dynamic emergency response plan to the satisfaction of Foothills County.

Note: Council may be supportive of the addition of the use “Data Centre Campus” as a Site Specific amendment to the Business Park District, but may not be supportive of it being a Permitted Use. In this case, Council would stipulate in the motion for approval that the use shall be added as a Discretionary Use rather than a Permitted Use.

Recommended Conditions for Option #1:

- 1) 2nd and 3rd readings granted to Bylaw XX/2025 for amendments to the Foothills Crossing ASP.
- 2) Developer is to enter into a Deferred Services Agreement as per Policy 6.1.1.5 of the Foothills Crossing ASP, with respect to future piped water and wastewater servicing and connection fee requirements, provided to the satisfaction of the Public Works department;
- 3) A Traffic Study to be provided by the Applicant / Developer, in accordance with Policy 5.2.5.3 of the Foothills Crossing ASP, to the satisfaction of the Public Works department;
- 4) Applicant / Developer are informed that a pre-release condition of Development Permit will be to fully execute and comply with all requirements as outlined within a Municipal Development Agreement(s) for the purposes of payment of all applicable off-site levies and/or contributions required by the County, for the Developer's proportional share of the construction of all external and internal transportation infrastructure (including intersectional treatments), future water and wastewater connections, storm water management, utility infrastructure, connection fees and any other necessary municipal and on-site improvements as required by Council and the Public Works department, in accordance within Section 5. Transportation Strategy, of the Foothills Crossing Area Structure Plan
- 5) Applicants are informed that a pre-release condition of the development permit will be to obtain Historical Resources Act approval and provide proof of such to the satisfaction of Foothills County.
- 6) Applicants are informed that a pre-release condition of the development permit will be a road acquisition agreement, for the purpose of road dedication, to be executed and registered by caveat, with respect to an area of land 35 meters in width, parallel to the full west boundary of the Subject Lands as well as additional area required at the north end to accommodate an appropriate curve off of the existing 501 Avenue East as illustrated in Figure 12 Transportation Concept in the ASP.
- 7) Applicants are informed that a pre-release condition of the development permit will be that a comprehensive stormwater management plan for the proposed development be provided to the satisfaction of Foothills County as per Policy 6.2.1.1 of the Foothills Crossing ASP
- 8) Applicants are informed that as a condition of a development permit the Developer is to adhere to Highway 2A Industrial ASP Enhanced Design Guidelines as set out in Section 8.4.3 of the Foothills Crossing ASP, unless superseded by design guidelines specific to the Foothills Crossing Area Structure Plan in which case that document will guide development.
- 9) Final Redesignation/Amendment application fees to be submitted.

Note: The applicant is advised that additional conditions may be contemplated prior to 2nd reading for the land use redesignation/amendment.

OPTION #2: POSTPONE DECISION on proposed amendments to the Land Use Bylaw 60/2014 and redesignation of the Subject Lands

Should Council believe that they require additional information or deem more discussion of the application at a municipal or intermunicipal level is required prior to rendering a decision; Council may choose to postpone their decision on proposed amendments to the Land Use Bylaw 60/2014 and redesignation of the Subject Lands and provide further direction to administration and/or the applicant.

Note: Council may wish to provide direction with respect to any amendments to the proposal that they deem necessary to address issues brought forward as part of the public hearing process and/or to address alignment with intermunicipal or municipal plans or policies prior to the plan approval.

OPTION #3: REFUSAL of amendments to the Land Use Bylaw 60/2014 and redesignation of the Subject Lands

Should Council believe that the proposed ASP amendments do not have sufficient merit, are not consistent with the existing regional and municipal policy framework or that planning considerations have been brought forward through the public hearing process that Council feels cannot be addressed adequately through the planning / approval process, Council may choose to refuse the application.

APPENDICES

APPENDIX A: MAP SET:

LOCATION MAP

CURRENT LAND USE MAP

AIR PHOTO

PROPOSED REVISED ASP LAND USE CONCEPT

PROPOSED REVISED ASP TRANSPORTATION CONCEPT

PROPOSED REVISED ASP PHASING CONCEPT

PRELIMINARY SITE PLAN FOR DATA CENTRE CAMPUS

APPENDIX B: APPLICANT SUBMISSION RE: PLANNING RATIONALE REPORT

APPENDIX C: APPLICANT SUBMISSION RE: SITE-SPECIFIC AMENDMENT

APPENDIX D: LEGAL LAND DESCRIPTIONS FOR LANDS IN ASP AREA

APPENDIX E: REDLINE FOOTHILLS CROSSING ASP DOCUMENT WITH PROPOSED AMENDMENTS

APPENDIX F: PROPOSED BYLAWS

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

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

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

APPENDIX G: BUSINESS PARK DISTRICT

APPENDIX H: ENGAGEMENT SUMMARY

APPENDIX I: REFERRAL AGENCY COMMENTS

ATCO PIPELINES RESPONSE

TOWN OF HIGH RIVER

TOWN OF HIGH RIVER INITIAL RESPONSE

FOOTHILLS RESPONSE TO QUESTIONS

TOWN OF HIGH RIVER REVISED RESPONSE

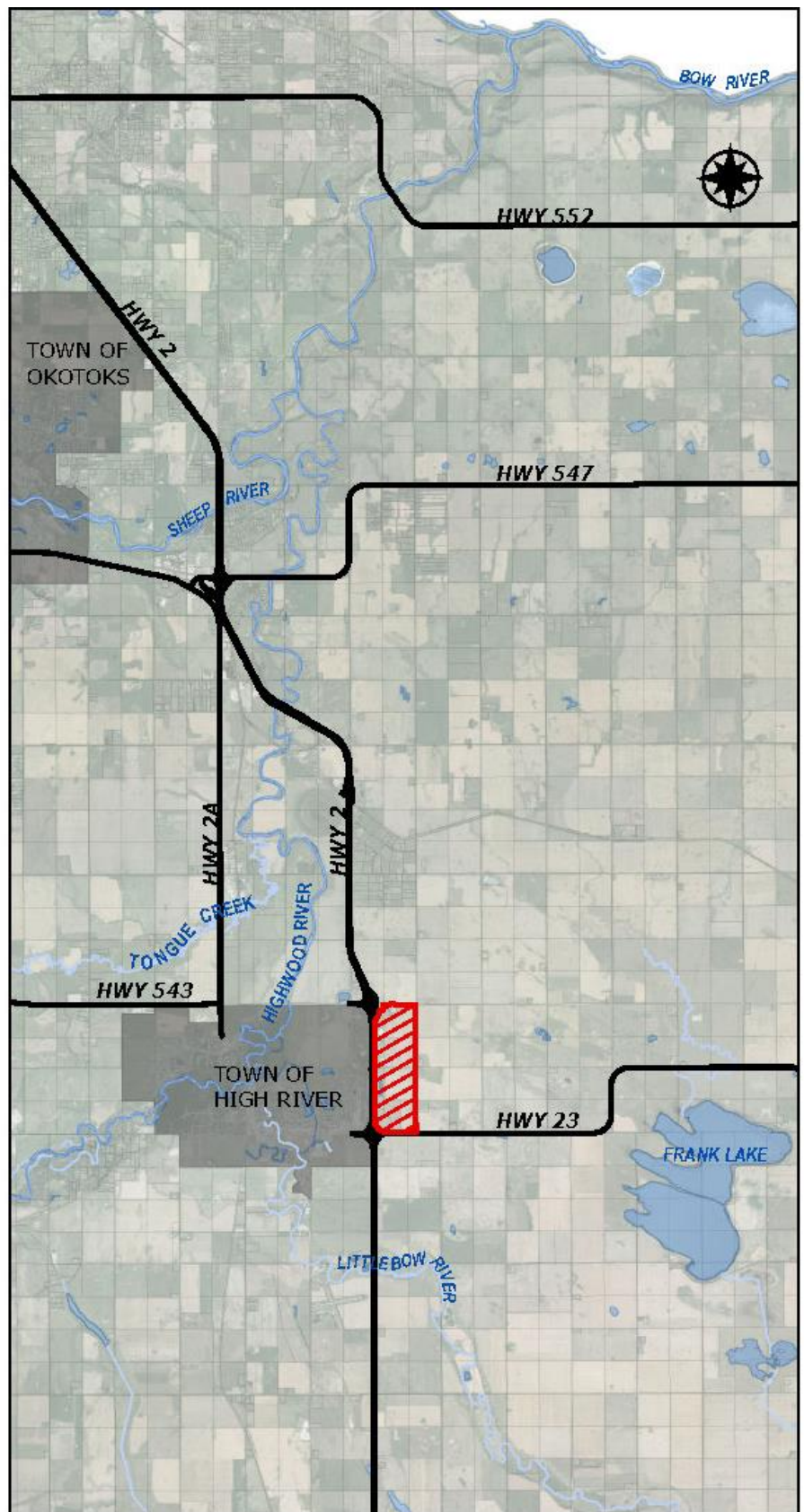
APPENDIX J: LANDOWNER LETTERS

APPENDIX A: MAP SET

LOCATION MAP

LEGEND

 ASP Plan Area



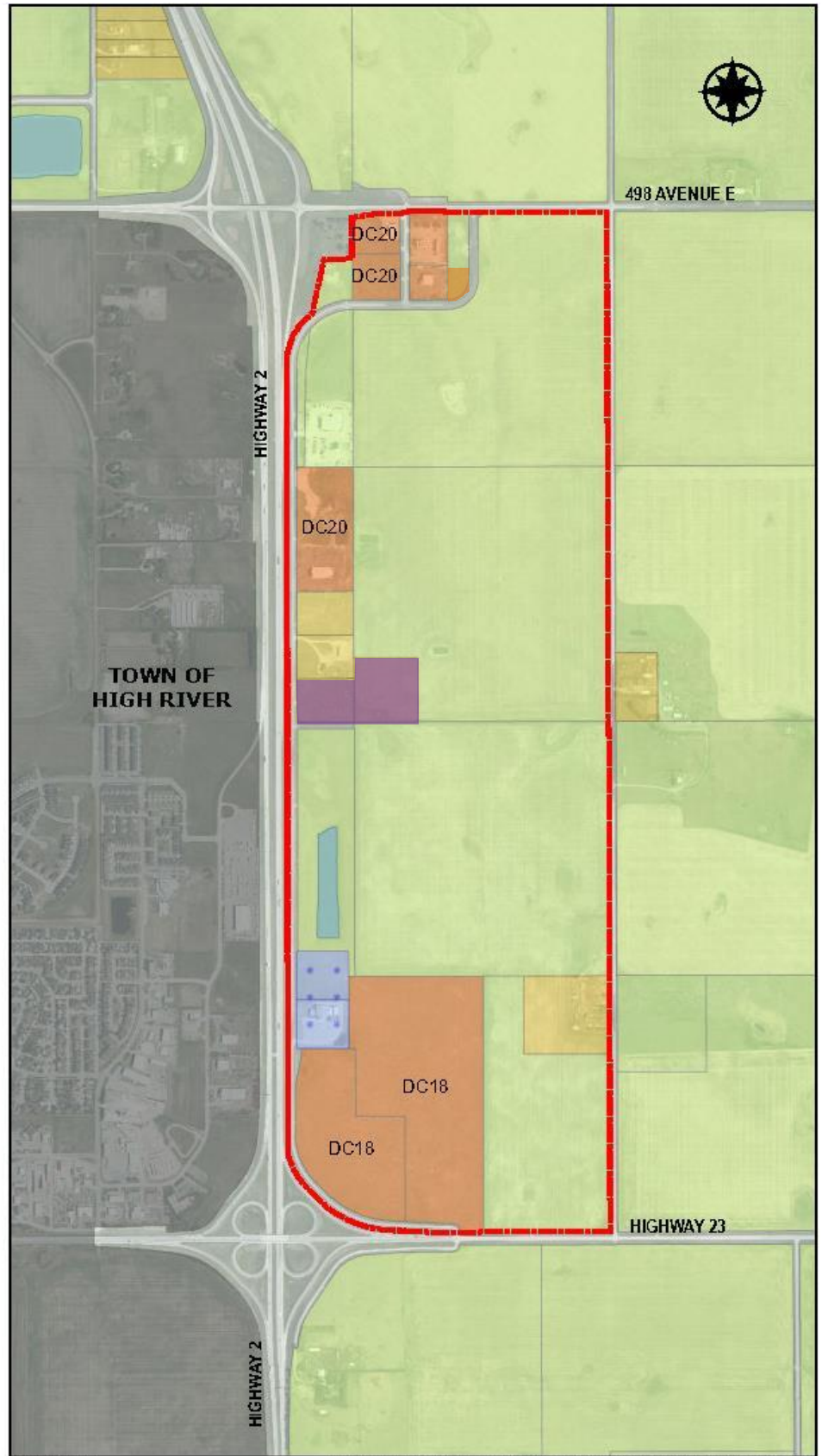
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CURRENT LAND USE MAP

LEGEND

- ASP Plan Area
- Agriculture
- Country Residential
- Direct Control
- Hwy Commercial
- Business Park





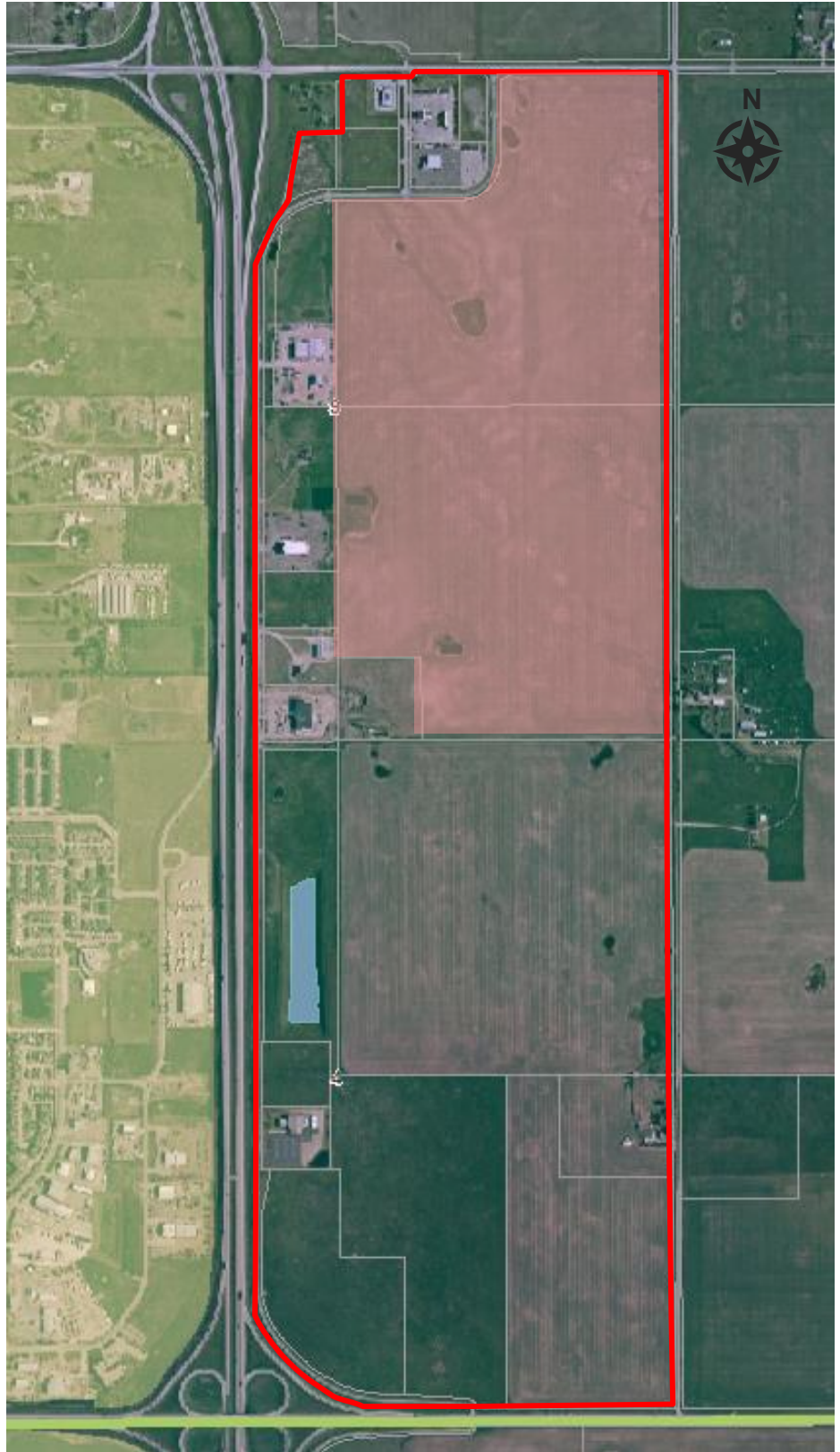
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AIR PHOTO

LEGEND

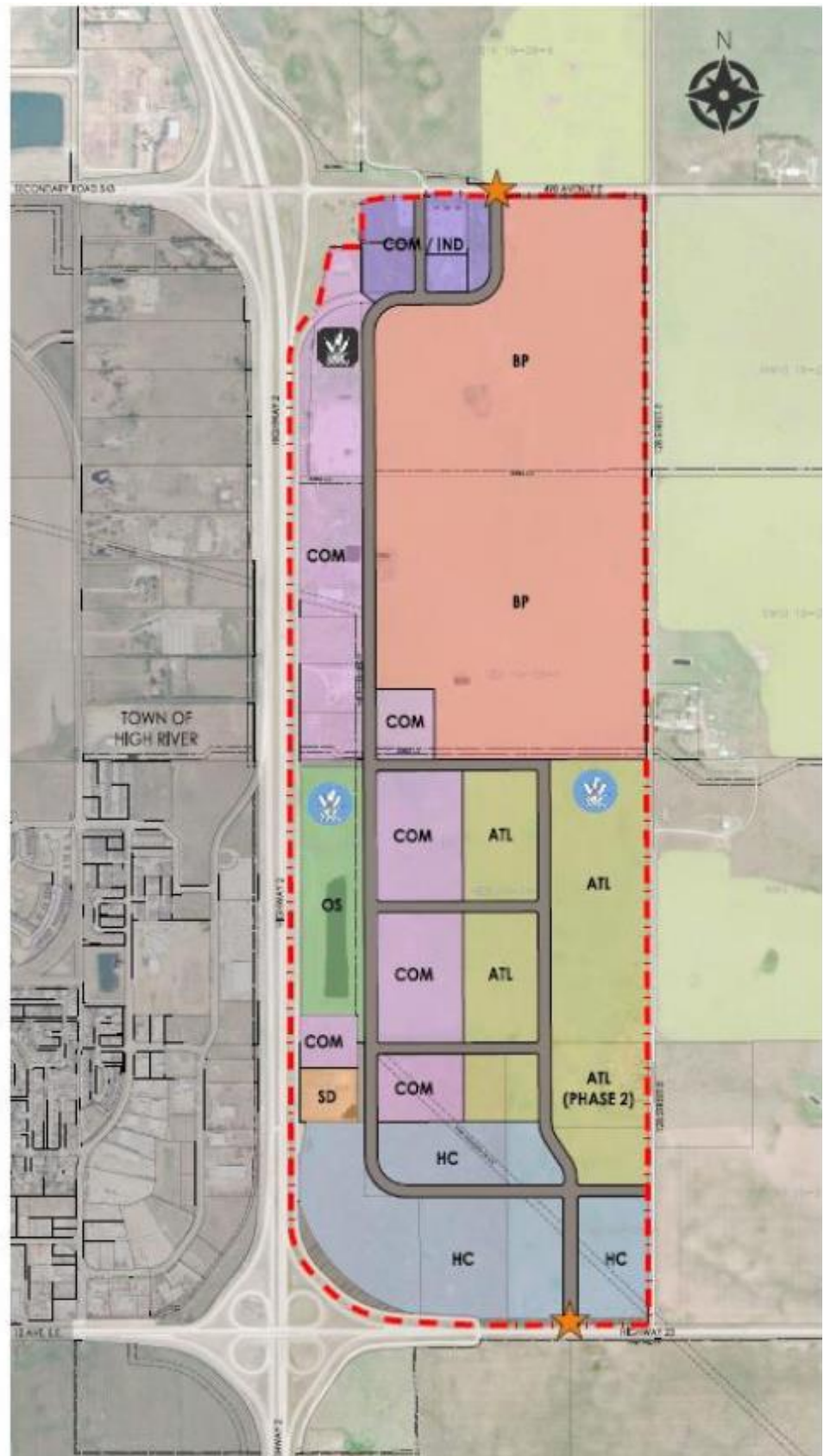
-  ASP Plan Area
-  "Subject Lands"



PROPOSED REVISED ASP LAND USE CONCEPT

LEGEND

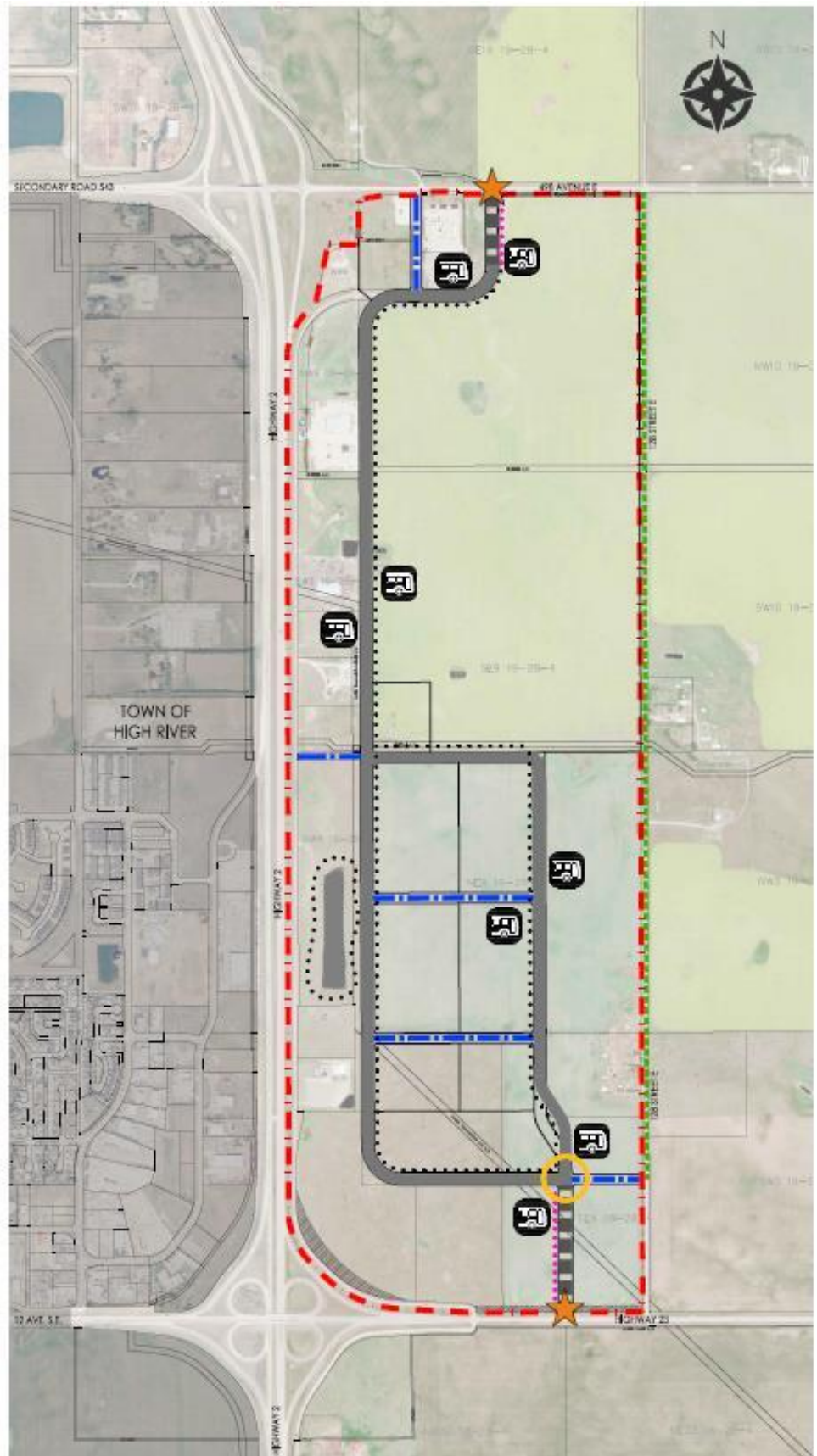
- Plan Area Boundary
- Commercial
- Highway Commercial
- Commercial / Industrial
- Business Park
- Service District
- ATL - Phase 2
- Open Space
- Additional HWY ROW Required
- Town of High River
- Roads
- ★ Access Point
- W Potential Crown - Claimable Wetlands
- W Remediated Wetland



PROPOSED REVISED ASP TRANSPORTATION CONCEPT

LEGEND

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





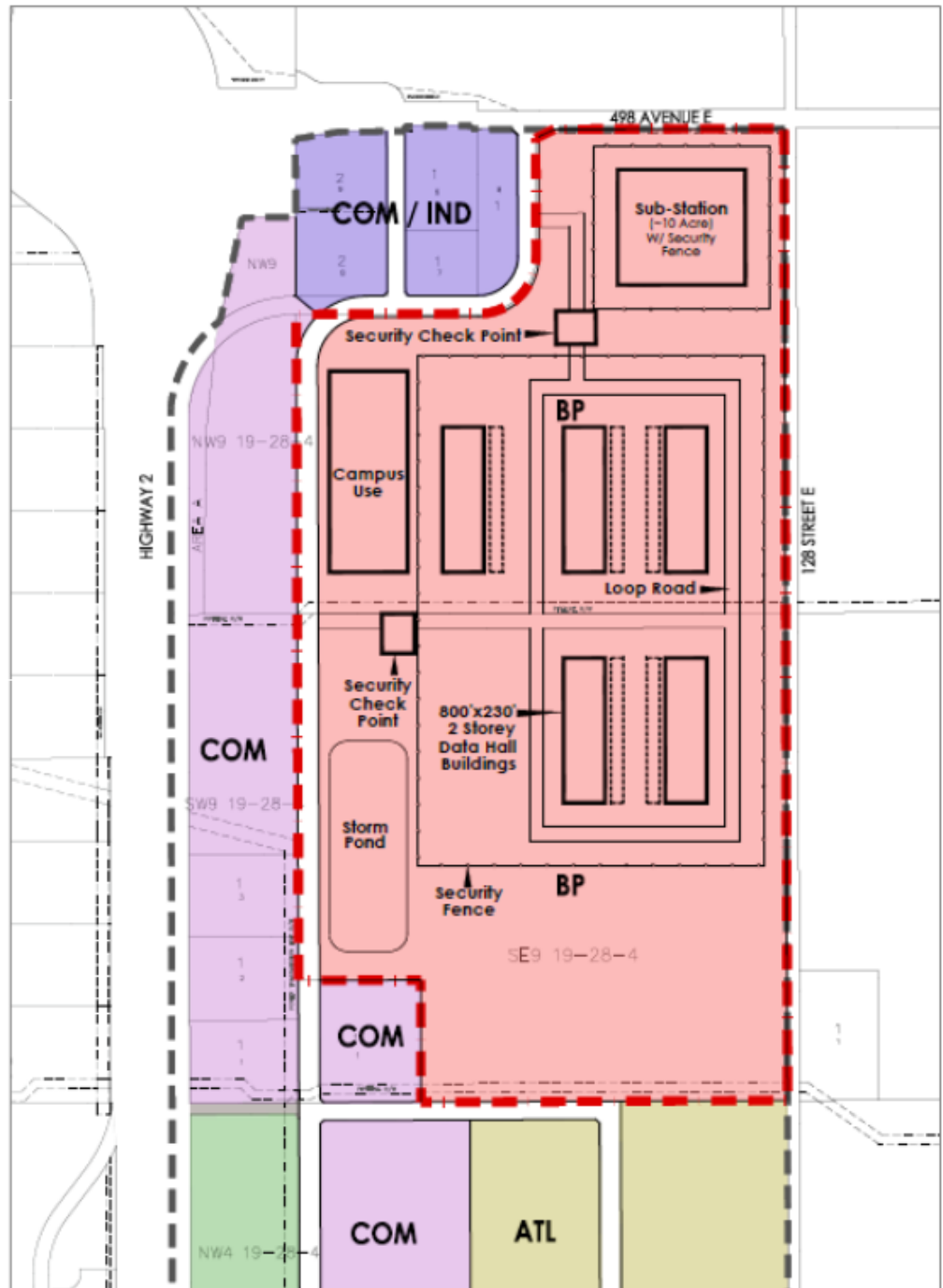
LEGEND

-
- The map shows the Town of High River with the proposed site for the new High River Community Centre highlighted in red. The site is located between Highway 2 and Highway 22, and Highway 23. The site is divided into several colored areas: a large blue area, several orange areas, and several yellow areas. A north arrow is located in the top right corner of the map.

PRELIMINARY SITE PLAN FOR DATA CENTRE CAMPUS

LEGEND

-  ASP Plan Area
-  "Subject Lands"



APPENDIX B: APPLICANT SUBMISSION RE: PLANNING RATIONALE REPORT

BEACON DATA CENTRES

PLANNING RATIONALE REPORT

Foothills Crossing Area Structure Plan Amendment & Land Use Redesignation

November 22, 2024

Prepared by:

Stantec Consulting Ltd.
200 – 325 25 ST SE
Calgary, AB T2A 7H8



Prepared For:

Beacon Data Centres Inc.

1 Introduction

The following Planning Rationale Report has been prepared by Stantec Consulting Ltd. (Stantec) on behalf of Beacon Data Centres Inc. (Beacon) in support of a consolidated Area Structure Plan (ASP) Amendment and Land Use Redesignation (LUR) applications to facilitate developing a Data Centre Campus within Foothills County. The purpose of this planning rationale report is to present components of the proposed amendments, as well as demonstrate how the application relates to overarching policy and regulatory framework for Foothills County.

2 Subject Lands

The Subject Lands comprise approximately 108.53 ha (268.18 ac) of land within Foothills Crossing ASP, situated east of the Town of High River and Highway 2, south of Township Road 192 (498 Ave E), and west of Range Road 283. The Figure 1 illustrates the location of the subject lands. The lands are legally described as below:

- NE ¼ Sec 9 Twp 19 Rge 28 W4M
- SE ¼ Sec 9 Twp 19 Rge 28 W4M

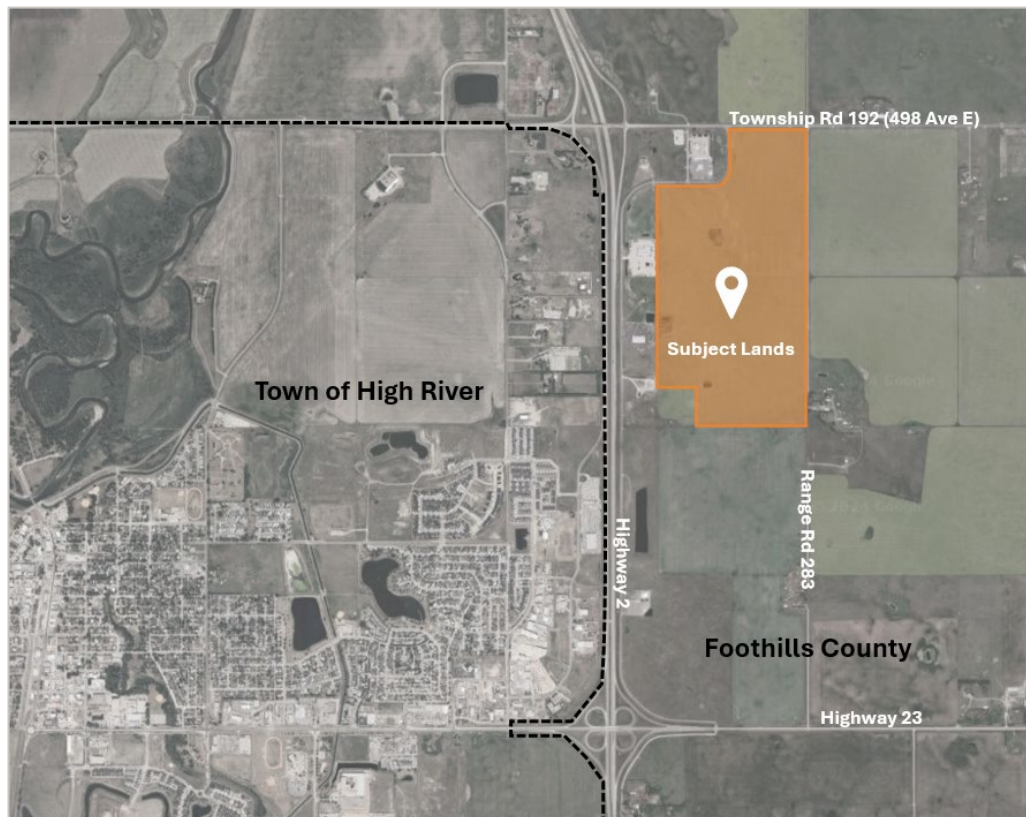


Figure 1: Location Map

3 Planning Applications

The intention of this proposal is to facilitate the development of a Data Centre Campus (large-scale Artificial Intelligence (AI) Hub) within the subject land. With the rise of AI as well as a remarkable increase in digitalization, demands for Data Centres are on the rise. There is an opportunity to develop a facility in Foothills County that will bring both new investment as well as jobs to the region.

To facilitate the proposed development, Stantec is submitting a consolidated planning proposal consisting of two parts:

- Land Use Redesignation
- Area Structure Plan Amendment

3.1 Land Use Redesignation

The current land use designation for the subject site is Agricultural District. This designation reflects the site's historical use for agricultural purposes. The site is surrounded by commercial, light industrial and business park uses to the west, as well as agricultural lands to the east and south. The Figure 2 shows the current land use designation for the subject site and adjacent lands.

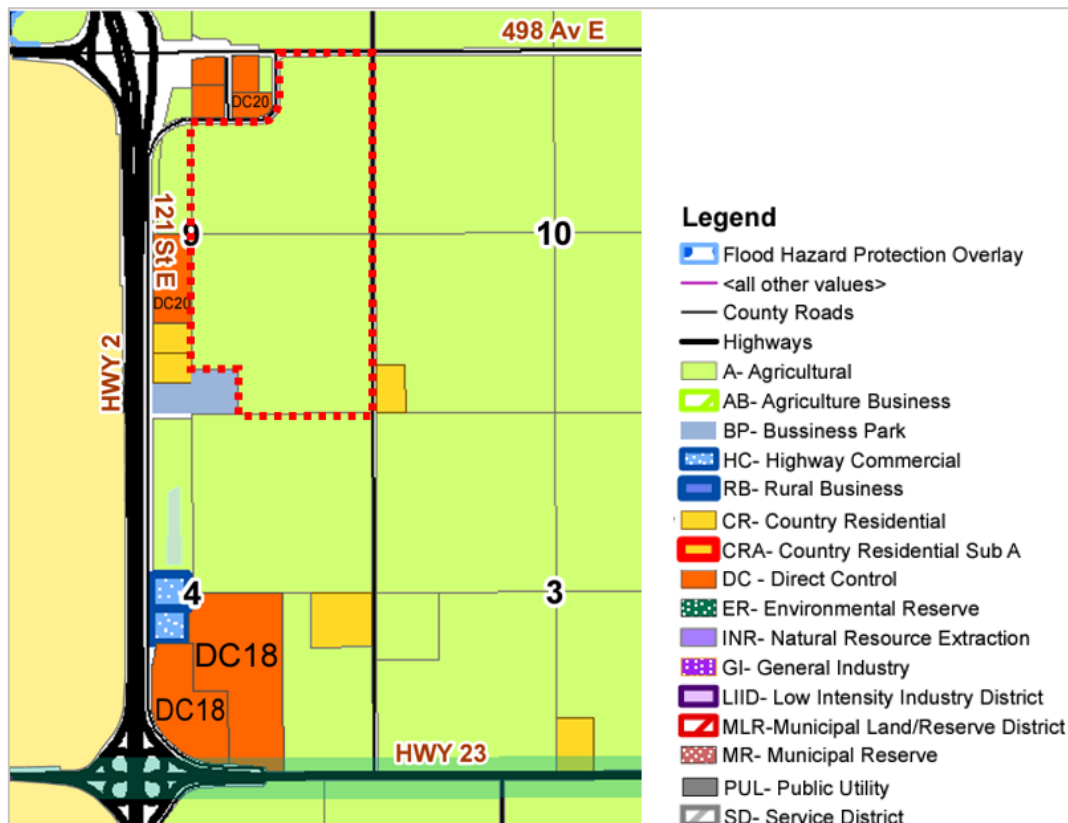


Figure 2: Current Land Use Map

Beacon Data Centres – Foothills Crossing Area Structure Plan Amendment & Land Use Redesignation Amendment Applications

During the pre-application meeting with Foothills County administration on September 19, 2024, it was recommended to redesignate the subject site to Business Park District. This designation is intended to support a broader range of commercial activities, which are more suitable for the planned development of the area. The Business Park District will facilitate the establishment of diverse business operations including a Data Centre and contribute to economic growth and job creation. The proposed Land use has been illustrated in Figure 3.

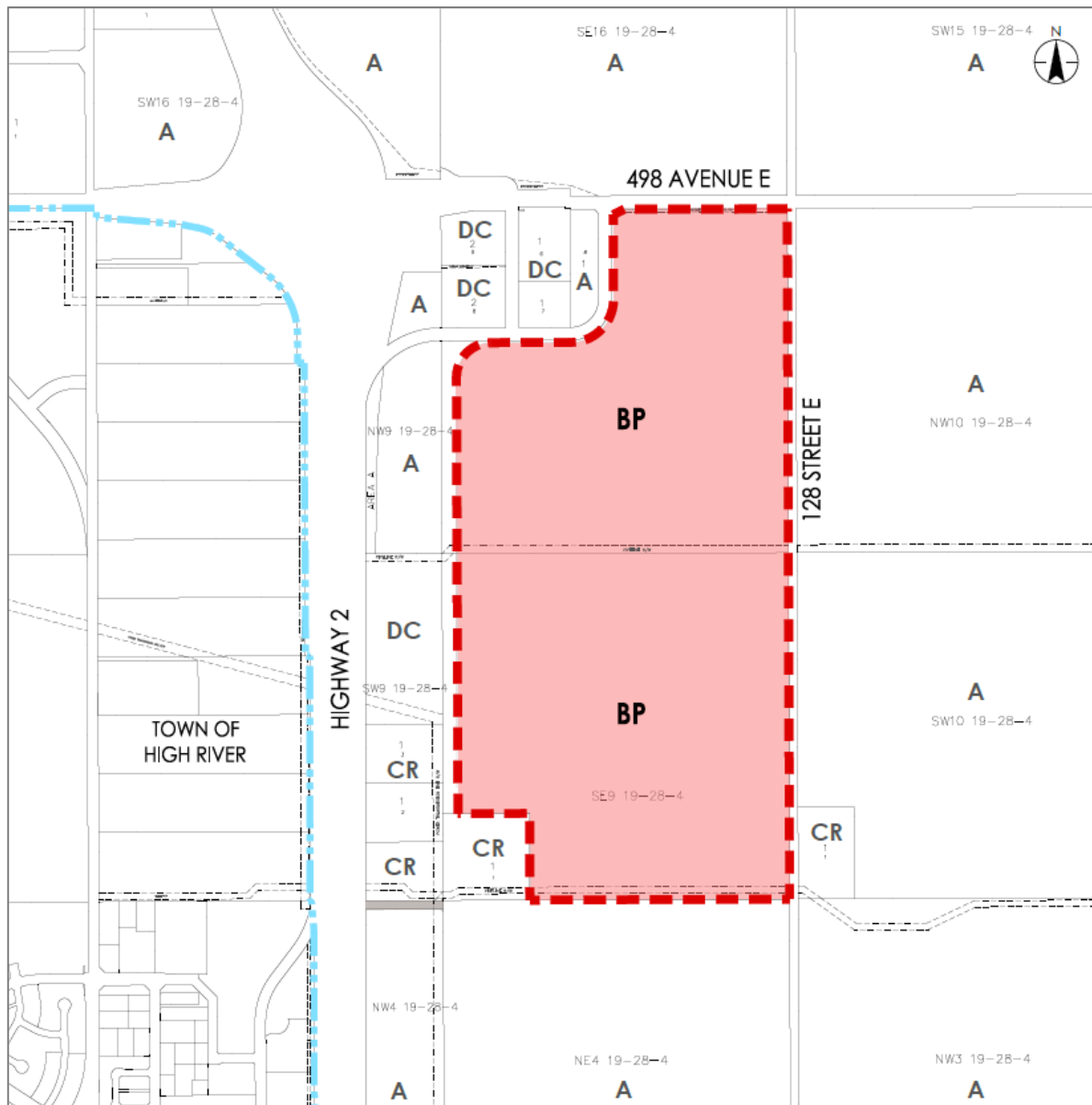


Figure 3: Proposed Land use Map

Beacon Data Centres – Foothills Crossing Area Structure Plan Amendment & Land Use Redesignation Amendment Applications

To further support the development, a site-specific amendment was suggested by administration to allow for a Data Centre Campus as permitted uses within the Business Park District. This amendment is to ensure that the development of the Data Centre, along with its supporting infrastructure, is fully compliant with local regulations and planning objectives. The inclusion of these uses will enhance the site's functionality and provide significant benefits to the community by attracting investment and creating employment opportunities.

The draft of the proposed site-specific bylaw amendment has been submitted separately for Foothills County review as part of the submission package; however, for ease of reference the proposed definition of Data Centre Campus is:

- **DATA CENTRE CAMPUS:** 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. This facility encompasses ancillary structures that support its primary function, including but not limited to administrative offices, educational and training facilities, maintenance facilities, substations, and security buildings.

3.2 Foothills Crossing ASP Amendment

To support the land use application and facilitate the development of the Data Centre Campus, an amendment to the Foothills Crossing ASP is required. Currently, the subject site within the ASP is identified as Commercial (COM) and Agricultural Transition Lands (ATL). This designation does not accommodate the proposed Business Park land use necessary for the development of a Data Centre Campus. The proposed amendment seeks to redesignate the subject site to Business Park, aligning the land use designation with the intended development.

The Business Park designation is more suitable for the type of development proposed, which includes high-tech facilities and related activities. This change will drive economic growth and job creation in the region, providing significant benefits to the local community. The Data Centre Campus will serve as a hub for technological advancement and innovation, attracting further investment and enhancing the area's economic profile.

Figure 4 outlines the Site Plan for the proposed Data Centre Campus within the ASP context.

Beacon Data Centres – Foothills Crossing Area Structure Plan Amendment & Land Use Redesignation Amendment Applications

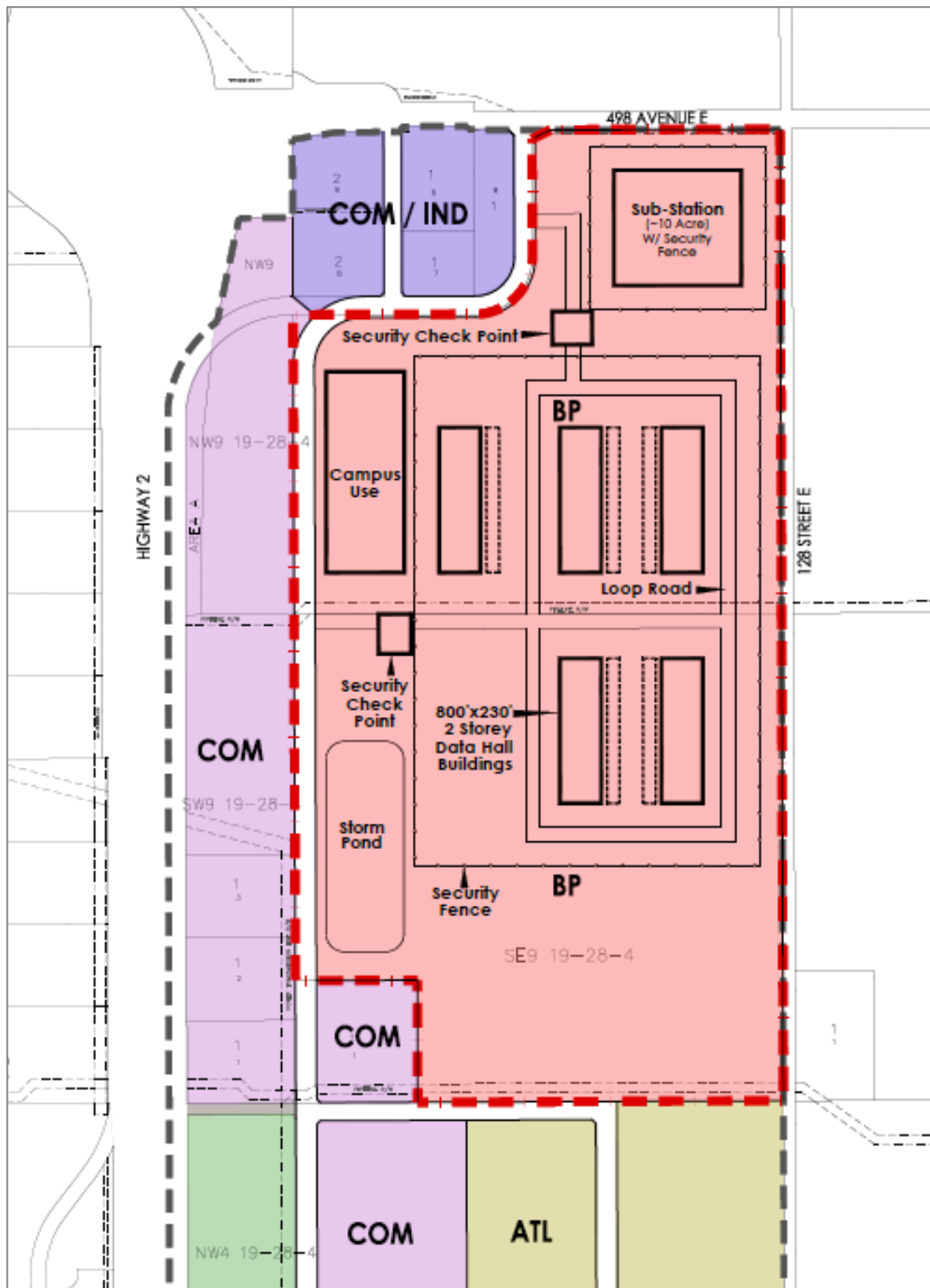


Figure 4: Data Centre Campus - Site Plan

Beacon Data Centres – Foothills Crossing Area Structure Plan Amendment & Land Use Redesignation Amendment Applications

The proposed changes to the land use concept, and considering a large parcel to accommodate the Data Centre Campus have necessitated several changes to the transportation concept:

- Internal north-south pathways were removed and rearranged to fit the new layout logically.
- The north “Enhanced Intersection” was eliminated as the two legs of the intersection were removed.
- The north regional pathway connection was shifted to the east side of the entry road for better alignment with the existing pathways.
- Since the previous bus route along the eastern north-south commercial collector was affected by the Data Centre site, which eliminated the northern half of this connection. Consequently, the two bus stops along this portion were moved to the western north-south commercial collector.

In addition to the land use concept, modifications to the phasing strategy within the ASP are also proposed. These changes are intended to facilitate an earlier timeline for the development of the subject parcel. Accelerating the phasing strategy will enable the timely commencement of construction and operation, ensuring that the project meets market demands and contributes to the local economy sooner. This proactive approach will help in addressing the immediate needs of the community and stakeholders, providing a clear pathway for the project’s development.

The proposed amendments are designed to align with the broader objectives of the Foothills Crossing ASP, promoting sustainable development and economic vitality. By updating the land use and phasing strategy, the amendment supports the strategic vision for the area to foster a dynamic and resilient community. The Data Centre project exemplifies this vision, combining technological innovation with economic growth to create a forward-looking development that benefits all stakeholders.

To provide a clear and comprehensive overview of the proposed changes, a red-line version of the ASP has been submitted as part of the application package. This document highlights the specific amendments to the ASP, ensuring transparency and facilitating the review process by Foothills County.

4 Policy Framework

The following section outlines the application's compliance with relevant overarching policy including the Calgary Metropolitan Region Board (CMRB) Growth Plan, Foothills County & Town of High River Intermunicipal Development Plan (IDP), Foothills County Municipal Development Plan (MDP) and Growth Management Strategy.

4.1 CMRB Growth Plan

The Calgary Metropolitan Region Growth Plan (CMRGP) was developed in accordance with the CCMRB Regulation and “provides a policy framework for managing growth and implementing a long-term vision for the CMR”.

The proposed ASP amendment and LUR for the subject site align closely with the CMRGP which emphasizes sustainable and strategic growth across the region. The CMRGP highlights the importance of reinforcing economic, cultural, and social centers. The development of a Data Centre Campus within the Business Park District will create a significant employment hub, attracting high-tech industries and fostering economic growth. This aligns with the plan's vision of creating vibrant, mixed-use communities that offer diverse employment opportunities and support regional economic resilience.

According to Section 3.1.3 of the CMRB Growth Plan, development should be directed towards Preferred Growth Areas. These areas are identified based on their capacity to support growth with existing infrastructure, services, and transportation networks. This policy aims to promote efficient land use and sustainable development patterns.

Section 3.1.9 also emphasizes the importance of coordinated planning efforts between municipalities to ensure that growth is accommodated in the Preferred Placetypes. Section 3.1.9.10 further supports this by allowing Statutory Plan amendments to proceed in advance of the Context Study being completed. This flexibility assists with accommodating timely and strategic developments that align with the overall growth objectives of the region.

The proposed Data Centre development in Foothills Crossing area and close to the town of High River, aligns with these policies. This location is within a Preferred Growth Area, ensuring that the development leverages existing infrastructure and services, thereby minimizing the need for extensive new investments. Additionally, the proximity to High River provides access to a local workforce and supports regional economic growth.

By situating the Data Centre Campus in this area, the development not only adheres to the CMRB Growth Plan's directives but also contributes to the broader goals of sustainable and efficient regional growth. This approach helps maintain the rural character of the area while fostering economic opportunities that are compatible with the regional planning framework.

4.2 Foothills County & Town of High River IDP

The Foothills Crossing ASP is within the Foothills County and Town of High River IDP area. The IDP was adopted by both municipalities in May 2012 and then amended in 2018 to accommodate an annexation by the Town.

The proposal aligns with Section 4.2 of the IDP by adhering to its principles of environmental management. The proposed Data Centre development includes measures to minimize environmental impact, such as reducing emissions and managing waste effectively, aligning with the IDP's goals of protecting natural resources and maintaining ecological balance. Furthermore, the proposal is designed to be compatible with surrounding land uses, ensuring it does not negatively impact the local environment or community.

In addition to these environmental considerations, the proposal aligns with the policies for Highway Commercial areas as described in Section 5.9 of the IDP. This section emphasizes the importance of joint planning initiatives between the Town and the County to facilitate mutually beneficial commercial and light industrial development in designated Highway Commercial areas. The Data Centre's strategic location and design support this policy by promoting economic growth while adhering to environmental and infrastructural guidelines.

4.3 Foothills County MDP

Foothills County's MDP was adopted in 2010 and updated in 2016-2017.

The MDP emphasizes the importance of supporting economic development while maintaining the rural character and environmental integrity of the area. By redesignating the subject site to the Business Park district, the proposal aligns with the MDP's goals of promoting diversified economic opportunities and supporting infrastructure development.

This amendment supports the MDP's vision of fostering a balanced economy by enabling the establishment of a Data Centre, which can drive technological advancement and create job opportunities within the county. Additionally, the Business Park designation is consistent with the MDP's objective of ensuring that land use planning accommodates future growth and development needs in a sustainable manner. The proposed Data Centre Campus will be designed to integrate with the surrounding environment, thereby upholding the MDP's commitment to environmental stewardship and sustainable development practices.

4.4 Foothills County Growth Management Strategy

Foothills County's Growth Management Strategy (GMS) was adopted by resolution of Council in 2013. The goal of the GMS is to provide strategies for managing growth and development that build on the vision for the County that was described in MDP 2010.

The proposal to amend the Foothills Crossing ASP to facilitate the development of the Data Centre Campus aligns with the GMS, particularly the vision for the Central District. Section 4.5 of the GMS focuses

Beacon Data Centres – Foothills Crossing Area Structure Plan Amendment & Land Use Redesignation Amendment Applications

on prioritizing growth within the Central District to support economic development while preserving the rural character of the area.

The Central District is identified as a key area for accommodating growth due to its strategic location and existing infrastructure. The GMS highlights the need for a balanced approach that allows for some commercial and industrial uses to stimulate economic growth, provided these developments are compatible with the rural setting.

By redesignating the subject site to Business Park land use, the proposal supports this vision by promoting diversified economic opportunities. The Data Centre Campus will bring high-tech employment opportunities to the region, contributing to the local economy and providing jobs for residents. This type of development is well-suited to the Central District, as it can be integrated into the rural landscape with minimal disruption.

Additionally, the proposal aligns with Section 3.6 of the GMS, which focuses on planning for industrial and commercial development by supporting developments in new comprehensively planned community development areas based on approved plans. By facilitating economic development through proactive land use planning and implementation, the proposal ensures that the Data Centre is developed in an area deemed appropriate for such use. The proposal remains cognizant of the impacts of development on existing land uses and seeks to mitigate potential negative impacts by implementing best practices such as design guidelines and screening standards. This approach ensures that the development is both beneficial to the economy and harmonious with the surrounding community.

5 Engagement

To effectively inform and engage the community regarding the proposed ASP amendment and LUR, a multi-faceted communication approach will be employed. This strategy includes placing detailed advertisements in both the print and online editions of the Western Wheel. These advertisements will provide comprehensive information about the proposed changes, the rationale behind them, and the anticipated benefits for the community. They will also include details on how residents can participate in the consultation process.

In addition to the advertisements, informational mail outs will be sent to all residents and businesses within a 1-mile radius of the subject lands. These mailers will summarize the proposed changes, highlight the benefits, and provide clear instructions on how to provide feedback or attend the open house. To further enhance visibility, a large, clearly noticeable sign will be erected on the subject site. This sign will include a brief description of the project, contact information for inquiries, and details of upcoming public meeting. The sign will be installed at least two weeks before the public consultation event and will remain in place throughout the application process.

Furthermore, an open house will be scheduled to facilitate direct discussions about the proposed changes and to gather community feedback. We will provide multiple channels for feedback, including email, and in-person submissions, to ensure that all community members have the opportunity to participate.

A Statutory Public Hearing will also be held when the application is presented to Council (with associated notices prior to being issued by County Administration), providing additional opportunity for community input on the proposal. This comprehensive engagement strategy aims to ensure transparency, foster active participation, and build community support throughout the amendment and redesignation process.

6 Supporting Documents

To support the application and as required by the Foothills Crossing ASP, both the Biophysical Impact Assessment (BIA) and the Environmental Site Assessment (ESA) have been completed. These assessments were conducted to ensure compliance with environmental regulations and to evaluate the potential impacts of the proposed development. The findings from these assessments have been compiled and submitted under two separate covers for review.

Additionally, the Historical Resources Act (HRA) application has been submitted. Approval is currently pending, and once received, the approval documentation will be promptly shared with Foothills County. This ensures that all necessary regulatory requirements are met and that the project proceeds in accordance with established guidelines.

7 Closing

In conclusion, the proposed amendments to facilitate the development of a Data Centre Campus is a strategic action that aligns with Foothills County's policies. By redesignating the subject site to Business Park District, the proposal supports the county's vision for sustainable economic growth, technological advancement, and job creation.

Furthermore, the proposal demonstrates a proactive approach to land use planning and development, ensuring that necessary framework and provisions are in place to support future development. By acknowledging potential impacts on existing land uses and implementing measures to mitigate any possible negative effects, the proposal ensures a compatible and complementary development. It aligns with the County's commitment to fostering a thriving industrial and business sector while maintaining the quality of life for its residents. The Data Centre Campus project represents a forward-thinking initiative that will contribute significantly to the long-term prosperity and sustainability of Foothills County.

We trust the enclosed meets the requirements for a complete application and allows circulation to proceed. Should you have any questions, please do not hesitate to contact the undersigned.

Sincerely,

Stantec Consulting Ltd.



Ellie Abootorabi
Urban Planner
Phone: (403) 716-8018
ellie.abootorabi@stantec.com

[stantec.com](https://www.stantec.com)

APPENDIX C: APPLICANT SUBMISSION RE: SITE-SPECIFIC AMENDMENT



Stantec Consulting Ltd.
200-325 25 Street SE
Calgary AB T2A 7H8

Legal Description	Portion of East ½ Sec 9 Twp 19 Rge28 W4M
Area of Land:	~ 108.53 ha (268.18 ac)
Landowner	Timothy Callahan, Jeffery Callahan, and Stephan Callahan
Applicant	Stantec Consulting Ltd. on behalf of Beacon Data Centres Inc.
Proposal	Application for a Land Use Redesignation of the subject property from Agricultural District to Business Park District, with a Site-Specific Amendment to Business Park District to allow for a Data Centre Development on the subject property.

The following Land Use Redesignation (LUR) proposal has been submitted by Stantec Consulting Ltd. (Stantec) on behalf of Beacon Data Centres Inc. (Beacon) to redesignate a subject property, as illustrated in Schedule A, from Agricultural District (AD) to Business Park District (BPD), with a Site-Specific Amendment.

The application involves the lands located within the northern portion of the Foothills Crossing Area Structure Plan (ASP), and currently identified as future Open Space (OS), Commercial (COM), and Agriculture Transitions Lands (ATL). This application requires an amendment to the Foothills Crossing ASP to facilitate the LUR for the subject property.

Proposed Site-Specific Amendments to Business Park District

1. Purpose

To amend the Business Park District to include Data Centres and ancillary buildings as Permitted Uses – Site-Specific on the subject property.

2. Amendment to Permitted Uses – Site-Specific

DATA CENTRE CAMPUS as defined below shall be added as permitted use under Section 14.1.3 Permitted Uses in the Business Park District for the subject property. This definition would be added to Section 2.5 Definitions.

- **DATA CENTRE CAMPUS:** 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. This facility encompasses ancillary structures that support its primary function, including but not limited to administrative offices, educational and training facilities, maintenance facilities, substations, and security buildings.

Reference: Land Use Redesignation – Glenmore Industrial – Dream 550 71 AV SE, 616 71 AV SE, 7131 6 ST SE, 7121 6 ST SE

3. Development Requirements

The following site-specific amendments will be made to Section 14.1.6 Development Requirements.

a. Site Coverage:

- The maximum site coverage, including all buildings and impermeable surfaces, is 60% of the total lot area or as supported by a stormwater management plan prepared by an accredited professional.

b. Building Height:

- The maximum building height for Data Centres Campus shall be 18 meters.

4. Special Requirements

The following site-specific amendments will be made under Section 14.1.7 Special Requirements.

a. Environmental Controls:

- Data Centres must include appropriate environmental controls to manage heat, noise, and emissions.
- The Development Authority may require the applicant for a Data Centre to provide proposed mitigation measures for dust, traffic, noise and visual impact of the development.
- A noise attenuation study conducted by a qualified professional may be required by the Development Authority. If deemed necessary, a noise mitigation plan that may include a noise monitoring system may also be required.

b. Others:

- Data Centres Campus must have security measures in place, including perimeter fencing, surveillance systems, and controlled access points.
- Fire Safety Plan to be submitted to the satisfaction of the County's Fire Chief.

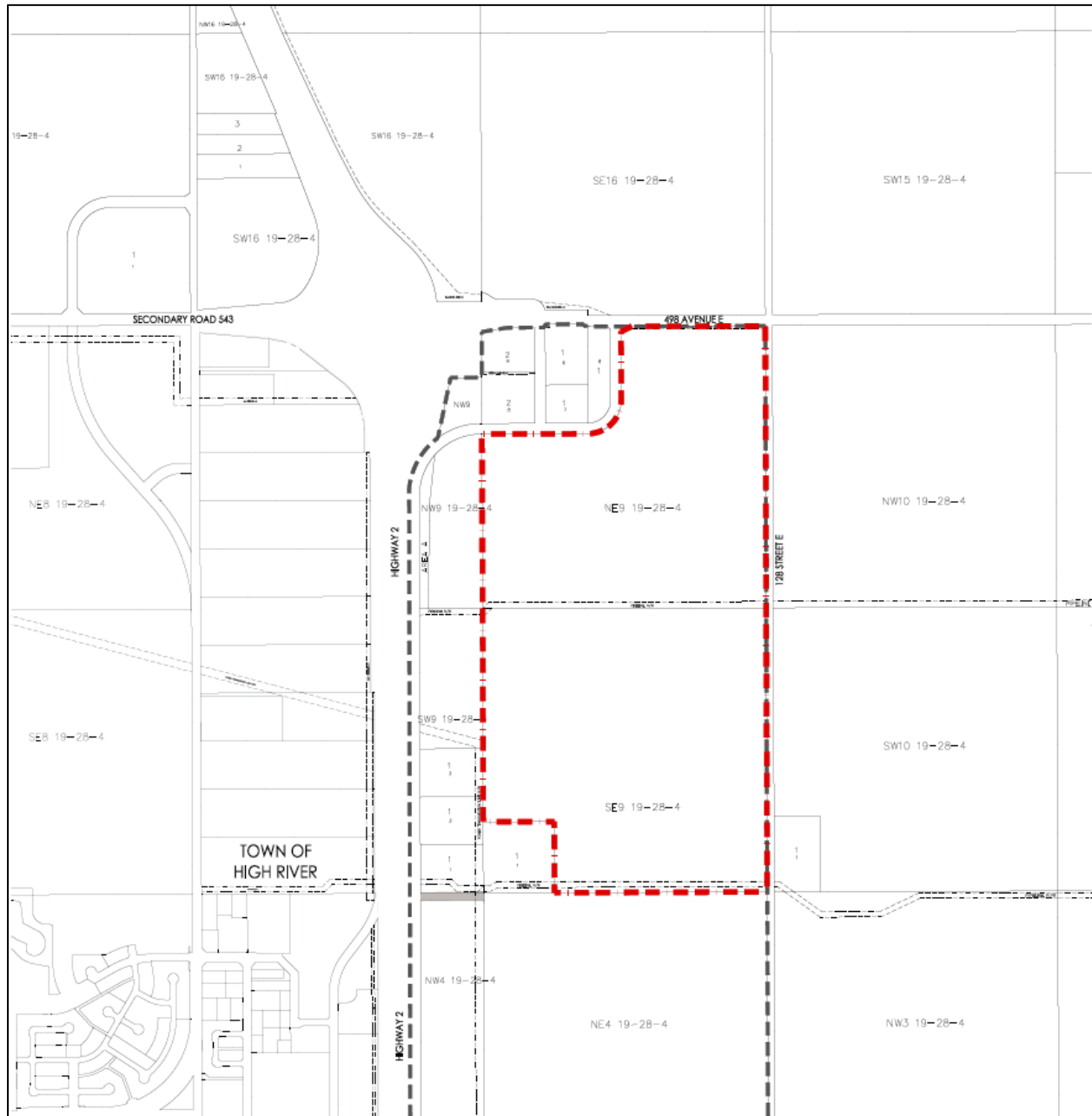
5. Parking Requirements

The following site-specific amendment will be made regarding the number of vehicle parking stalls required for the subject property.

- Parking must be provided at a rate of 1.5 parking stalls or units per permanent employee. This excludes Handicap Parking which shall be determined by the Development Authority.

Reference: Land Use Redesignation – Glenmore Industrial – Dream 550 71 AV SE, 616 71 AV SE, 7131 6 ST SE, 7121 6 ST SE

Schedule A - Subject Property Location Map



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

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



Adopted: Nov 30, 2022

Bylaw: 14/2022

Amended: Aaa ##, 2025

Bylaw: ##/2025

Foothills Crossing

Area Structure Plan

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SUPPORTING STUDIES (Under separate cover)

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

1. Introduction

1.1 Purpose

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

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

1.2 Background

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

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

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

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

1.3 Plan Area

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

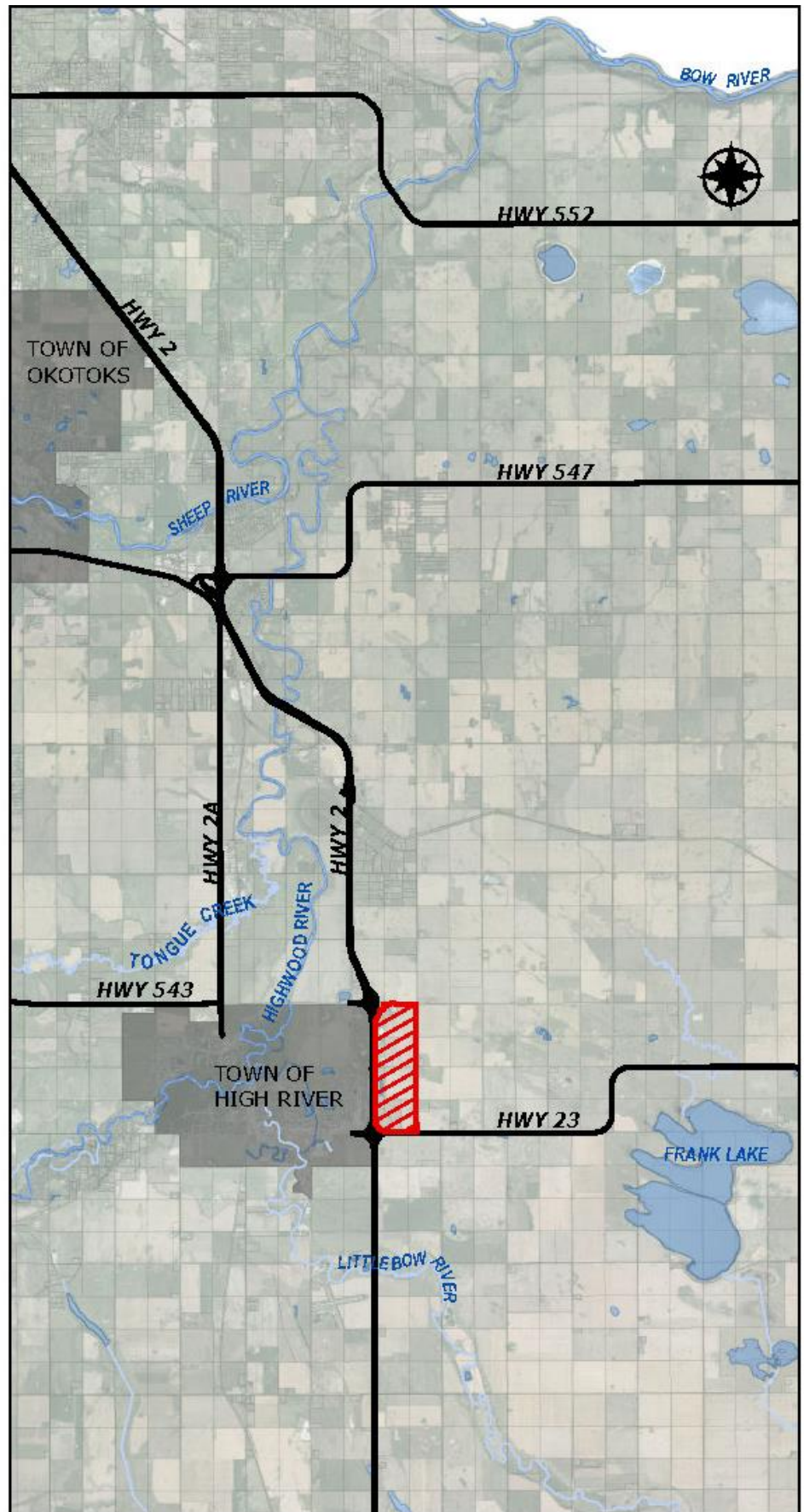
Figure 2 – Plan Area illustrates the lands which are subject to the Plan as well as the immediate surrounding area. The Plan Area comprises approximately 745.6 acres of titled land on the east side of Highway 2, in Sections 4 and 9, of Township 19, Range 28, West of the 4th Meridian. A list of the legal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



Figure 1
Regional Context

LEGEND

 Plan Area



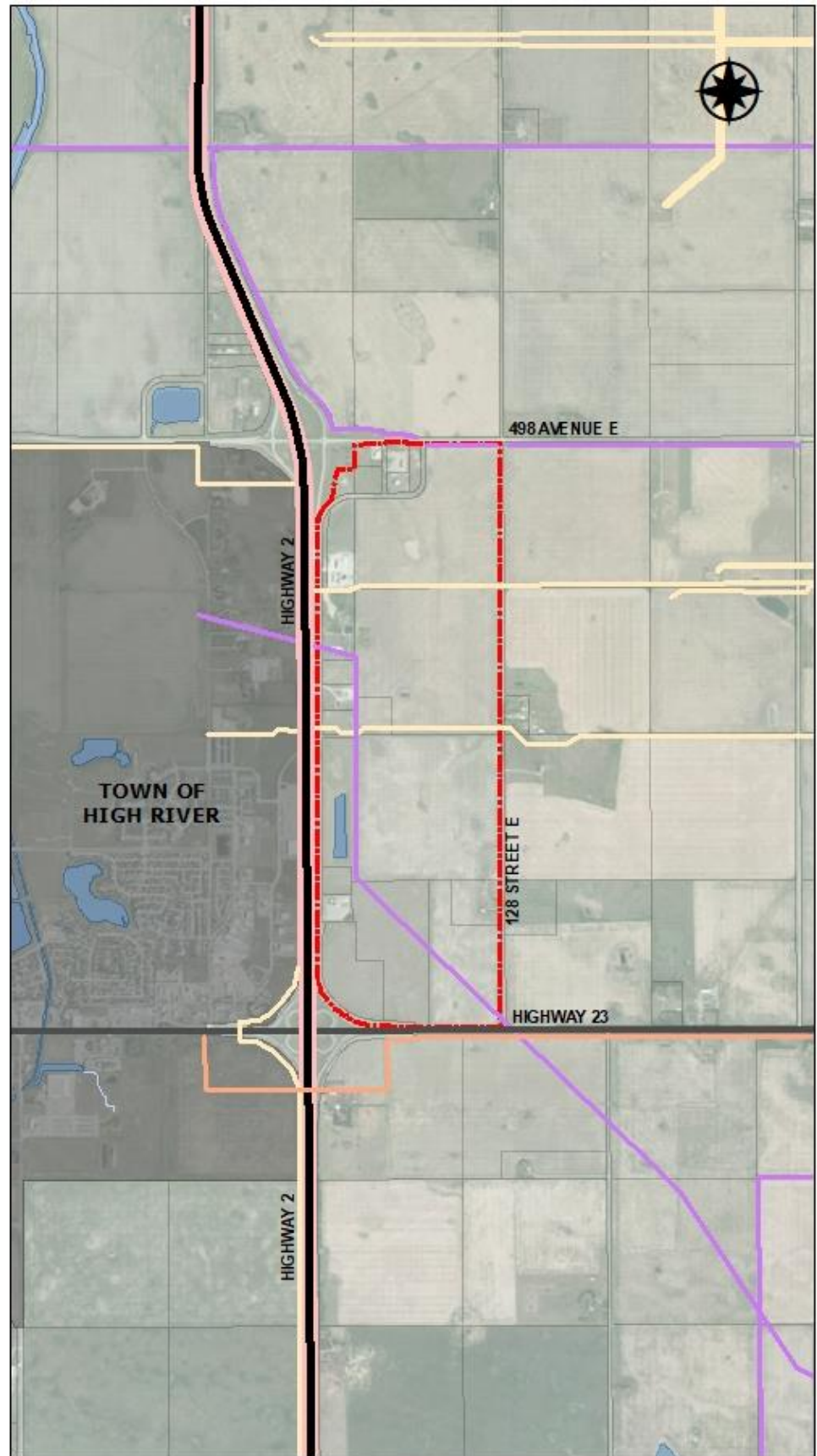
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Figure 2
Plan Area

LEGEND

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



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1.4 Plan Objectives

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

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

1.5 Stakeholder and Public Engagement

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

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

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

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

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

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

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

Consulting with the Town of High River

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

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

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

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

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

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

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

2. Site Context

2.1 Existing Conditions Overview



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

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

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

2.2 Existing Transportation Infrastructure

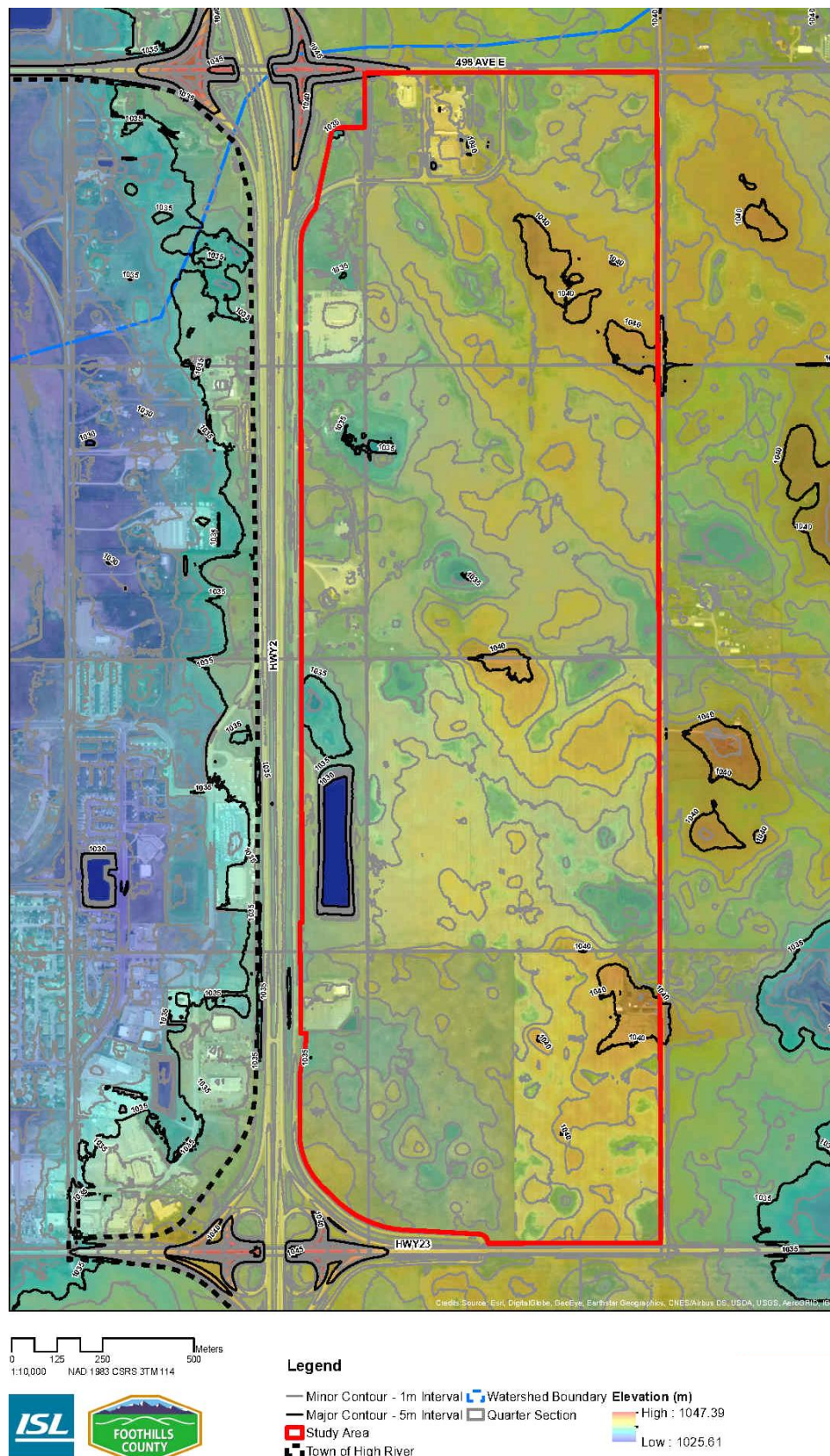


The Plan Area boundary is defined by the surrounding roads and its location adjacent to Highway 2 between two grade separated interchanges was the main impetus for creating a commercial area in this location.

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

The southerly access to the Plan Area from Highway 23 will not meet Alberta Transportation requirements for separation distance to the planned ultimate interchange at the intersection of Highway 23 and Highway 2. Staff from Alberta Transportation have indicated they will not support an access to the Plan Area between the interchange and 128th Street unless the 128th Street intersection at Highway 23 is closed.

Figure 3
Topography



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

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

2.3 Environmentally Sensitive Areas



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

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

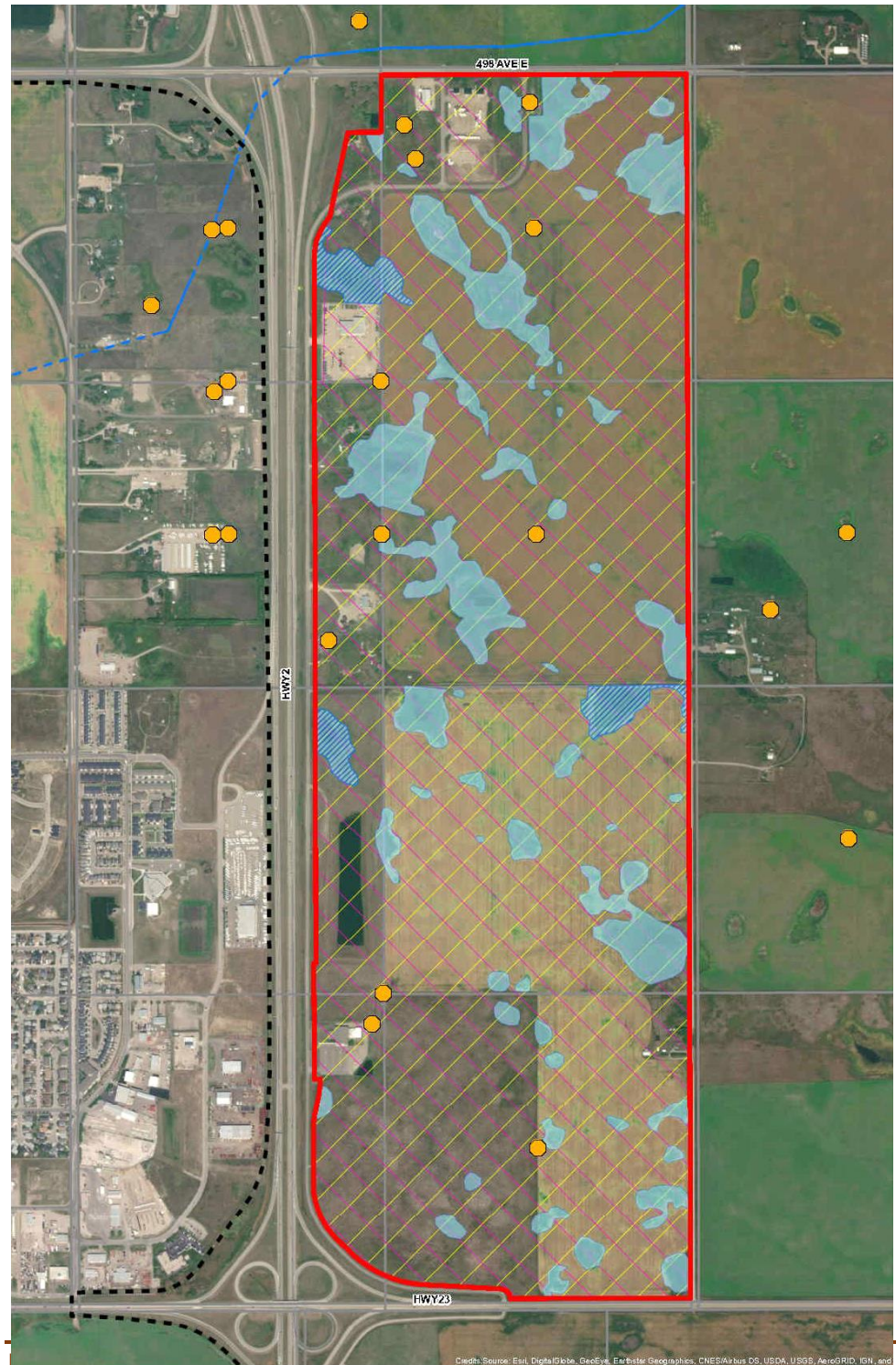
Figure 4 also shows the Plan Area as within the provincially identified sensitive raptor range and sharp tailed grouse survey area. Both of these areas are extensive, extending from the east boundary of the Province to the foothills of the Rocky Mountains and from the US border north as far as Edmonton.

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

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

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

Figure 4
Critical Study Area
Elements



0 125 250 500 Meters
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Legend

Wells

Wetlands

Not Crown-Claimable

Sensitive Raptor

Range (Prairie

Falcon, Golden

Eagle, Ferruginous

Study Area

Town of High River

Watershed Boundary

Figure 5
Wetlands On-Site and
Within 100m

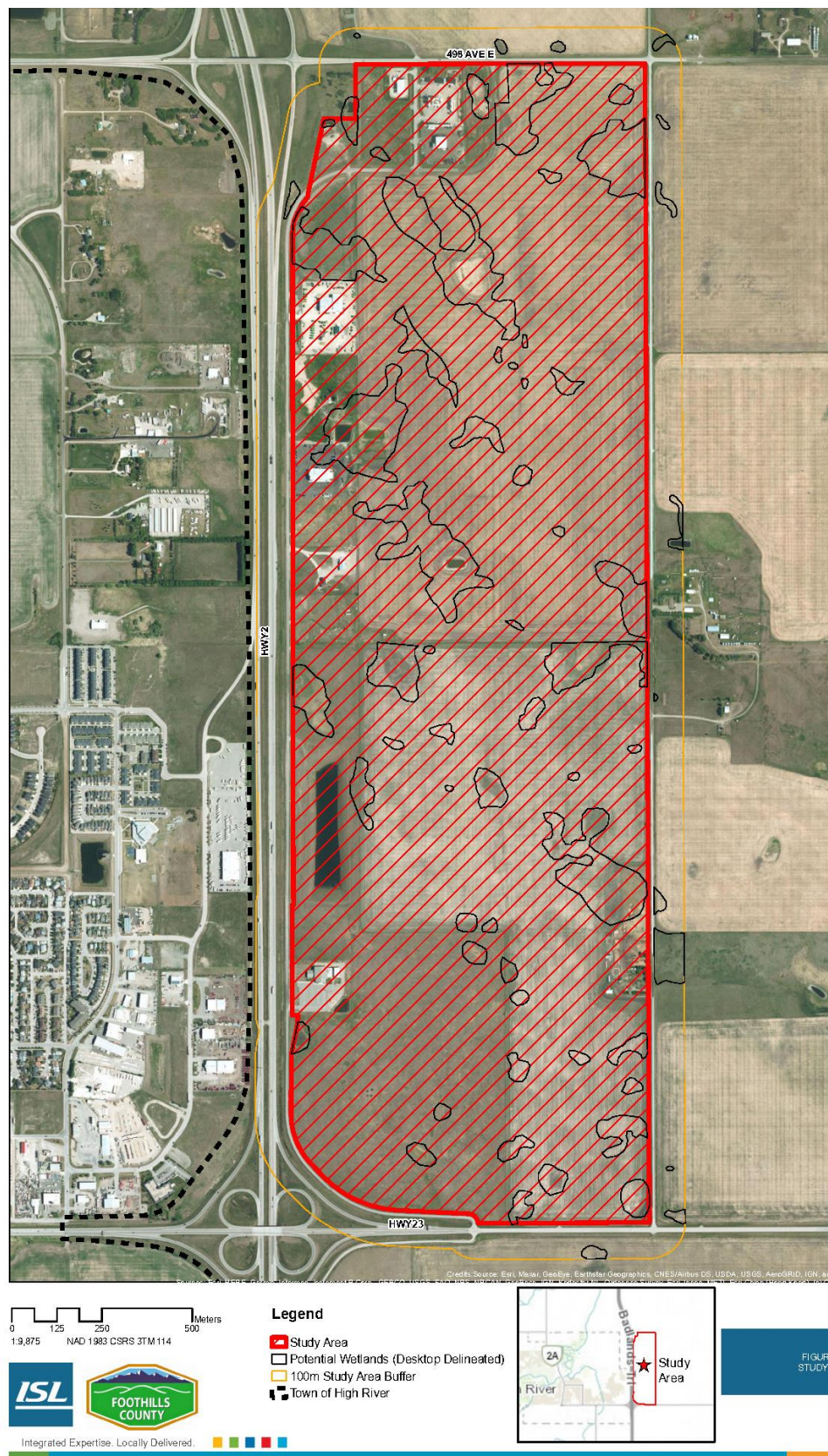
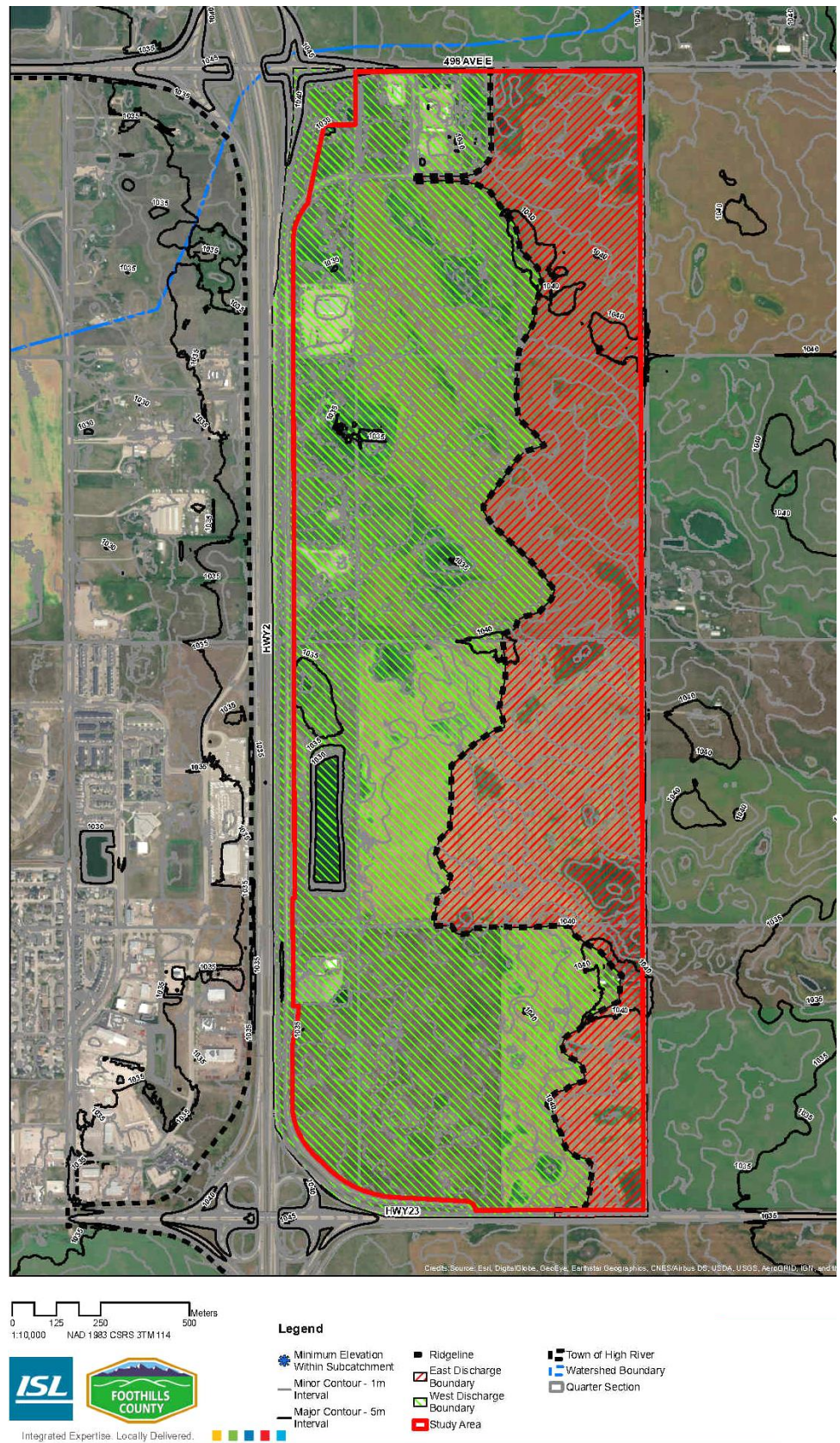


Figure 6
Discharge Boundaries



2.4 Existing Drainage Conditions

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

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

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

2.5 Historical Resources

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



2.6 Easements and Rights of Way



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

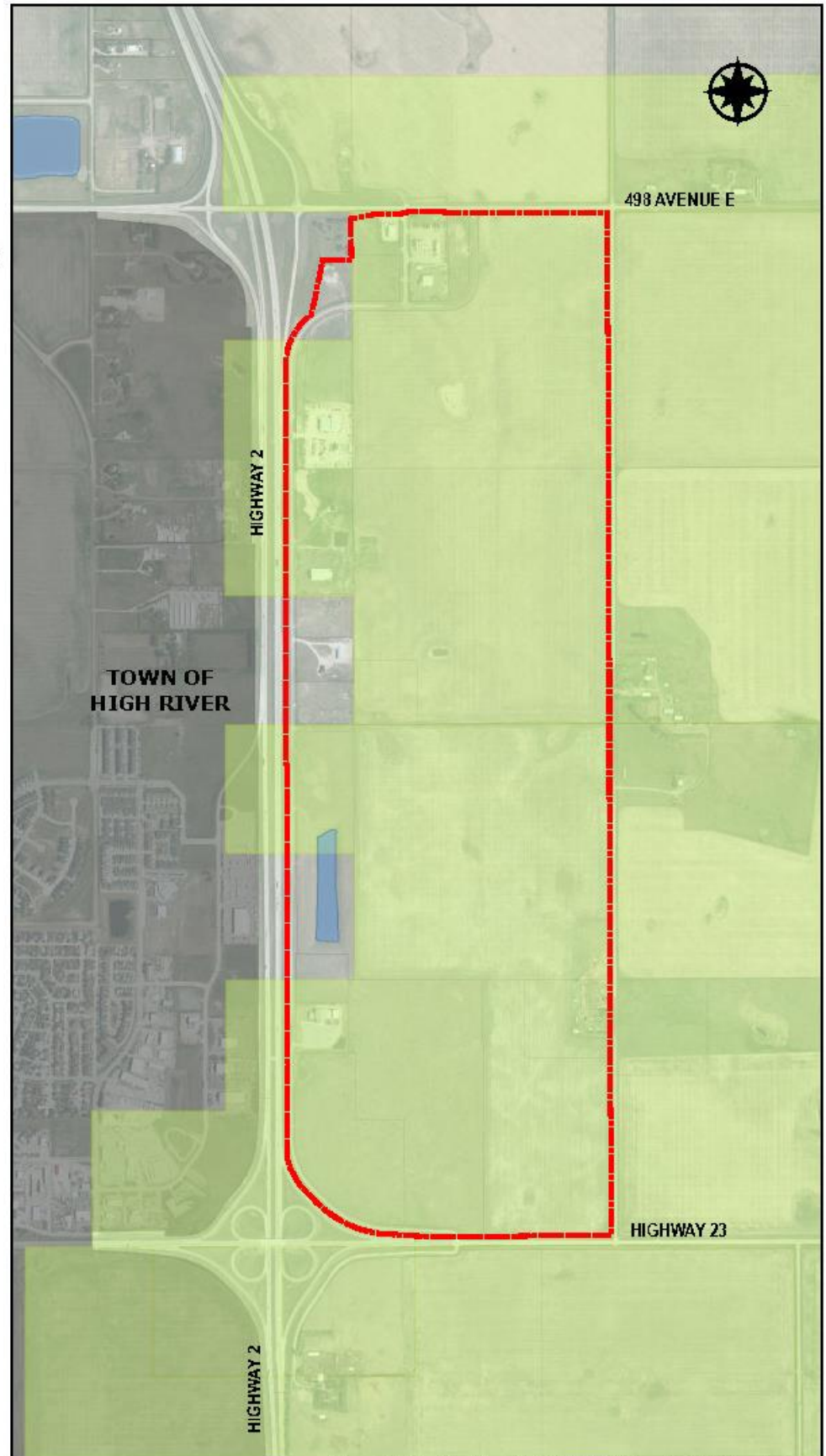
- Power Transmission Line Right of Way (Plan 6417JK - Altalink)*
- Power Transmission Line Right of Way (Plan 1612837 – Altalink)
- Gas Pipeline Right of Way (Plan 9810676 – Canadian Western Natural Gas)
- Pipeline Right of Way (Plan 8610493 - Canadian Occidental Petroleum)
- Overland Drainage Easement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

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

Figure 7
Historical Resources

LEGEND

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



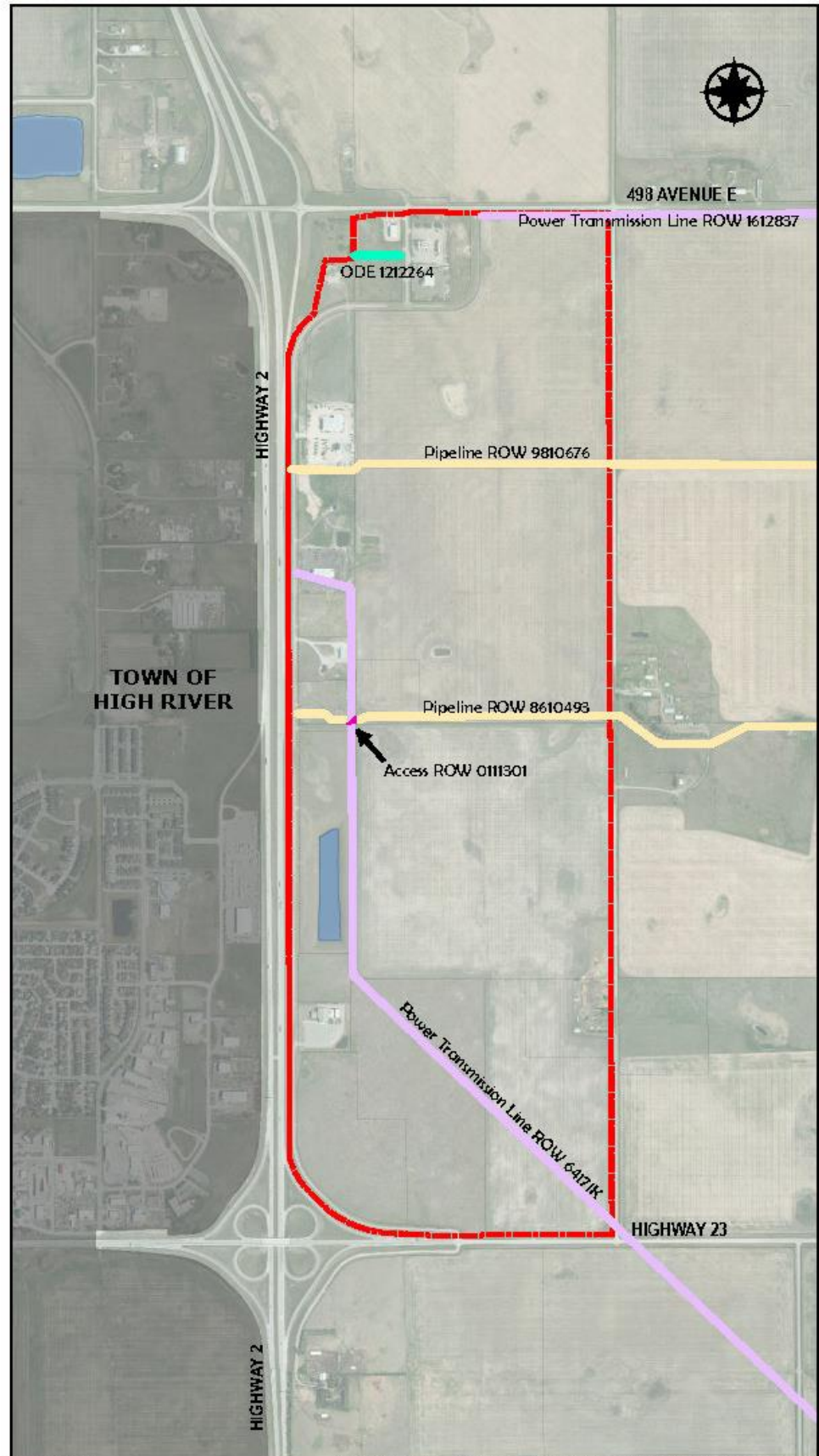
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Figure 8
Easements and
Rights of Way

LEGEND

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

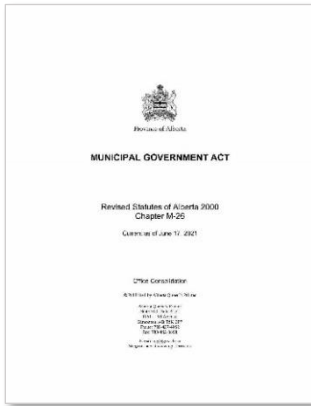


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3. Legislative Framework

3.1 Plan Authority



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

(2) An area structure plan

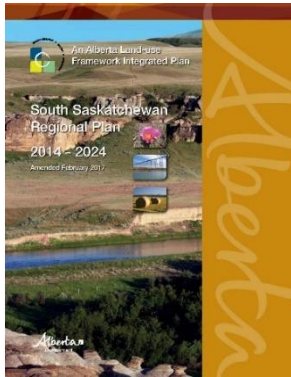
(a) must describe

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

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

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

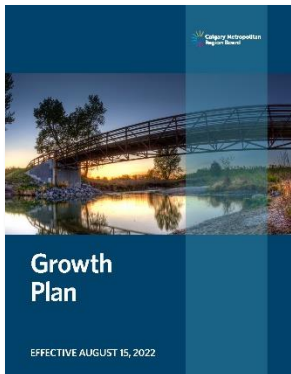
- members of the public who may be impacted by the plan,
- school boards with jurisdiction in the plan area,
- adjacent municipalities,
- the Minister of Transportation, and
- any Indian Band or Metis settlement that may be adjacent to the lands that are the subject of the ASP.



3.2 Provincial and Regional Planning Framework

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

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

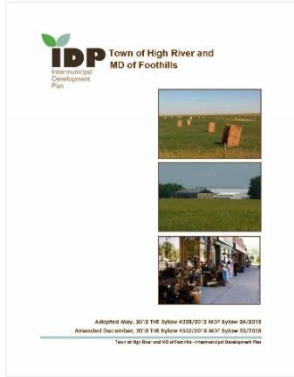


The Calgary Metropolitan Region Growth Plan, was developed in accordance with the Calgary Metropolitan Region Board Regulation and “provides a policy framework for managing growth and implementing a long-term vision for the CMR”. The Servicing Plan “supports the CMRB Growth Plan ... and outlines how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

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

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

The Foothills Crossing ASP was developed in consideration of the Growth Plan, Servicing Plan and REF and complies with the policy contained therein.



3.3 Foothills County & Town of High River IDP

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

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

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

3.3.1 Joint Economic Development Study

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

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

3.3.2 Servicing Agreement

At the time the IDP was being developed there was interest by the Town in investigating the possibility of a joint servicing agreement relative to the Plan Area. However, as part of the stakeholder engagement

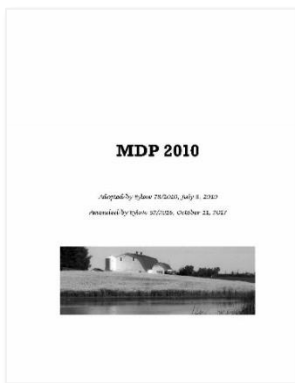
process for the development of the Foothills Crossing ASP, the Town has confirmed that they have no interest in servicing the Plan Area.

3.3.3 Revenue Sharing Agreement

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

3.3.4 Design Guidelines

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



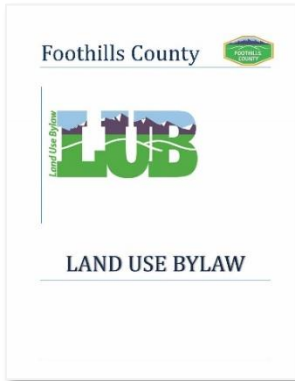
3.4 Foothills County MDP (2010)

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

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

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

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



3.5 Foothills County Land Use Bylaw 60/2014

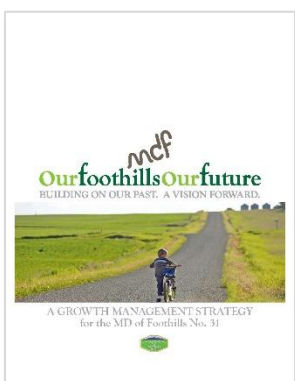
Under the Municipal Government Act, every municipality in Alberta is required to approve a Land Use Bylaw. This bylaw assigns different land use districts (or zoning) to lands in the municipality, outlines the rules and requirements related to the development of land in each district and describes the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

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

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

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

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

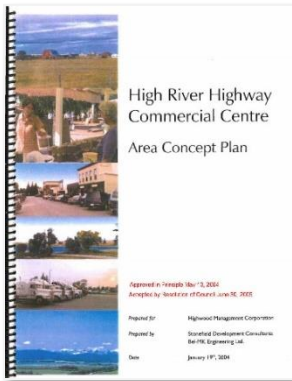


3.6 Growth Management Strategy

Foothills County's Growth Management Strategy (GMS) was adopted by resolution of Council in 2013. The goal of the GMS is to provide strategies for managing growth and development that build on the vision for the County that was described in MDP 2010.

The GMS divides the County into five growth management districts, the East District, the South Central District, the South West District, the

North West District and the Central District. The Foothills Crossing ASP area is located in the Central District. This district has seen the most growth and development in the past and is expected to continue to accommodate the majority of the County's growth going forward.



3.7 High River Highway Commercial Centre Area Concept Plan

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

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

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

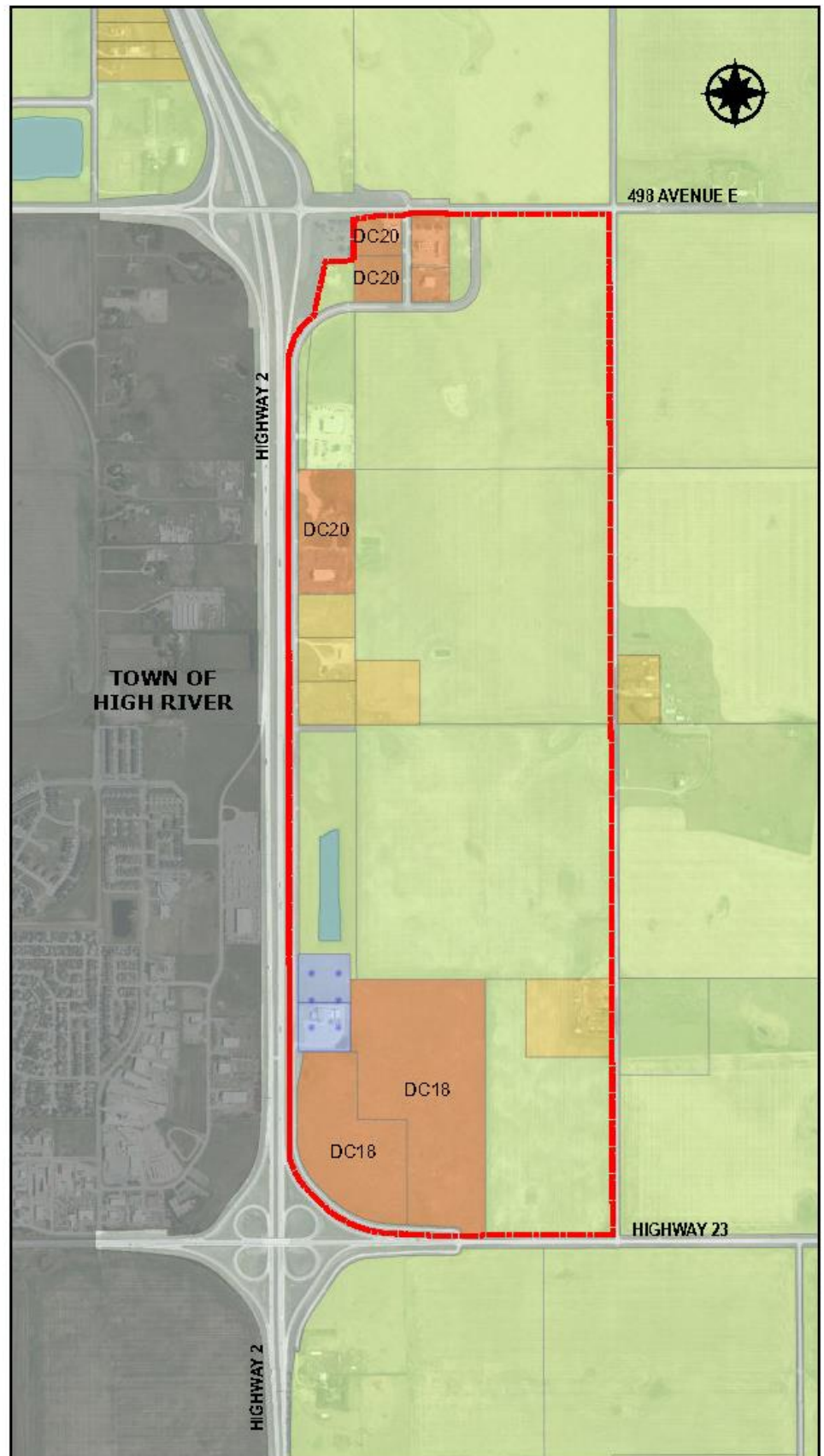
Subsequent to the approval of the ACP, the lands in the Plan Area were rezoned to a direct control district (Direct Control District #18). This land use district was designed specifically to enable the development contemplated in the ACP. All the uses in the district are discretionary, with no permitted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

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

Figure 9
Current Land Use

LEGEND

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



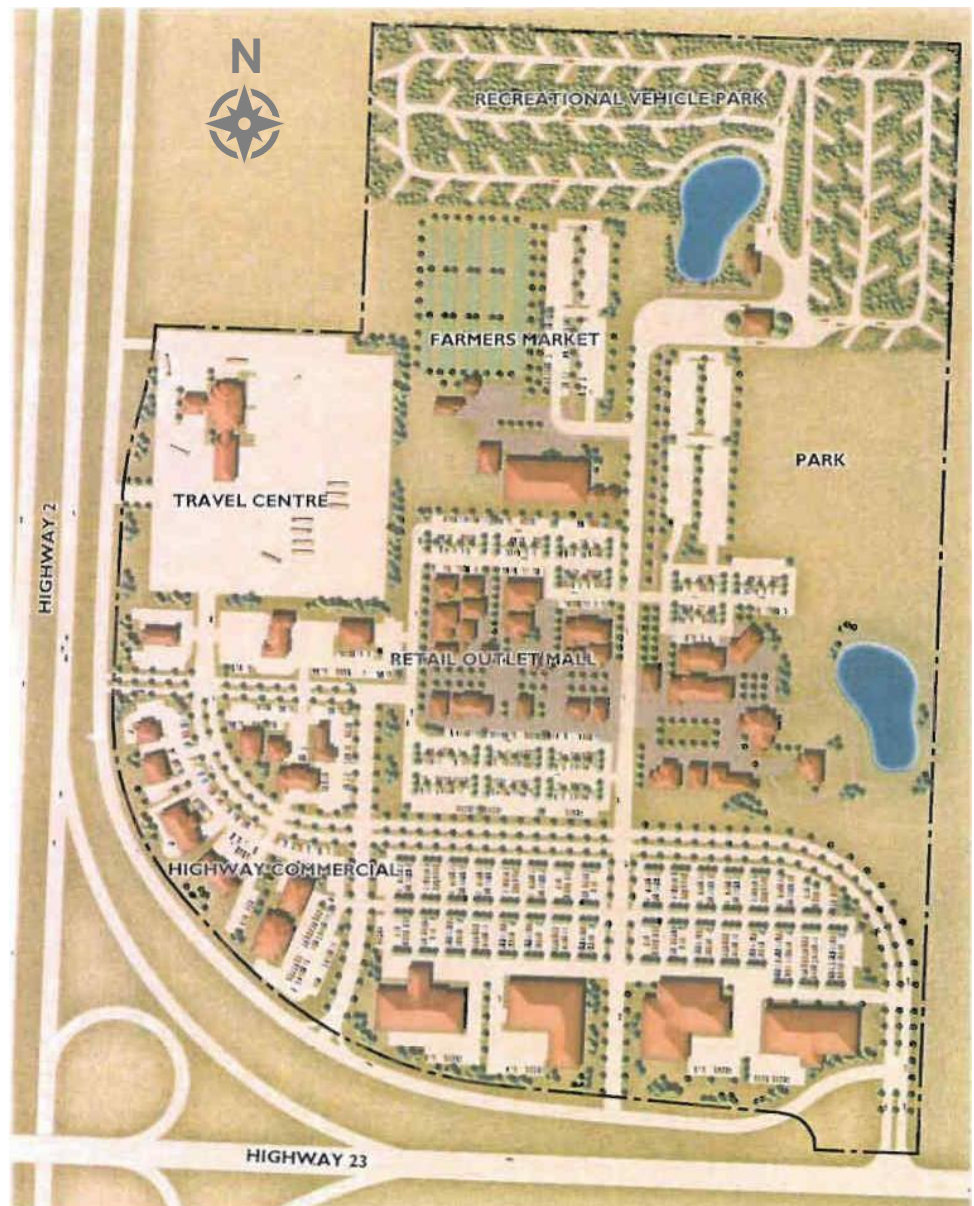
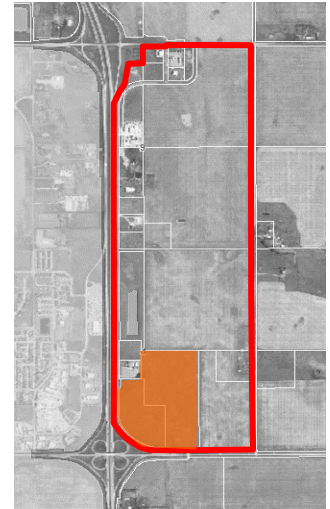
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Figure 10

High River Highway Commercial Centre ACP

Illustrative Site Plan (2004)



4. Development Concept

4.1 Vision



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

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

4.2 Guiding Principles



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

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





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

4.3 Land Use Concept

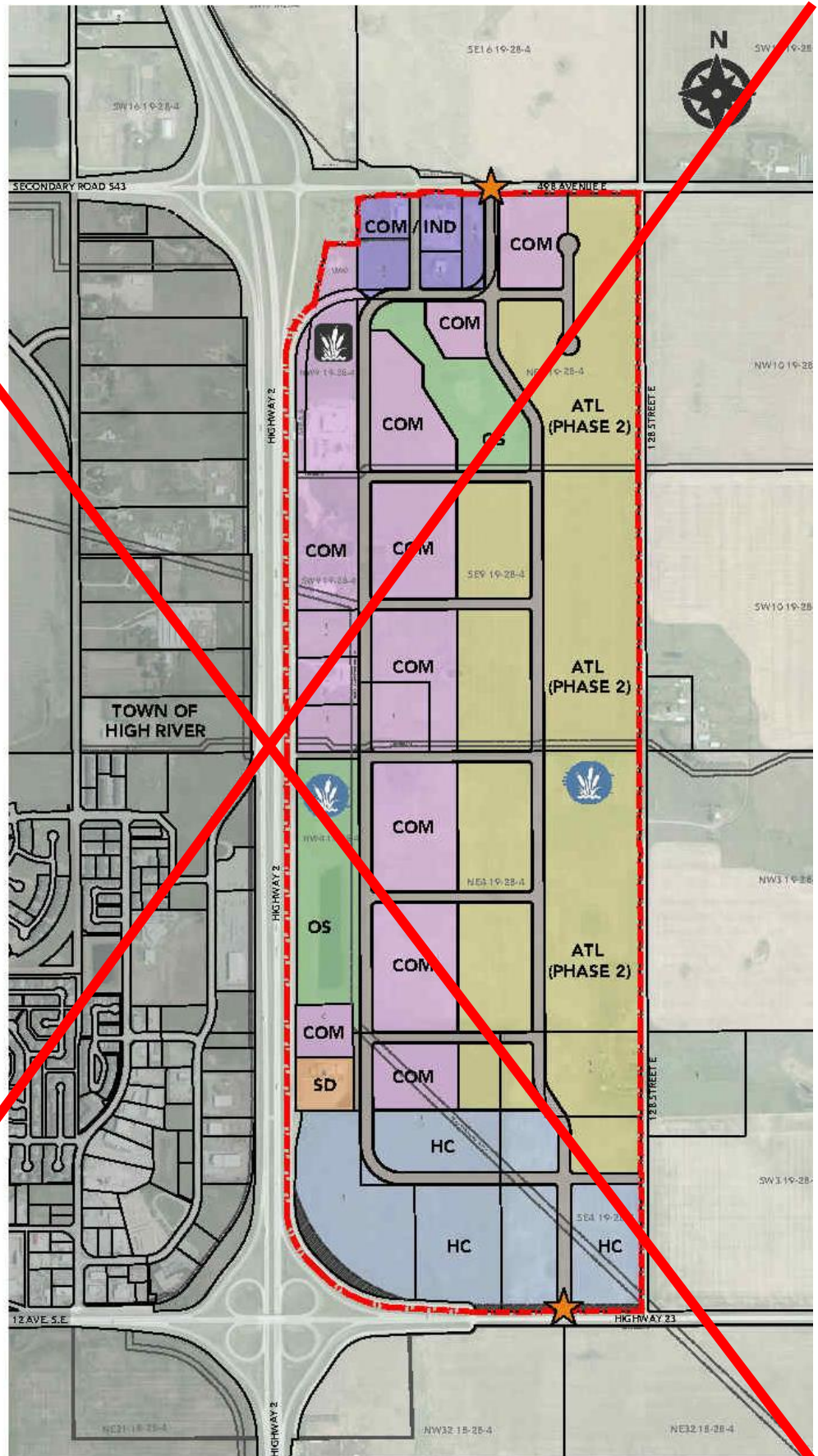
The overall land use concept for the ASP is illustrated in *Figure 11 – Land Use Concept*. Development of the area is contemplated in two general phases. (Phase 1 and Phase 2) and would generally proceed from west to east. Details regarding the Phasing Concept are provided in Section 8.2.

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

Figure 11
Land Use Concept

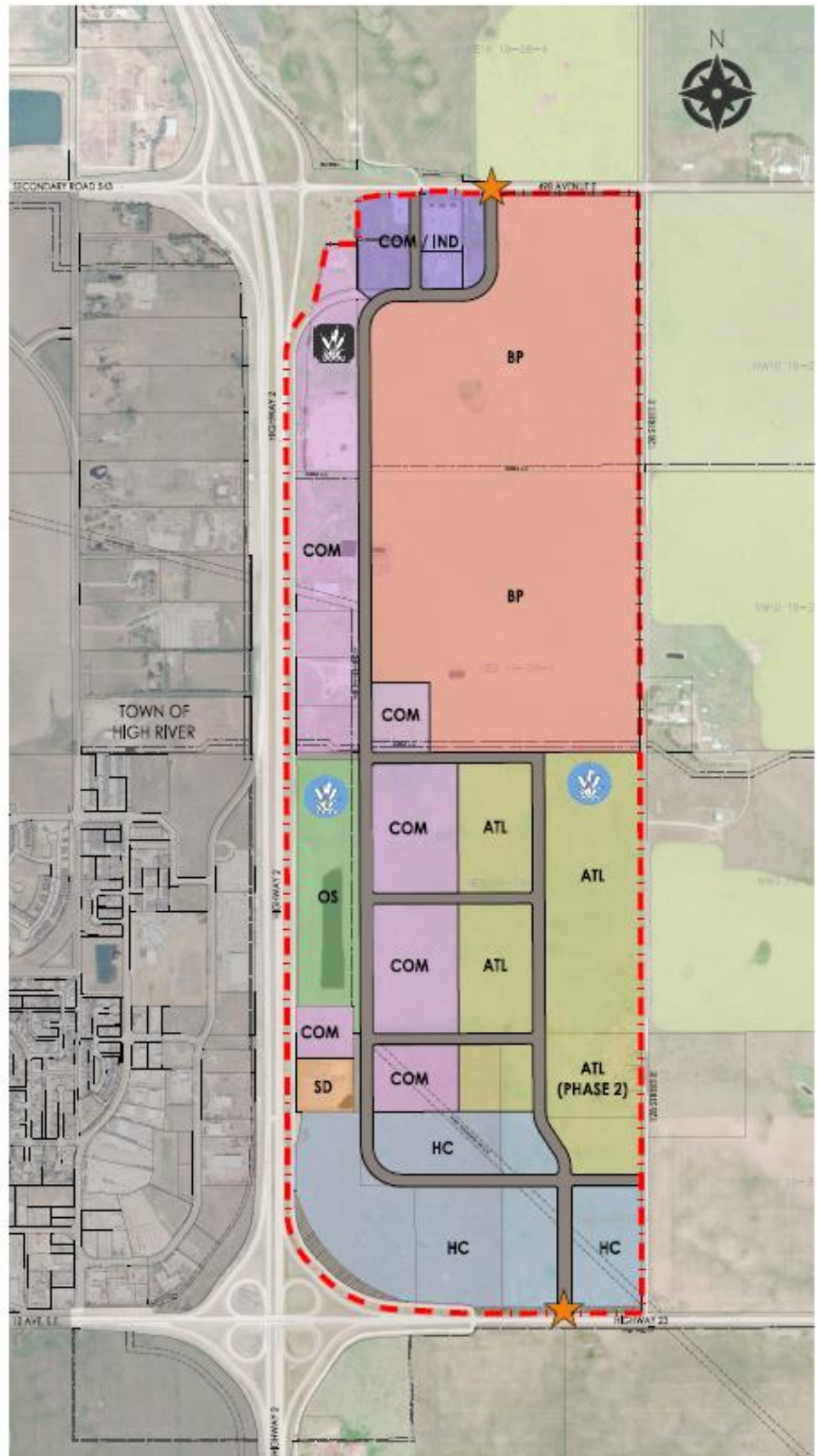
LEGEND

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



LEGEND

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



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

4.3.1 Agriculture Transitions Lands (ATL)



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

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

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

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

4.3.2 Business Park (BP)



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

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

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

4.3.3 Highway Commercial (HC)



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

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

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

4.3.4 Commercial (COM)



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

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

4.3.5 Service District (SD)



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

4.3.6 Light Industrial / Commercial (COM/IND)

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



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

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

4.3.7 Open Space (OS)



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

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

4.3.8 Land Use Concept Policies

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

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

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

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

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

5. Transportation Strategy

5.1 Transportation Concept



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

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

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

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

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

Figure 12
Transportation
Concept

LEGEND

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

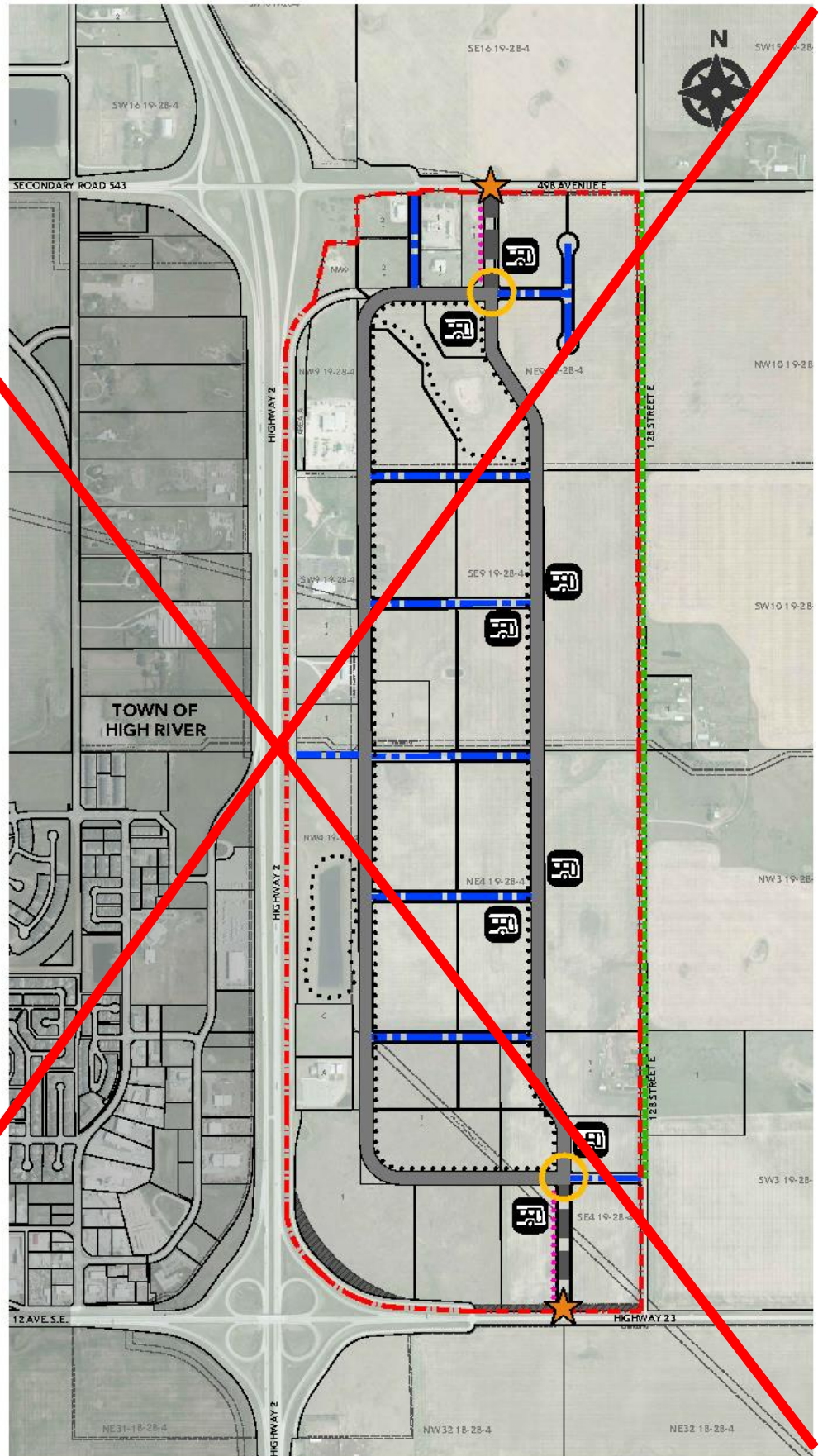
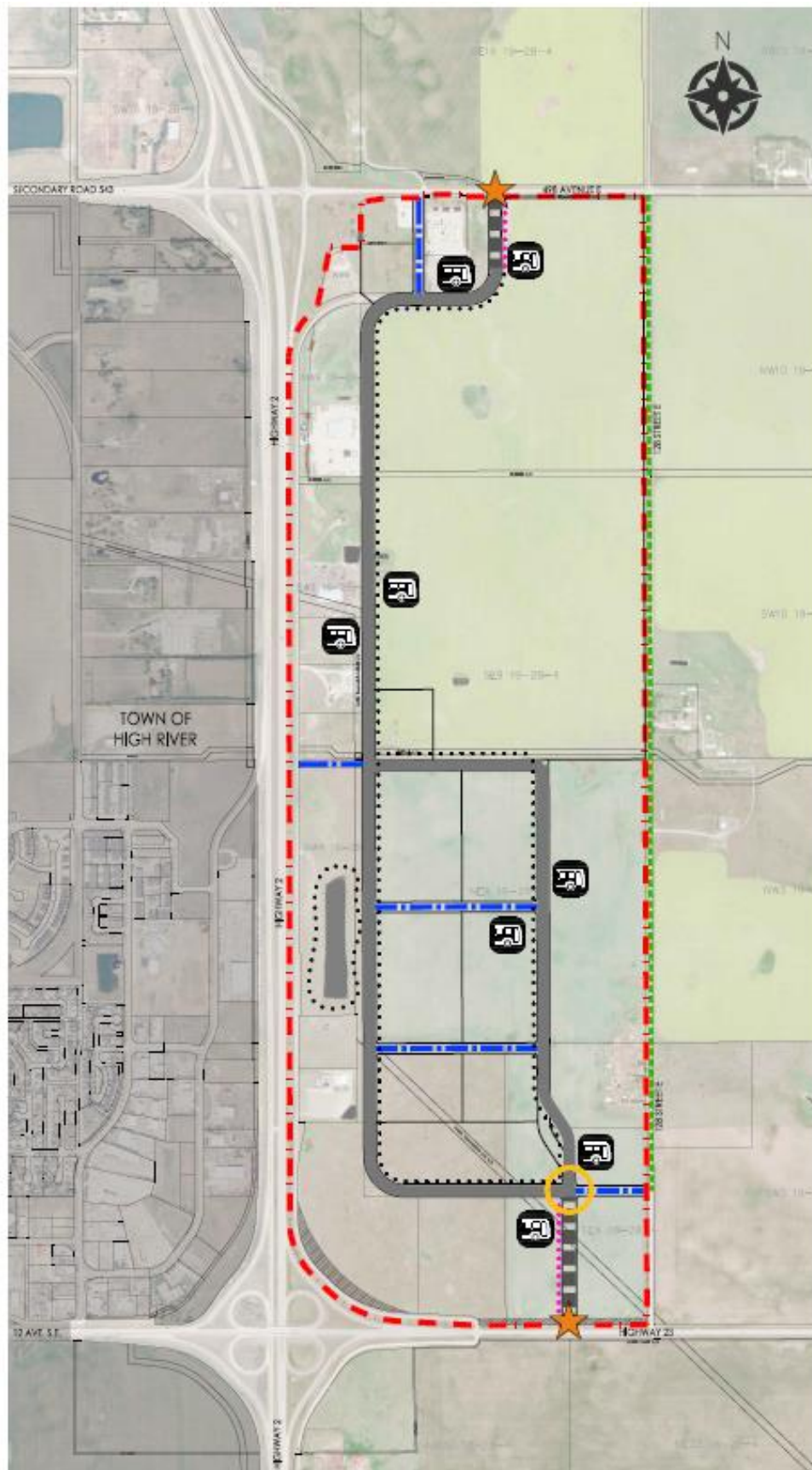


Figure 12
Transportation
Concept

LEGEND

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



5.1.1 Transportation Concept Policies

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

5.2 Transportation Off-Site Improvements



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

5.2.1 Upgrades to Highway 23 and Highway 2 Interchange



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

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



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

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

5.2.2 Upgrades to 498th Avenue and Highway 2 Interchange



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

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

5.2.3 Intersection at 498th Avenue

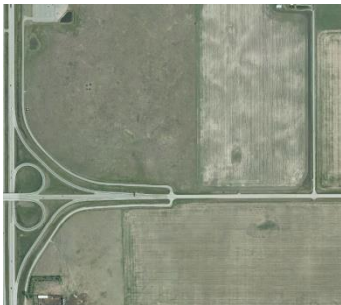
The main access to the Plan Area from the north as shown in the Transportation Concept will be located at the current intersection of

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



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

5.2.4 Intersection at Highway 23



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

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

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

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

5.2.5 Transportation Off-Site Improvement Policies

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

5.3 Access Strategy



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

5.3.1 North Access from 498th Avenue

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

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

5.3.2 South Access from Highway 23

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

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

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

5.3.3 Connections to 128th Street



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

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

5.3.4 Site Access to Internal Road System

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

5.3.5 Access Strategy Policies

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

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

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

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

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

5.4 Internal Road Network



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

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

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

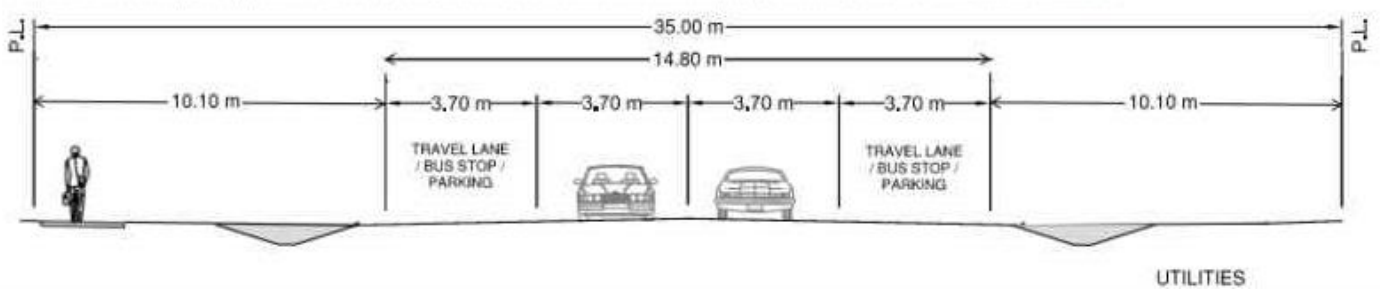
- The main through-north-south road and the displaced service road are illustrated as Commercial Collectors. They will have a rural cross section built to a commercial standard containing the road with ditches on either side, a pathway and a utility right of way in a 35m road right of way.
- The east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

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

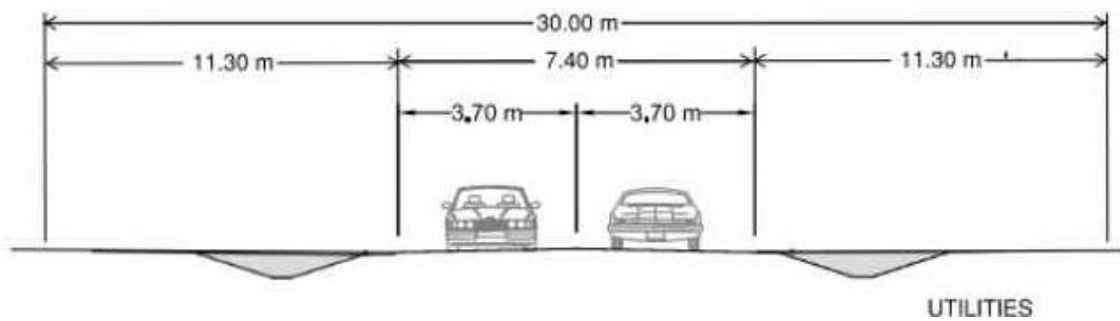
It is anticipated that construction of the road network will be undertaken by development proponents, but the County may develop portions of the internal road system in anticipation of development. Any costs incurred by the County to develop the internal road system in the Plan Area will be recouped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

Figure 13
Road Cross Sections

Commercial Collector Cross Section



Commercial Local Road Cross Section



5.4.1 Internal Road Network Policies

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

5.5 Multimodal Transportation



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

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

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

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

5.5.1 Accommodating Pedestrians and Bicycles



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

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

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

5.5.2 Accommodating Future Transit

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

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

5.5.3 Multimodal Transportation Policies

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

5.6 Phasing of Transportation Improvements

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

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

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

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

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

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

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

5.6.1 Phasing of Transportation Policies

- 5.6.1.1 Internal and external transportation improvements shall be phased over time as development proceeds with improvements being triggered by traffic volumes.
- 5.6.1.2 The existing service road shall not be closed until alternative access has been constructed to the parcels that it currently serves.

6. Servicing & Utilities Strategy



6.1 Piped Services (Water and Wastewater)

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

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

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

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

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

6.1.1 Piped Services Policies

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

6.2 Stormwater Management

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



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

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

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

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

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

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

6.2.1 Stormwater Policies

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

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

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

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

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

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

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

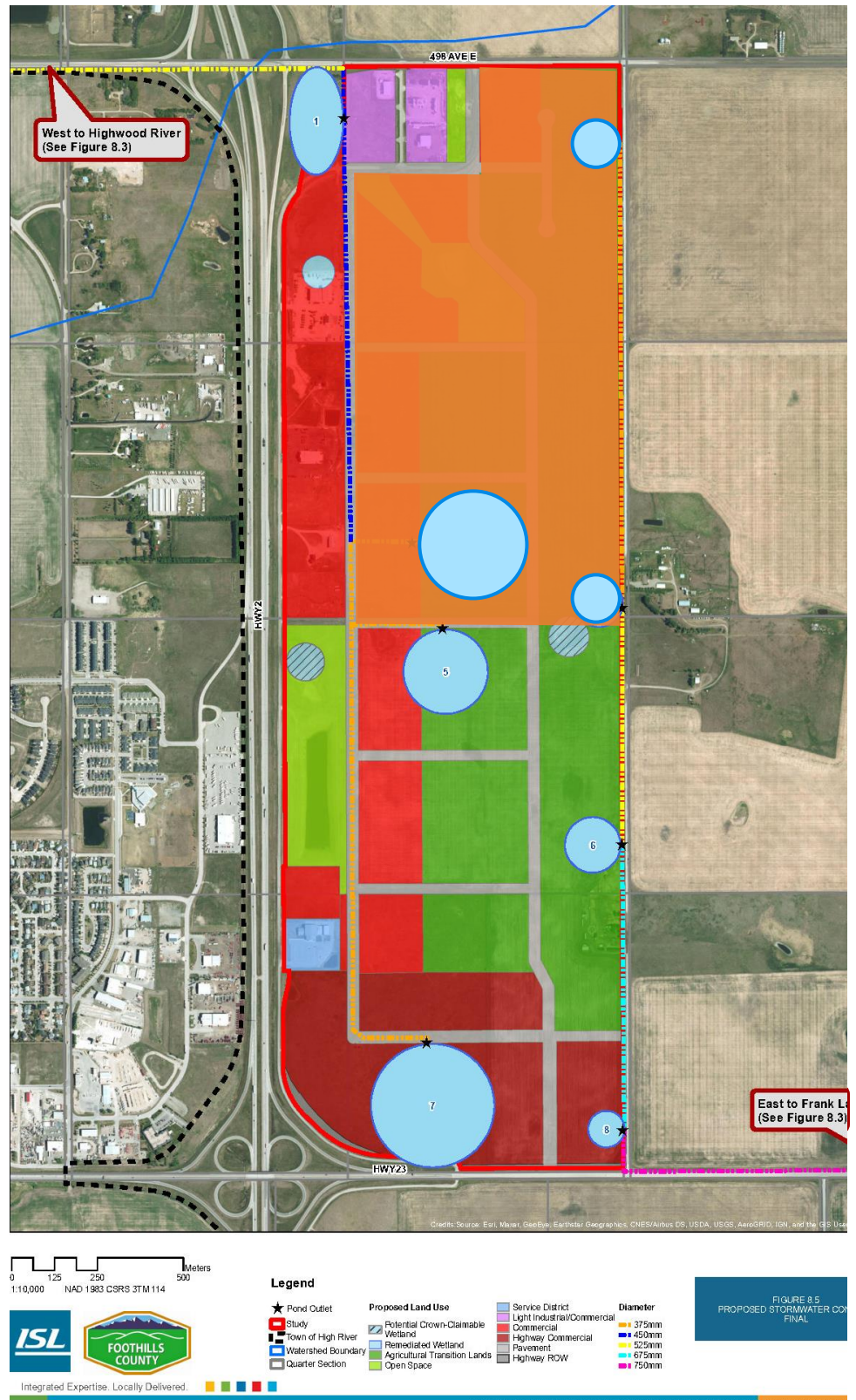
6.2.1.8 Stormwater ponds, wet or dry, shall not be accepted as municipal reserve or environmental reserve. Stormwater ponds will be designated as public utility lots (PUL) but may be integrated into the open space system.

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



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

Figure 14
Stormwater
Management
Concept



6.3 Shallow Utilities



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

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

6.3.1 Shallow Utilities Policies:

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

6.4 Emergency Services



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

6.4.1 Emergency Services Policies

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

6.5 Solid Waste & Recycling

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

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

6.5.1 Solid Waste & Recycling Policies

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

6.6 Phasing of Servicing and Utilities

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

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



7. Environment & Historic Resources

7.1 Environmental Studies

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

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

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

7.1.1 Environmental Studies Policies

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

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

7.2 Environmental Reserve and Environmental Reserve Easement

Under Section 664 of the Municipal Government Act:

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

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

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

7.2.1 Environmental Reserve and ERE Policies

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

7.3 Wetlands

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

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

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

7.3.1 Wetlands Policies

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

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

7.4 Historic Resources

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

7.4.1 Historic Resources Policies

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

8. Implementation

8.1 Existing Uses

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

8.1.1 Existing Uses Policies

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

Figure 15
Phasing Strategy

LEGEND

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

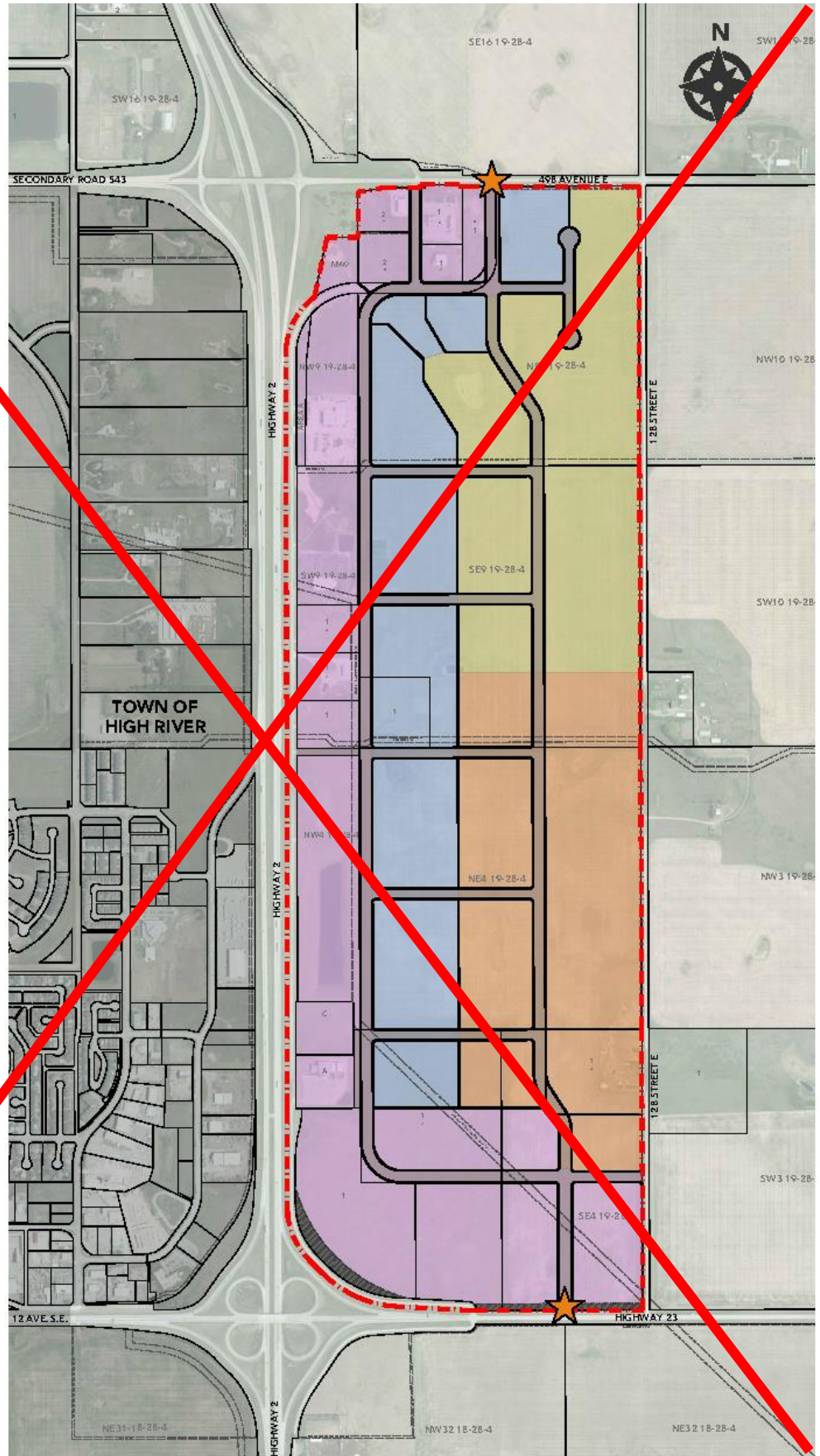
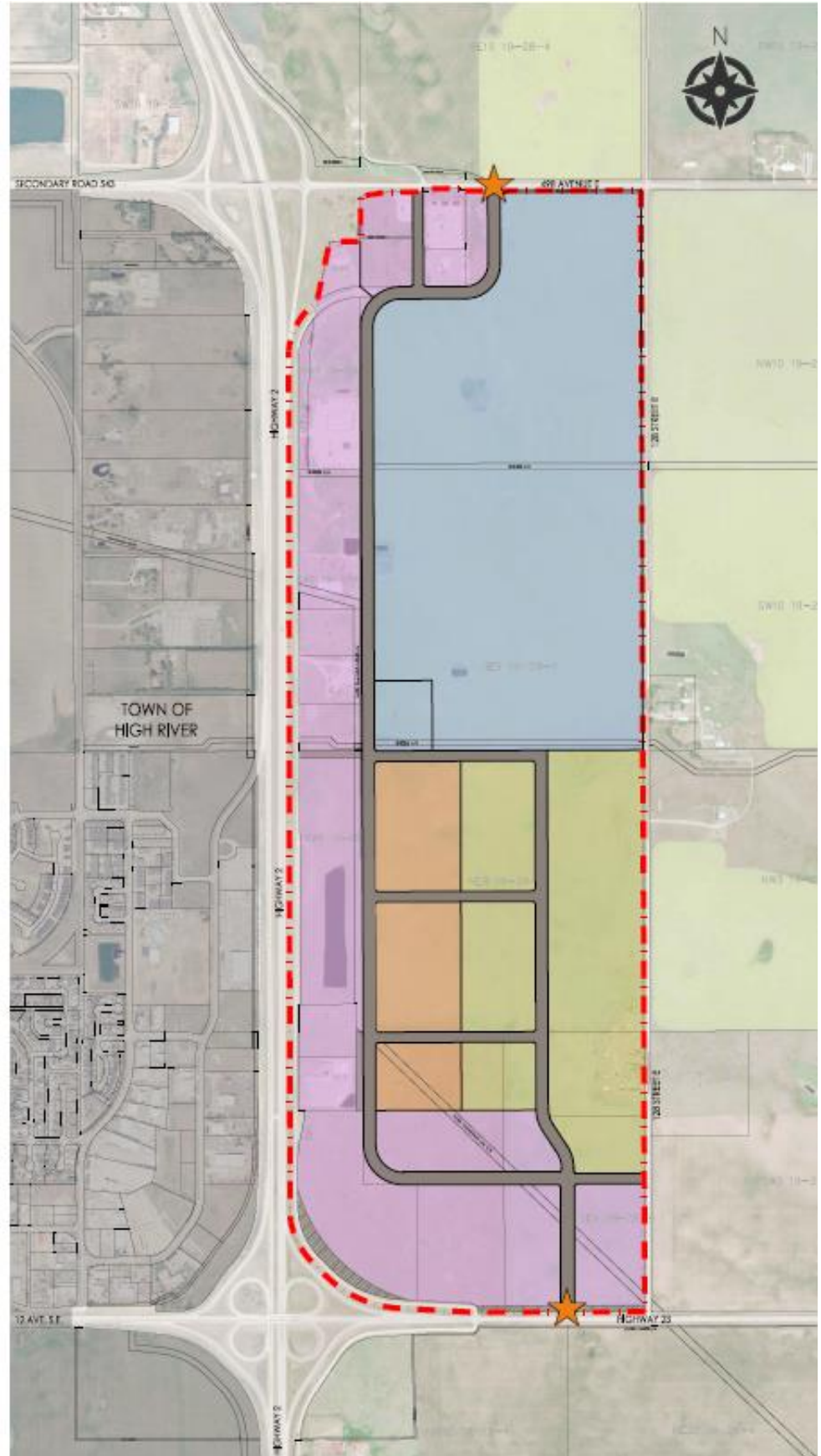


Figure 15
Phasing Strategy

LEGEND

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



8.2 Development Phasing

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

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

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

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

8.2.1 Development Phasing Policies

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

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

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

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

8.3 Provision of Municipal Reserve

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

8.3.1 Provision of Municipal Reserve Policies

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

8.4 Intermunicipal Collaboration

8.4.1 CMR Growth Plan collaboration requirements

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

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

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

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

8.4.2 CMR Growth Plan Joint Planning Area (JPA)

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

Foothills County and the Town of High River have completed a Terms of Reference for the Context Study and will continue to work with the Town of High River together to fulfill the requirements of the Growth Plan with respect to the Terms of Reference and the Context Study within the timeframe outlined in the Growth Plan. Under Policy 3.1.9.10 of the Growth Plan, statutory plan amendments may proceed in advance of the Context Study being completed in accordance with the Growth Plan.

8.4.3 Joint Planning Projects in the Foothills/High River IDP

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

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

The Town has indicated that they do not wish to undertake a joint economic development study and have stated that they are not interested in providing utility servicing to the area, so those two joint projects will not be pursued based on the Town's position. Foothills County and the Town may choose to negotiate a cost and revenue sharing agreement similar to the Highway 2A Industrial Corridor Partnership Framework that is currently in place between Foothills County, the Town of High River and the Town of Okotoks. These negotiations can commence at the Town of High River's request.

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

8.4.4 Application Referrals

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

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

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

8.4.5 Intermunicipal Collaboration Policies

- 8.4.5.1 Foothills County will, in consultation with the Town of High River and Alberta Transportation, commence work on a set of design guidelines for the Foothills Crossing Plan Area within one year of the approval of the ASP.
- 8.4.5.2 Foothills County will ensure that future development in the Plan Area shall be in accordance with the Town of High River and Foothills County IDP.
- 8.4.5.3 Foothills County will refer planning applications in the Plan Area to the Town of High River for comment in accordance

with the IDP. Any comments received will be given due consideration when evaluating proposals for development.

8.5 Plan Review and Amendments

8.5.1 Plan Review

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

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

8.5.2 Plan Amendment

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

8.5.3 Plan Review and Amendment Policies

- 8.5.3.1 The Foothills Crossing ASP should be reviewed when Phase 1 of the Plan Area is near full build out.
- 8.5.3.2 Non-agricultural development in Phase 2 of the Plan Area should not proceed without an amendment to this plan.
- 8.5.3.3 Significant amendments to the Foothills Crossing ASP will require stakeholder and public engagement.

9. Interpretation

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

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

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

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

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

Appendix A

Legal land descriptions in Plan Area

ATS Legal	Plan, Block, Lot	Size (Ac)	L/U
NW 4-19-28 W4		31.56	A
W 4-19-28 W4	375IC, Blk C	6.2	HC
NE 4-19-28 W4		159.88	A
S 4-19-28 W4	Plan 0612882 Blk 1 Lot 2	65.56	DC-18
S 4-19-28 W4	Plan 0612882 Blk 1 Lot 1	32.69	DC-18
SW 4-19-28 W4	Plan 6437HR Blk A	6.4	HC
SE 4-19-28 W4	Plan 0714303 Blk 1 Lot 3	16.53	CR
SE 4-19-28 W4		63.11	A
NW 9-19-28 W4		20.95	A
NW 9-19-28 W4	Plan 1410162 Blk A *	2.73	A
NE 9-19-28 W4		129.51	A
NE 9-19-28 W4	Plan 1312714 Blk 1 Lot 8	4.16 2.66	A
NE 9-19-28 W4	Plan 1110565 Blk 1 Lot 6	5.06	DC-20
NE 9-19-28 W4	Plan 1110565 2311323 Blk 1 Lot 79	3.21 4.72	DC-20
NE 9-19-28 W4	Plan 1212263 Blk 2 Lot 9	4.57	DC-20
NE 9-19-28 W4	Plan 1212263 Blk 2 Lot 8	5.36	DC-20
SW 9-19-28 W4		17.5	DC-20
SW 9-19-28 W4	Plan 0713773 Blk 1 Lot 3	6.0	CR
SW 9-19-28 W4	Plan 0610463 Blk 1 Lot 2	6.0	CR
SW 9-19-28 W4	Plan 0113560 Blk 1 Lot 1	6.0	CR BP
SE 9-19-28 W4		149.99	A
SE 9-19-28 W4	Plan 9911805 Blk 1 Lot 1	10.01	CR BP
	TOTAL AREA	752.98 752.99	

BYLAW XX/2025

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

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

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

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

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

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

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

FIRST READING:

Reeve

CAO

SECOND READING:

Reeve

CAO

THIRD READING:

Reeve

CAO

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

BYLAW XX/2025

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

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

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

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

NOW THEREFORE THE COUNCIL ENACTS AS FOLLOWS:

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

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

2. This Bylaw shall have effect on the date of its third reading.

FIRST READING:

Reeve

CAO

SECOND READING:

Reeve

CAO

THIRD READING:

Reeve

CAO

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

BYLAW XX/2025

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

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

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

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

AND WHEREAS the application also proposes Site Specific Amendments to the Business Park District, with respect to site coverage, maximum building height and parking.

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

NOW THEREFORE THE COUNCIL ENACTS AS FOLLOWS:

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

FIRST READING:

Reeve

CAO

SECOND READING:

Reeve

CAO

THIRD READING:

Reeve

CAO

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

SECTION 14 COMMERCIAL DISTRICTS

14.1 BUSINESS PARK DISTRICT

BP

14.1.1 PURPOSE AND INTENT

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

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

14.1.2 GENERAL REQUIREMENTS:

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

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

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

14.1.5 LAND USE REQUIREMENTS

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

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

14.1.5.3 Utility Servicing Criteria

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

14.1.6 DEVELOPMENT REQUIREMENTS

14.1.6.1 Maximum Lot Coverage

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

14.1.6.2 Minimum Yard Setbacks Requirements

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

14.1.6.3 Corner Parcel Restrictions:

- a. In accordance with Section 9.27.9 - 9.27.12.

14.1.6.4 Other Minimum Setback Requirements:

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

14.1.6.5 Maximum Height of Structure:

- a. 12m (39.37 ft)

14.1.7 SPECIAL REQUIREMENTS

14.1.7.1 Landscaping and Screening:

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

14.1.7.2 Lighting:

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

14.1.7.3 Lot Drainage:

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

14.1.7.4 Other:

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

14.1.8 EXCEPTIONS:

BEACON DATA CENTRE

PUBLIC ENGAGEMENT SUMMARY

January 2025



BEACON DATA CENTRE ENGAGEMENT SUMMARY

JANUARY 2025

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B.	Open House Boards	E.	Public Hearing Notification Signage
C.	Verbatim Open House Feedback Responses		

1. PROJECT OVERVIEW

Introduction

Stantec Consulting Ltd. (Stantec) on behalf of Beacon Data Centres Inc. (Beacon) submitted of a consolidated Area Structure Plan (ASP) Amendment and Land Use Redesignation (LUR) applications to facilitate developing a Data Centre Campus within Foothills County. The submitted application presents components of the proposed amendments, as well as demonstrate how the application relates to overarching policy and regulatory framework for Foothills County.

Application Area

The Subject Lands comprise approximately 113.1 ha (279.5 ac) of land within Foothills Crossing ASP, situated east of the Town of High River and Highway 2, south of Township Road 192 (498 Ave E), and west of Range Road 283. The Figure 1 illustrates the location of the subject lands. The lands are legally described as below:

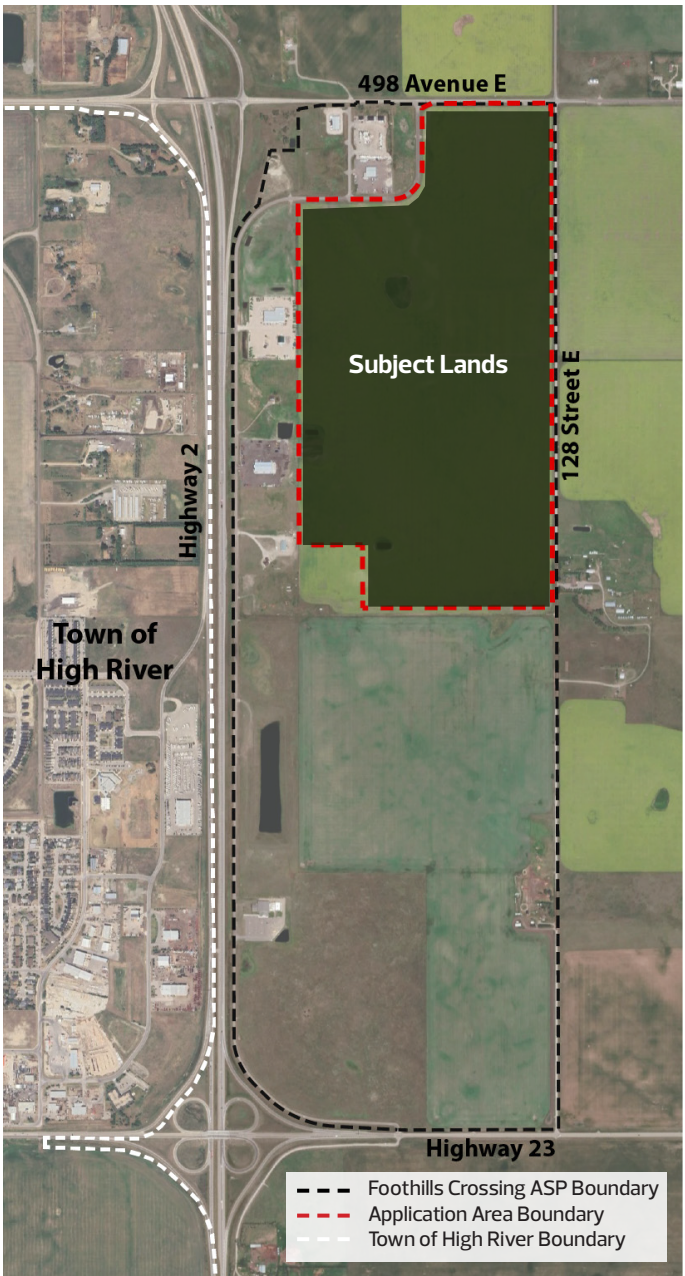
Portion of NE ¼ Sec 9 Twp 19 Rge 28 W4M
Portion of SE ¼ Sec 9 Twp 19 Rge 28 W4M

Proposed Amendments

The intention of this proposal is to facilitate the development of a Data Centre Campus (scalable Artificial Intelligence (AI) Hub) within the subject land. With the rise of AI as well as a remarkable increase in digitalization, demands for Data Centres are on the rise. There is an opportunity to develop a facility in Foothills County that will bring both new investment as well as jobs to the region.

To facilitate the proposed development, Stantec is submitting a consolidated planning proposal consisting of two parts:

- Land Use Redesignation
- Area Structure Plan Amendment



BEACON DATA CENTRE ENGAGEMENT SUMMARY

JANUARY 2025

Land Use Redesignation

Site- Specific Bylaw Amendment

A site-specific amendment is proposed to allow for a Data Centre Campus as a permitted use within the Business Park (BP) District for the subject property. This amendment includes the following development and special requirements for the Data Centre Campus.

Development Requirements:

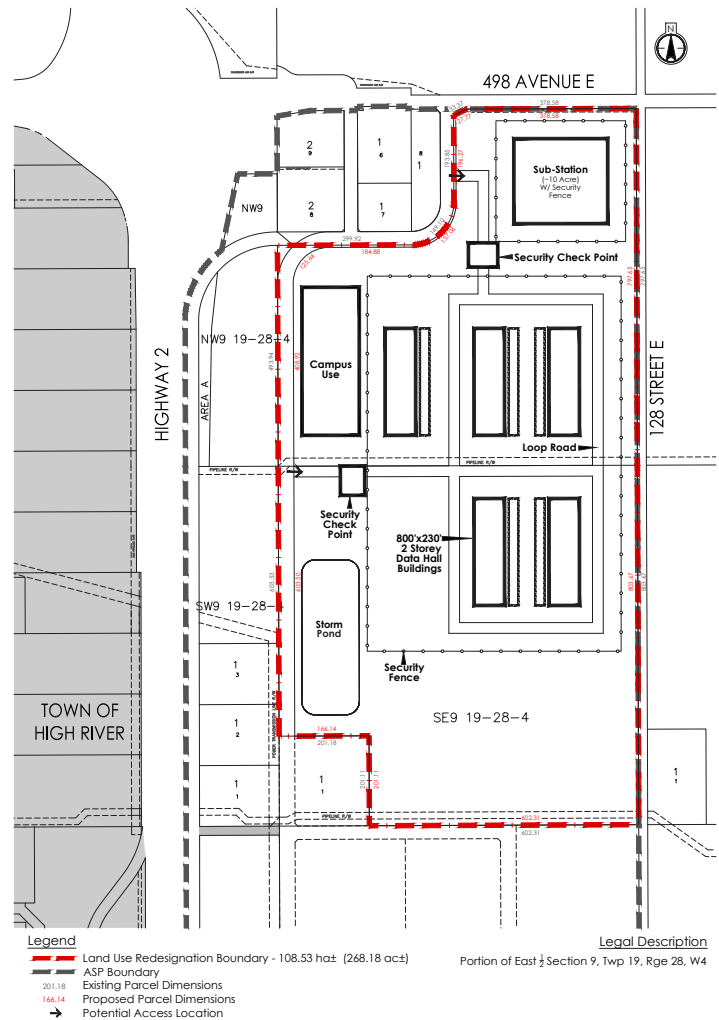
- Maximum site coverage
- Maximum building height
- Parking requirements

Special Requirements:

- Environmental controls (heat, noise and emissions)
- Security measures

Proposed Site Plan

- The campus will feature a phased introduction of five two-storey data hall buildings to support data storage and processing.
- There will be a dedicated building for campus use, providing amenities and office space for staff and visitors.
- A sub-station will be located on the site to ensure a reliable power supply to all facilities.
- Storm water, fire suppression and fire management ponds will be situated at the southwest corner of the site to manage storm water runoff.
- Two security checkpoints will be established at both entrances to the site to control access, ensuring that only authorized personnel can enter the premises.



BEACON DATA CENTRE ENGAGEMENT SUMMARY

JANUARY 2025

Area Structure Plan Amendment

This application proposes the following amendment to the ASP Land use Concept.

From

- Commercial (COM)
- Agricultural Transition Lands (ATL)

To

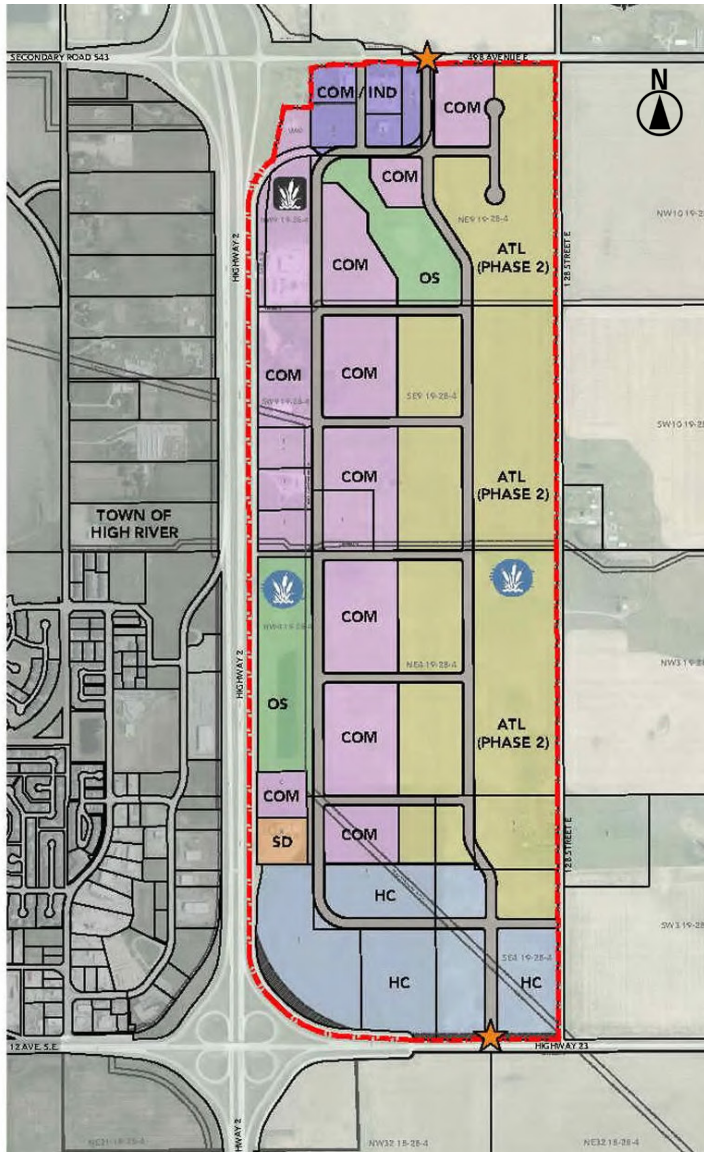
- Business Park (BP)

This designation is intended to support a broader range of business operations within the ASP area.

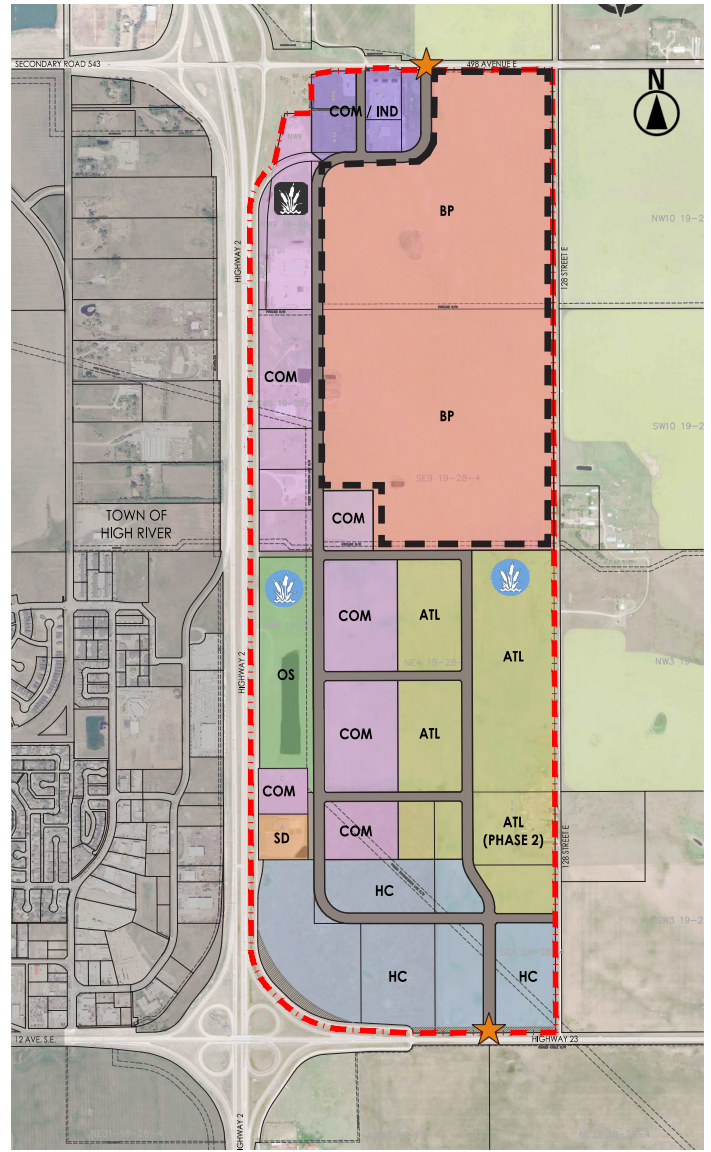
Legend

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

Foothills Crossing ASP - Approved



Foothills Crossing ASP - Proposed



BEACON DATA CENTRE ENGAGEMENT SUMMARY

JANUARY 2025

2. HOW WE ENGAGED

How did people hear about the application?

Engagement and communication platforms included:

- Printed advertisement for Open House notification in the Western Wheel weekly newsletter.
- Online advertisement for Open House notification published on the Western Wheel website.
- Online advertisement for Open House notification published on the High River Times Online Advertisement.
- Open House notification published on Online County News, Foothills County.
- Public Hearing notification signage installed on-site from January 15, 2025 onwards.

How did we engage?

Engagement activities took place over the month of December 2024 and early January 2025. This included multiple mediums to ensure maximum public input. The project team utilized both in-person and virtual forms of engagement, which included:



Email Inquiries

The project team engaged and responded to all individuals who sent questions and concerns about the project through emails.



Open House

The project team organized an in-person open house for public, held on December 11, 2024 at Highwood Centre, High River. This session intended to share information, obtain feedback and answer any questions from the public on the proposed amendments.



Open House Feedback Form

The project team gathered public feedback on the day of open house through survey forms.



Email Correspondence

The project team responded via email to all individuals who had follow-up questions or feedback about the project. The team will be emailing future updates about the application to those who signed up for updates.



On-site Signage

The project team installed an on-site signage to notify the community about this application.

What did we present?

The project team presented details about the proposed amendments to the subject site. This included the following information:

- Foothills Crossing Area Structure Plan amendments: change of Land Use from Commercial (COM) and Agricultural Transition Lands (ATL).
- Land Use Redesignations: site-specific bylaw amendment outlining development and special requirements. This included proposed site plan depicting conceptual site layout.

Background information was provided for the Beacon Data Centre Campus along with the applicant, Beacon's information. Benefits to the community from this project were communicated to the

The following summary reflects the feedback received from the Open House Feedback Survey. Attendees were encouraged to sign up to receive updates on the project and additional information related to the Data Centre Development. The project team took notes during the Open House, and the key themes listed in this document generally reflect the conversations that took place.

Open House Feedback Form Questions

1. Do you live or work in Foothills County? If no, what area do you live/work in?
2. Were you provided with enough information to understand this application? If not, what additional information would you like to have seen?
3. Do you support the proposed amendment? Please tell us why/why not.
4. Would you like us to follow up with you? If yes, please provide us with your name and email address below.

Project Team

The project team included members from Beacon Data Centres and Stantec.



BEACON DATA CENTRE ENGAGEMENT SUMMARY

JANUARY 2025

3. WHAT WE HEARD AND HOW WE RESPONDED

Following the feedback collected throughout the public engagement process, the project team identified a number of key themes outlined in this section.

We would like to thank all those who attended our Open House and provided us with their feedback, questions, and comments throughout the engagement process.

Engagement Details



36k

Copies of Western Wheel paper newsletters with Open House notification published for two weeks



2

Online Ads posted on Western Wheel and High River Times



15

Members of public submitted their feedback through Open House Feedback Form.



3

Members of the public contacted the project team to provide feedback, share concerns and ask questions about the Data Centre



12

Members of the public registered future notifications.



50+

Members of the public attended Open House in person and provided feedback through an event feedback form.

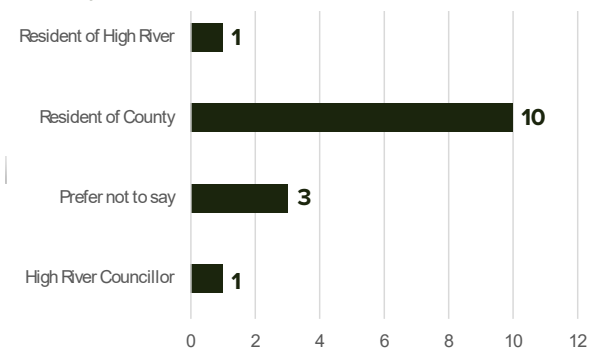


33

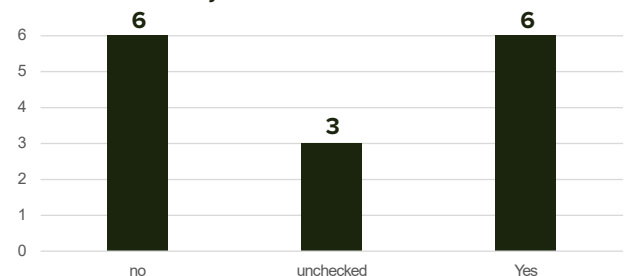
Clicks to Online Ads for Open House

Survey Responses

1. Do you live or work in Foothills County? If no, what area do you live/work in?



2. Were you provided with enough information to understand this application? If not, what additional information would you like to have seen?



Key Themes Heard



Economic growth and business opportunities



Employment opportunities



Increased tax revenue



Diversification of economy



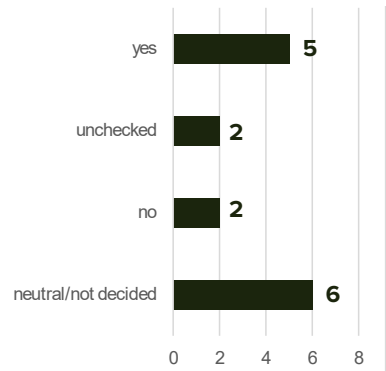
Details related to building massing, location, and landscaping










BEACON DATA CENTRE ENGAGEMENT SUMMARY

JANUARY 2025

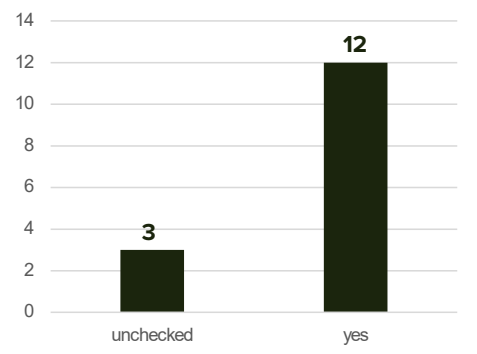
3. Do you support the proposed amendment? Please tell us why/why not.



Key Themes Heard

-  Concerns about power generation source
-  Concerns about water usage for the Data Centre Campus
-  Interest in the built form of the Data Centre
-  Interest in integration of the Data Centre with surrounding land uses.
-  Concern regarding noise generated from the Data Centre Campus
-  Associated environmental impacts
-  Construction timeline

4. Would you like us to follow up with you? If yes, please provide us with your name and email address below.



BEACON DATA CENTRE ENGAGEMENT SUMMARY

JANUARY 2025

WHAT WE HEARD	HOW WE RESPONDED
POWER	
How much power will the Data Centre use?	The Data Centre at full build out is designed to use up to 400 mega watts of electricity .
Where will the power be sourced from?	<p>Power for the project is subject to an application with the Alberta Electric System Operator (AESO).</p> <p>Power for the project will be sourced from excess capacity in the Alberta power grid. As greater demand is forecast for the grid, additional power supply/generation will be planned and brought online to ensure a stable power grid.</p> <p>Power will be supplied to the site through extension of transmission lines and will include a substation specific to the Data Centre. The Data Centre will be developed on a phased basis, including the provision of power.</p>
NOISE	
What noise is generated by the Data Centre use and how will this be addressed?	<p>Data centre design and operation is required to follow strict noise control regulations under Provincial and Municipal requirements, including controlling noise emissions at the property line (65 dBa).</p> <p>As noise emissions are dependent on building siting and the specific design/ equipment utilized, a detailed noise impact assessment will be undertaken at the Development Permit stage, including identification of any noise amelioration measures (if necessary).</p> <p>As illustrated in the conceptual site plan, the Data Centre buildings and related facilities are proposed to be located centrally within the parcel to support noise control.</p>
WATER	
What is the proposed water usage for the project?	<p>This Data Centre is being designed utilizing new and technologically advanced air cooling techniques which do not require water for cooling, unlike some established data centre developments. Water demands of the project will therefore be commensurate to typical operational needs of commercial/business uses.</p> <p>The project is situated within the approved Foothills Crossing Area Structure Plan which includes a water and servicing strategy to support development of the Area Structure Plan for commercial/business uses. Implementation of the water and servicing strategy will be developed and refined as part of detailed design of the project.</p>



BEACON DATA CENTRE ENGAGEMENT SUMMARY

JANUARY 2025

WHAT WE HEARD	HOW WE RESPONDED
---------------	------------------

PROJECT TIMELINE

What is the timeline for the project (approvals and construction)?	The Data Centre is proposed to be constructed in phases . Phase 1 Construction is anticipated to commence in late 2025/early 2026, with a target completion and operational date of Q1 2027.
When is the Public Hearing?	The Public Hearing to hear the proposed amendments to the Foothills Crossing ASP and the Land Use Redesignation is anticipated in late January 2025. A timeline for the planning application process is provided in a copy of the open house boards enclosed.

SUSTAINABILITY AND ENVIRONMENTAL IMPACTS

What are the sustainability aspects of the project?	<p>The proposed Data Centre incorporates the following aspects:</p> <ul style="list-style-type: none">• Introduction of new and technologically advanced air cooling capabilities to minimize demands on water supply• Application of energy-efficient server hardware and optimizing server utilization to reduce power consumption• No battery storage on site• Using modular data center hall design that can be easily reconfigured to support operation, maintenance, and upgrade without significant construction.• Installing LED lighting and smart lighting controls to reduce energy consumption.• Heat capture and heat transfer opportunities shall be examined to identify if or where either on-site or off-site economic opportunities can be created.
Are there any environmental impacts associated with the data centre and how are these proposed to be addressed?	<p>The proposed Data Centre incorporates the following aspects:</p> <ul style="list-style-type: none">• The proposed data centre is not associated with any odours.• The proposed data centre is not proposing any battery storage.• The Data Centre is designed to be appropriately cooled (using advanced air-cooling technologies) to support operational efficiency and will therefore not involve any impacts relating to heat.



BEACON DATA CENTRE ENGAGEMENT SUMMARY

JANUARY 2025

WHAT WE HEARD

HOW WE RESPONDED

IMPACT ON SURROUNDING AREAS

What is the impact of the project on adjacent agricultural uses?

The Foothills Crossing ASP is approved to support the accommodation of a range of commercial and business uses east of Highway 2, presenting an appropriate location for the establishment of a commensurate Data Centre use.

The proposed Data Centre is not anticipated to create any adverse impacts on adjacent agricultural uses. The development will be designed in accordance with Provincial and Municipal requirements, including noise and lighting. Additionally, the development is not associated with any odours.

What benefits does this Data Centre bring to this area?

The project represents a significant **investment of ~\$4 billion** in the local area. This investment supports economic development and expanded tax revenue, and opportunity for other investment avenues by attracting related services and businesses.

Significant investment in public services and infrastructure, supporting growth and development of the Foothills Crossing ASP and local area.

The Project will **create local employment opportunities** through **construction (~1,500 jobs)** and **high-skilled jobs (~150-300 jobs)** to support operation of the data centre.

BUILT FORM

What is the proposed built form of the data centre?

The proposed Data Centre involves a number of Data Centre halls that are proposed to be strategically located within the development parcel. The Data Centre halls will be two-storeys and a maximum 18 metres in height. A conceptual site plan is provided within the open house boards enclosed.

Details of the built form and layout of the project will be determined as part of a subsequent Development Permit. However, it is important to note that Beacon shall endeavor to provide a LEED compliant facility.

In advancing sustainable principles and practices ,Beacon will endeavour to use locally produced or manufactured materials and where possible include the use of recycled or reuse materials.



BEACON DATA CENTRE ENGAGEMENT SUMMARY

JANUARY 2025

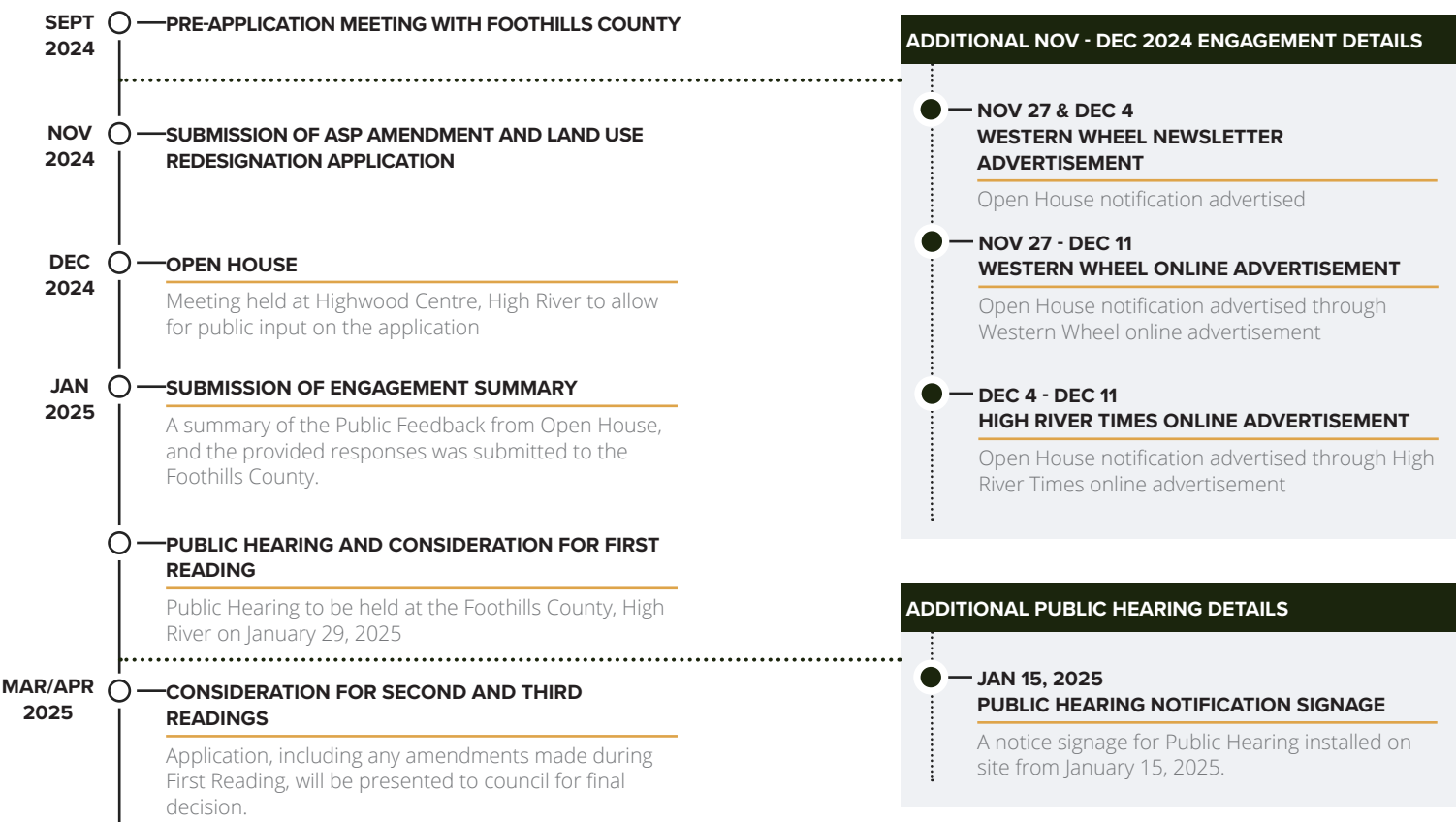
WHAT WE HEARD	HOW WE RESPONDED
OTHER PROJECT RELATED ASPECTS	
Do you plan to expand on vacant lands?	While not anticipated at this time future expansion may incorporate ancillary uses such as expanded training and education facilities, HVAC, electrical and other associated activities and uses.
Has a labor market assessment been completed?	In discussions with the provincial construction industry, the educational institutes and the regional business community, Beacon has been assured that the regional work force is qualified, capable and available to meet the construction and operational needs.
What is required from a lighting perspective and how will the project respond to Dark Sky policy?	Lighting for the proposed Data Centre is predominantly associated with security and safety requirements. Detailed lighting design will be prepared at the Development Permit stage , and will be prepared in accordance with Dark Sky guidelines.
How will traffic be impacted from this development?	The proposed Data Centre will generate limited vehicular trips , given the majority of vehicular trips to and from the use are employees and the use doesn't involve a significant workforce to operate (~150 employees) . Accordingly, the proposed development is anticipated to generate lower than average amount of traffic than a typical commercial/business use for the site area.
BACKGROUND INFORMATION ABOUT BEACON DATA CENTRE	
Who is Beacon Data Centre?	Beacon Data Centre (BDC) is a developer and long-term owner of AI and digital infrastructure. BDC builds and leases best in class digital infrastructure to leading hyperscale clients.
Is Beacon Data Centre a Canadian company? Is it private or public?	BDC is a privately held company with shareholders from the US, Canada and the UK.
Is any government funding involved in this project? Is the project eligible for any carbon capturing funds like Technology Innovation and Emissions Reduction (TIER) Fund from the Government of Alberta?	The project does not involve government funding at this time. However, opportunities for funding may be explored if eligibility criteria are met for projects of this nature.



BEACON DATA CENTRE ENGAGEMENT SUMMARY

JANUARY 2025

4. TIMELINE & NEXT STEPS



APPENDIX A

Open House Notification

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:

Time:

Location:

December 11th, 2024

5:00 PM to 7:00 PM

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**.

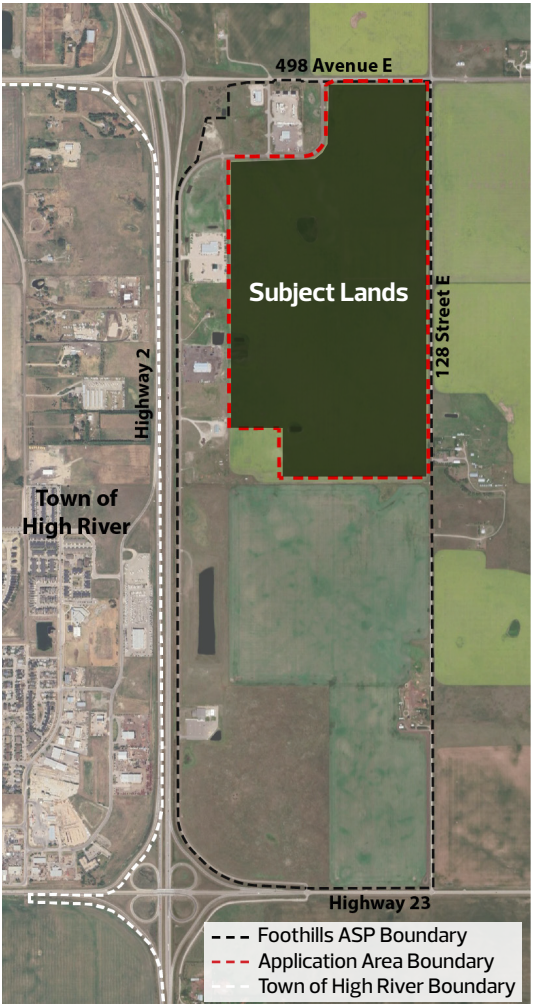
To facilitate this development within the subject lands, a **Land Use Amendment** and an **Area Structure Plan Amendment** are proposed within this application.

What is a Data Centre?

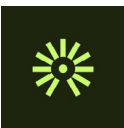
A large-scale facility designed to house extensive computer systems and associated components, for supporting cloud computing, data security, data storage, management and processing digital media, information and applications.

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.



Applicant Contact:
Ellie Abootorabi
Stantec
(403) 716-8018
ellie.abootorabi@stantec.com

Administration Contact:
Planning Department
Foothills County
(403) 652-2341
planning@foothillscountyab.ca

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



APPENDIX B

Open House Boards

Welcome



Beacon Data Centre Open House

Why Are We Here?

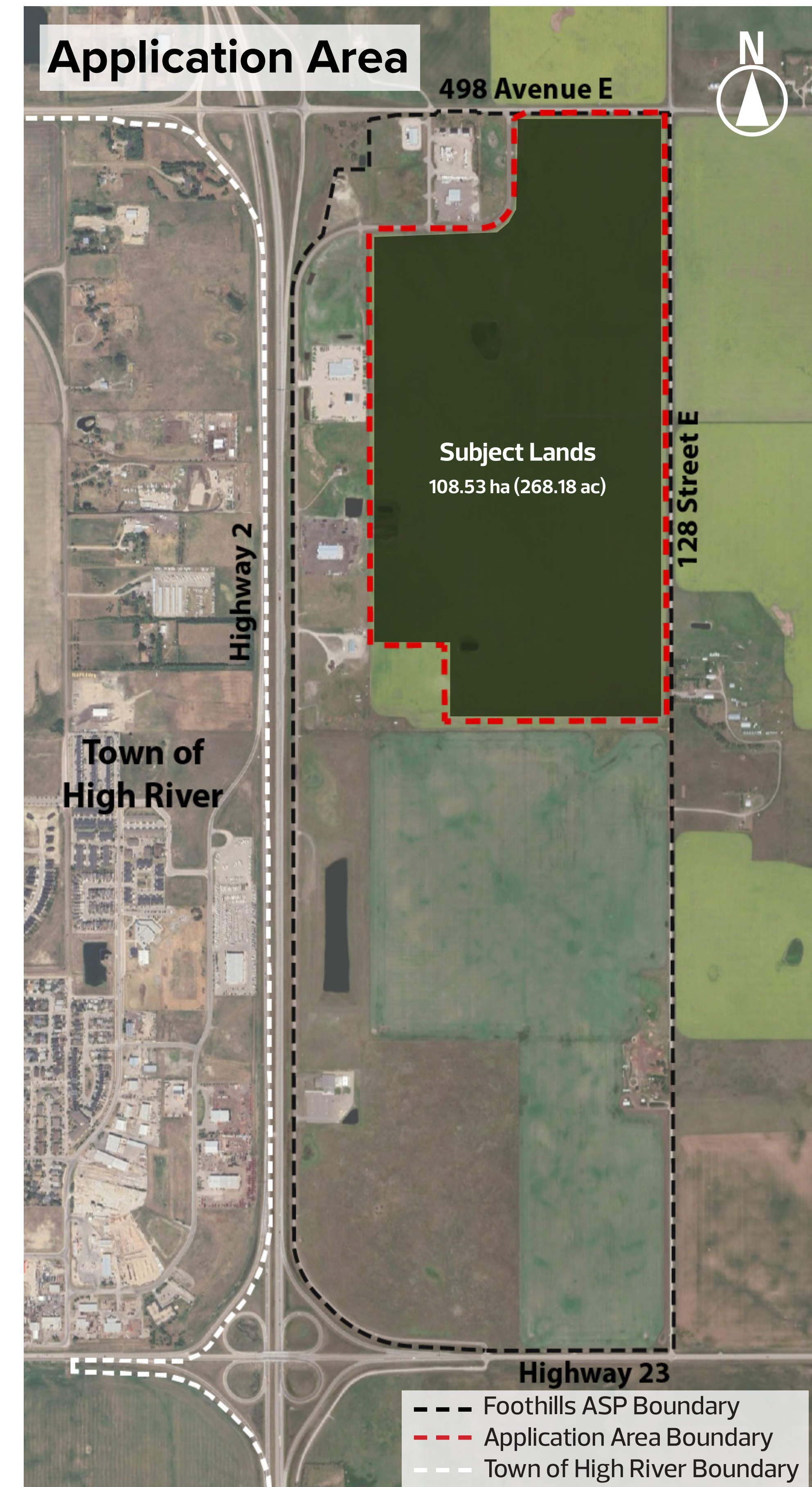
Stantec, on behalf of Beacon Data Centres, proposes a consolidated application for an amendment to the Foothills Crossing Area Structure Plan (approved in 2022) and a Land Use Redesignation. This application aims to facilitate the development of a Data Centre Campus within Foothills County.

Today, we would like to:

- Share information with you about the proposed amendments.
- Obtain your thoughts and feedback on the proposed amendments.
- Answer any questions you may have about the proposed amendments.



Scan this QR code to view the Foothills Crossing ASP (2022).



Background

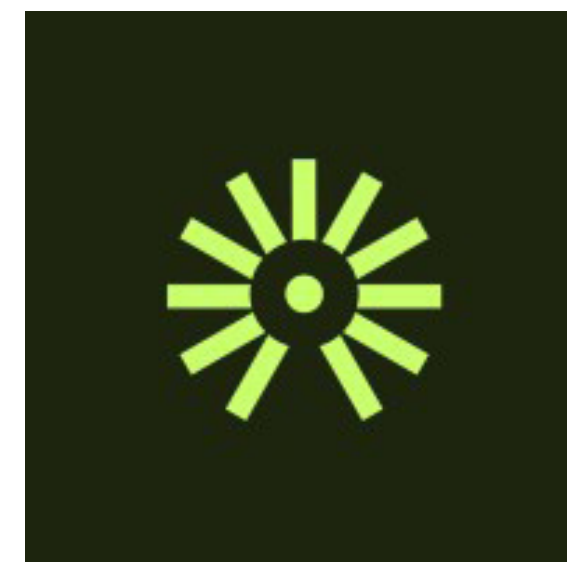


What is a Data Centre Campus?

- 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.
- This facility encompasses ancillary structures that support its primary function, including but not limited to administrative offices, educational and training facilities, maintenance facilities, substations, and security buildings.

Know the Applicant!

- **Beacon** is a data center development company focused on developing projects to power hyper-scale digital infrastructure projects (cloud and AI compute centres) in Canada.
- Beacon's infrastructure developments aim to put Canada at the forefront of the AI and computing revolutions.



Scan this QR code to know more about Beacon Digital Infrastructure.

What benefit will this provide to the community?



Employment Opportunities

Local employment opportunity through **1500+** construction jobs and **300+** operational jobs.



Investment

\$4B investment by Beacon Data Centres, and opportunity for other investment avenues by attracting related services and business.



Revenue Generation

Increased tax revenue for the County to fund public services and infrastructure projects.

What is Proposed?



What is an Area Structure Plan?

- An Area Structure Plan (ASP) outlines how a specific area within a municipality will be developed.
- It includes the layout for land use, such as residential, commercial, and parks, as well as infrastructure like roads and utilities. Additionally, it sets development rules to ensure organized and sustainable growth.
- The ASP guides future development that meets the community's needs.

What is changing?

This application proposes the following amendment to the ASP **Land use Concept**.

From

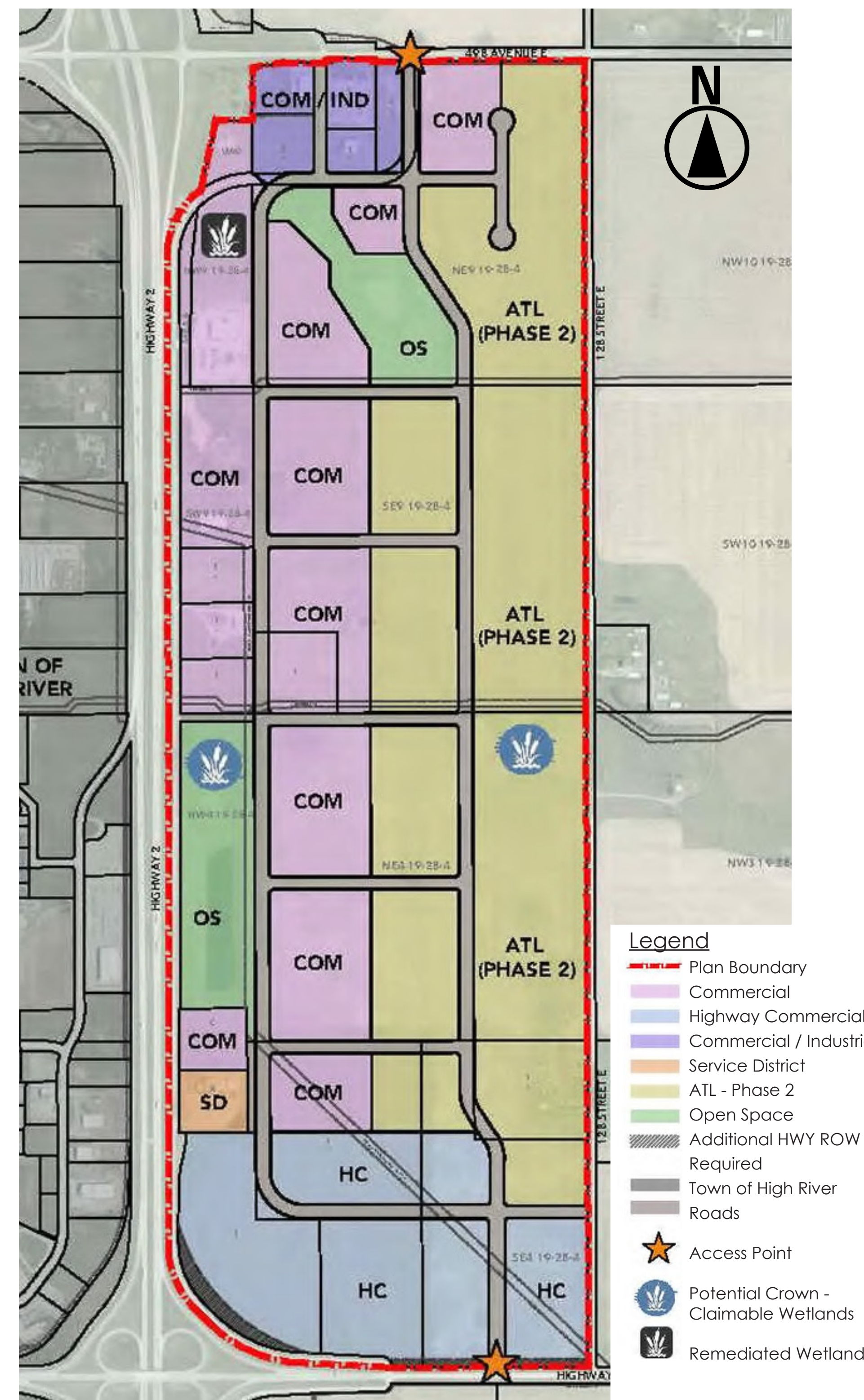
- Commercial (COM)
- Agricultural Transition Lands (ATL)

To

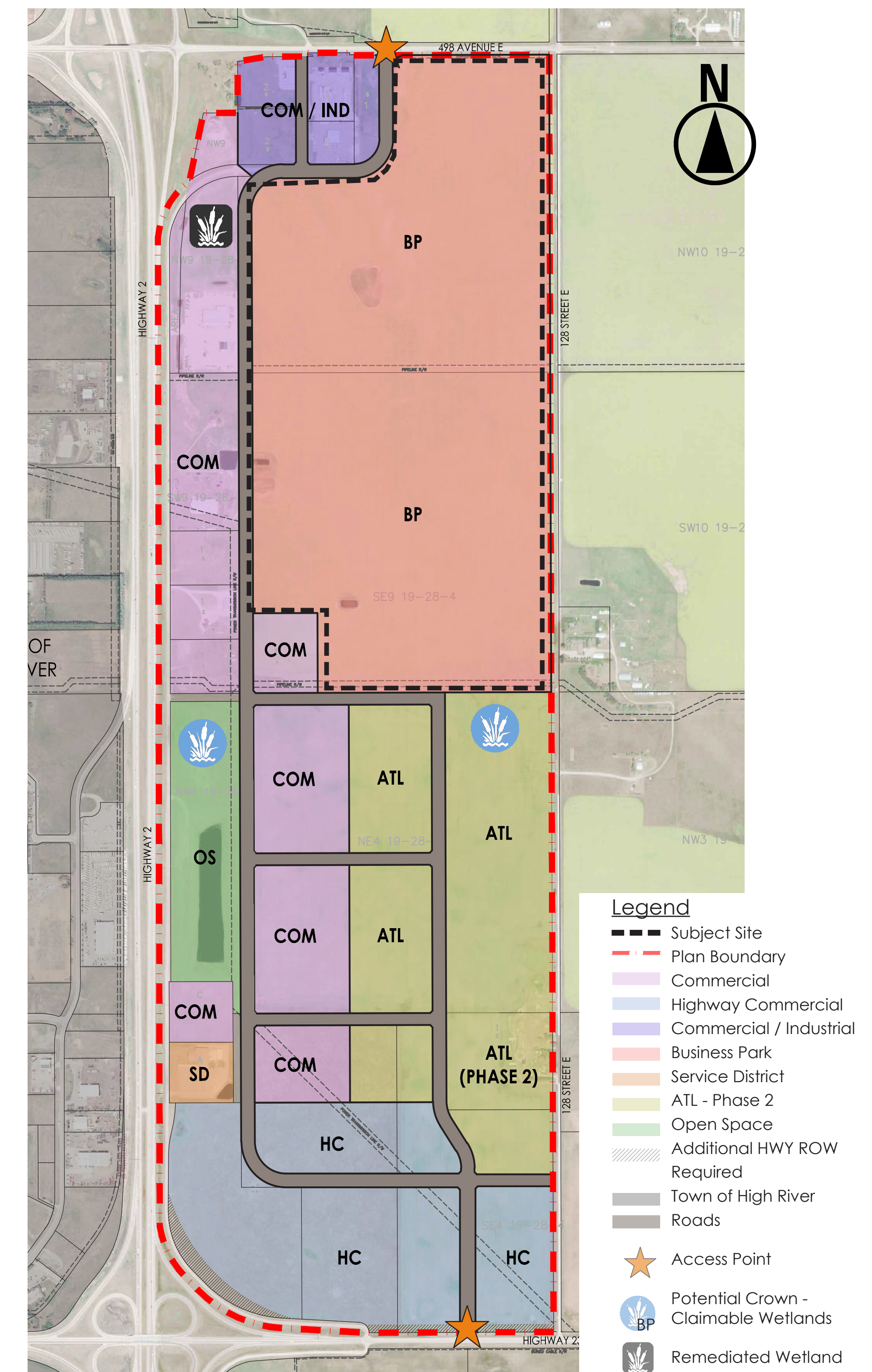
- Business Park (BP)

This designation is intended to support a broader range of business operations within the ASP area.

Foothills Crossing ASP - Current



Foothills Crossing ASP - Proposed



What is Proposed?



Land Use Redesignation

Site- Specific Bylaw Amendment

A site-specific amendment is proposed to allow for a Data Centre Campus as a permitted use within the Business Park (BP) District for the subject property. This amendment includes the following development and special requirements for the Data Centre Campus.

Development Requirements:

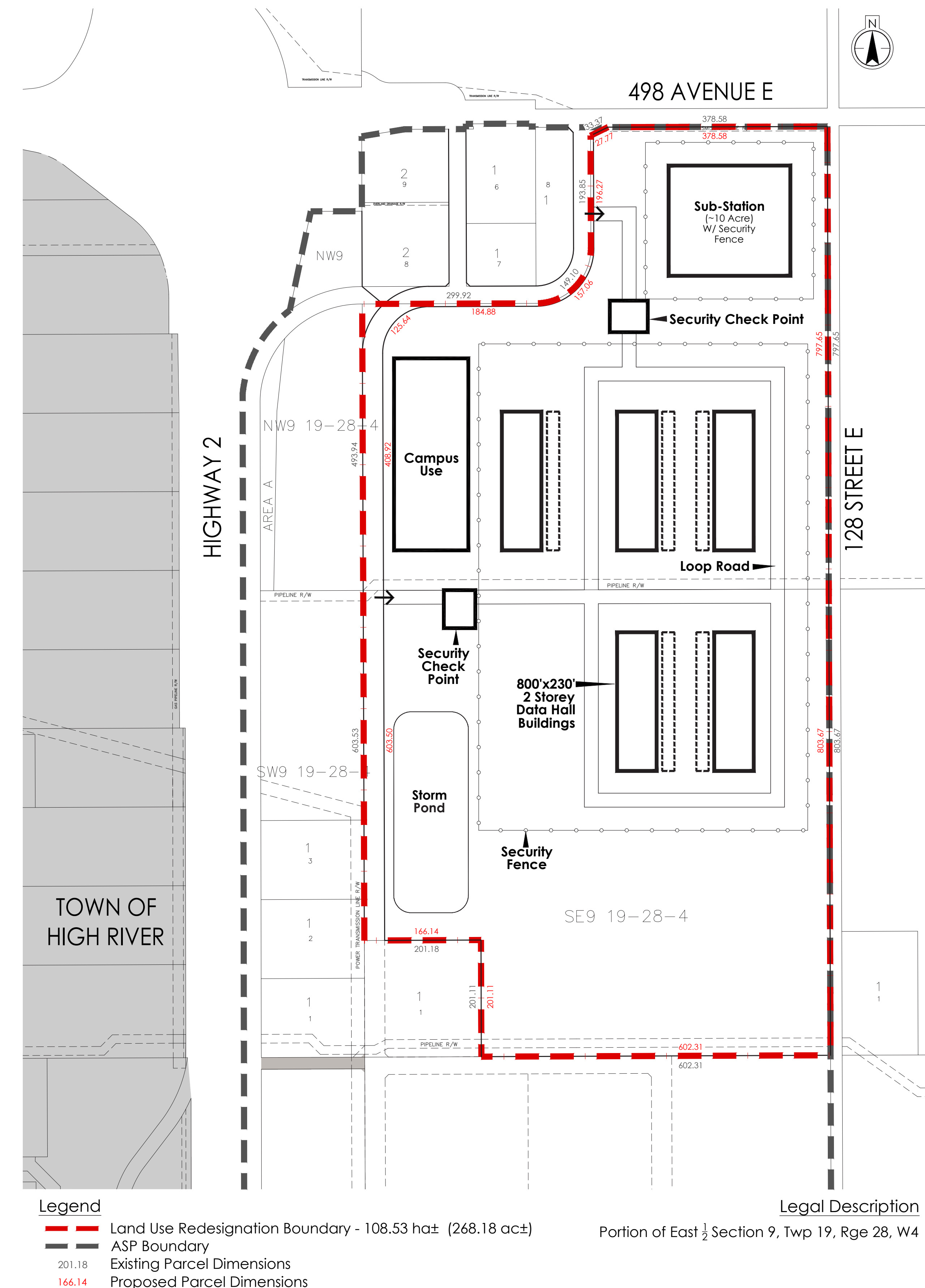
- Maximum site coverage
- Maximum building height
- Parking requirements

Special Requirements:

- Environmental controls (heat, noise and emissions)
- Security measures

Proposed Site Plan

- The campus will feature five two-story data hall buildings to support data storage and processing.
- There will be a dedicated building for campus use, providing amenities and office space for staff and visitors.
- A sub-station will be located on the site to ensure a reliable power supply to all facilities.
- A storm pond will be situated at the southwest corner of the site to manage stormwater runoff.
- Two security checkpoints will be established at both entrances to the site to control access, ensuring that only authorized personnel can enter the premises.

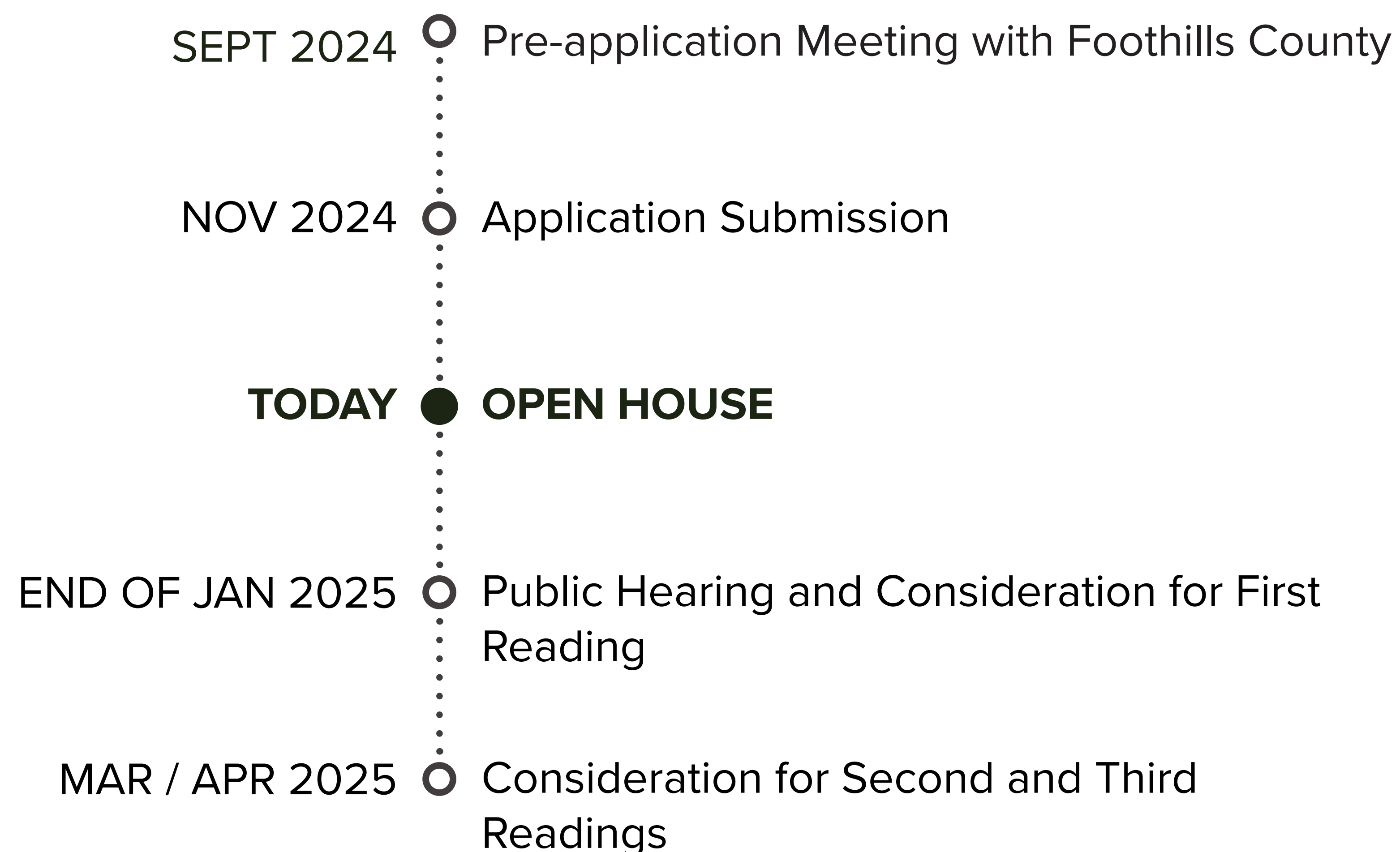


Next Steps



Thank you for attending the Open House

Project Timeline (2024 - 2025)



For more information, please contact:



Applicant (Stantec):
Ellie Abootorabi
(403) 716-8018
ellie.abootorabi@stantec.com



Foothills County:
For County approval process and procedural inquiries:
(403) 652-2341
planning@foothillscountyab.ca
Attn: Data Centre Campus Application

APPENDIX C

Advertisements Summary: Western Wheel and
High River Times

On-Network Display Report

Stantec Consulting

New Development – Campaign Final Report

Ad Unit: Big Box – Run of Site

Website: WesternWheel.ca

Campaign Dates: November 27, 2024 to December 11, 2024

Report Period: November 27, 2024 to December 11, 2024

15000

Display
Ads Driving
Readers to Your
Website

27

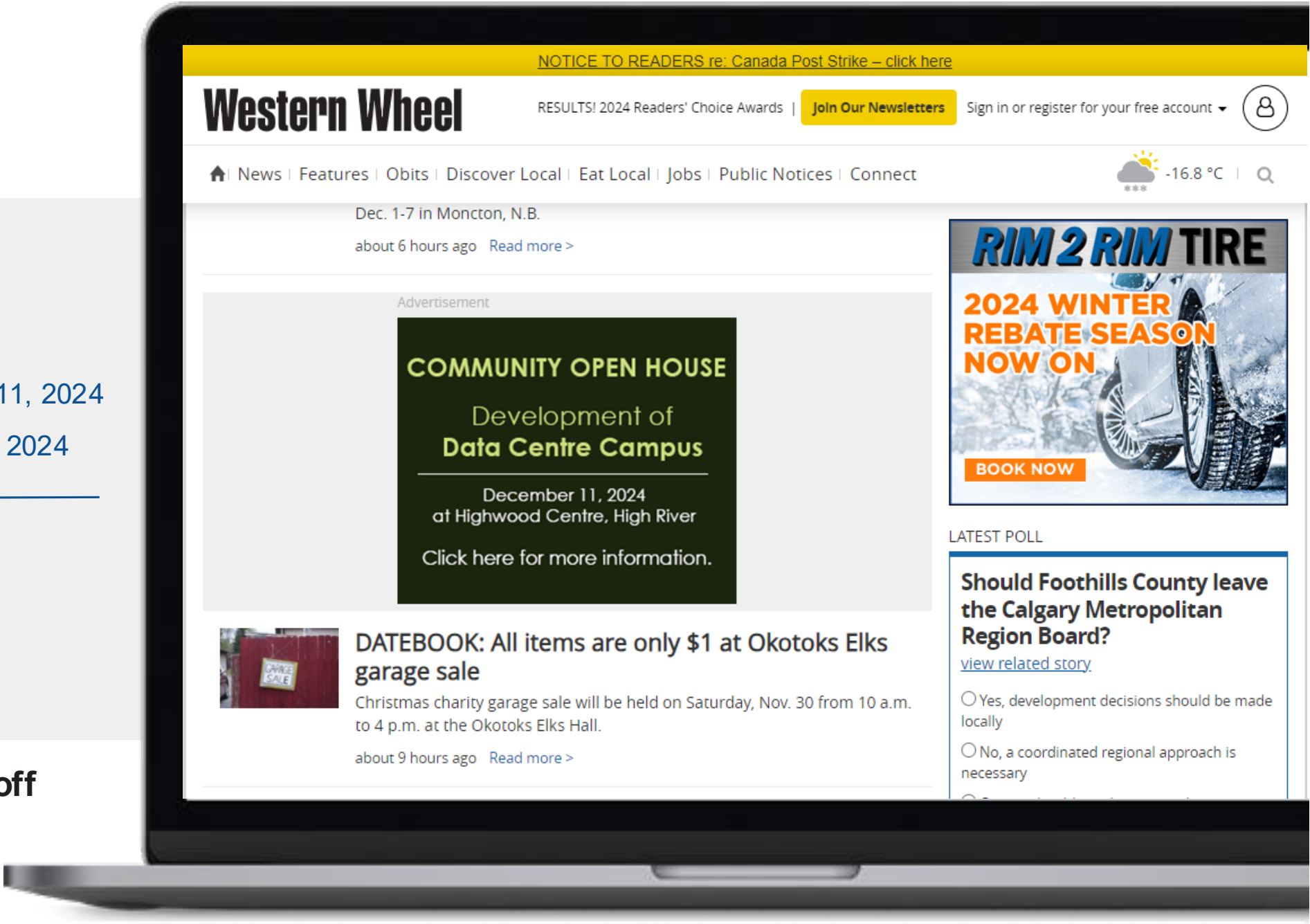
Clicks to your
Website

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Viktoria Steele
Media Sales Specialist
vsteele@greatwest.ca
587-325-6240

Jennifer Bath-Yofonoff
Senior Digital Media Strategist
jbathyofonoff@greatwest.ca
403-227-9251



Page
Takeover

Tall
Block

Inline
Big Box

Side
Rotator

Masthead
Banner

High Alert
Banner

Mobile
Sticky
Banner

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Sponsorship

Business
Spotlight

Contest
Sponsorship

HIGH RIVER TIMES ADVERTISEMENT | Published Dec 4 - December 11

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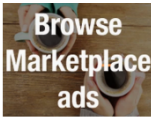
COMMUNITY OPEN HOUSE
Development of Data Centre Campus
December 11, Highwood Centre

Click here for more information.


Obituaries




Marketplace



Contact our Newsroom




Small-Town Alberta Insiders' Guide




'I can't imagine High River without it': Historic Wales Theatre up for sale

Entertainment




Sipping success

News




Ace your summer with free tennis organized for the community

Local News



Longview celebrates Little New York Daze

Local News



LATEST VIDEOS

What your dreams and nightmares are trying to tell you

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Dashboard

FAQ

MM McKinney, Marla

Create Campaign

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<div> <div>Dashboard</div> <div>Companies</div> </div>	<div> <div> <div>^</div> <div>:</div> </div> <div> <div>Beacon Data Centre Open House</div> <div>Dec 4 2024 - Dec 11 2024 (8 days)</div> <div> <div>COMPLETED</div> <div></div> </div> <div>CPM</div> <div> <div>\$200.00 (CAD)</div> <div>\$200.00 Budget</div> </div> <div> <div>16,666</div> <div>16,666 Booked</div> </div> <div>6</div> <div>0.04%</div> <div> <div>4 / 4</div> <div></div> </div> <div>Stantec Consulting Ltd.</div> </div> </div>
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APPENDIX D

Survey responses received during Open House on
Dec 11th, 2024 at Highwood River Centre, High River.

Survey responses received during Open House on Dec 11th, 2024

		Question 1	Question 2	Question 3	Question 4
	Name	Do you live or work in Foothills County? If no, what area do you live/work in?	Were you provided with enough information to understand this application? If not, what additional information would you like to have seen?	Do you support the proposed amendment? Yes/No. Please tell us why/ why not.	Would you like us to follow up with you? If yes, please provide us with your name and email address below.
1	Ian Power	Residents of County	Yes	In Support of application . Bringing the technology to the County is good for growth and future business opportunities	
2	Maureen Moncrieff	Residents of County	No	Requested information sheets	
3	Jeremy Stewart	-	-	Requested information sheets/ undecided	
4	Reith Halsey	Residents of County	-	In support of the application because of bringing the new industry into the county, new employment for the town and area new tax revenue base the versifying the Alberta economy.	
5	Carrie Derish	Residents of County	No. Not enough representative to actually obtain crucial information, some questions were answered very vaguely in my opinion.	Not supporting the amendment - Too much land being used considering its agricultural land utilize utilizes 40s electricity while we already experience brown outs backup will be generators reach add more noise to the noise. Requested printable plan and some information about the environmental impacts and how much power will be used, and is the allowable noise (Dcb)	
6	Fran		Yes	To know more about sustainability and timeline. In support of the application due to community growth investment and Alberta jobs	
7	Riesah Prock	Resident of High River	Yes Want to know more about power infrastructure and water usage. Also concerns about the electromagnet in the area.	In support of the application and provided suggestion to put gardens on the roof of buildings, grow food with use the heat, bring nature to your employees with trees and shrubs. Integrate with our community through mutual contribution	

8	Jasona Rondeau	Resident of County	No. Mentioned that enough information was not provided as printed materials were absent. Some information were provided but several unanswered questions as well about: How much power will be used per hour? Do you plan to expand on vacant lands? Has a labor market assessments been completed?	Undecided about supporting the proposed amendment as cannot see a benefit to the local area based on the questions and answers received. Need much more detailed info before making a decision. Would like to be notified of the public hearing date in Jan 2025.	
9	Brenda A. Walsh	Councillors of High River	No. Mentioned that enough information were not provided, and asked about will the proposed building observe the "Dark Sky"	Neutral/not decided	
10	Brent Schaefer	Resident of County	Yes	Yes	
11	Dietmar Bloedorn	Resident of County	Yes	Yes	
12	Tom Sales	Resident of County	No	Neutral/not decided	
13	-	-	-	This open house absolutely sucks! Five boards no one greeted me, your refreshments are cheap, the information is useless. Questioned: what does the building look like? How does water/UW get here? What are compatible land uses around this thing? what impact does this project have on existing adjacent agricultures land? pitiful check box engagement	
14	Benita Estes	Resident of County	No Requested for more accurate information on where they plan on getting the power from.	No Not in support of the application because taking away agricultural land from that use is not right.	

15	Diona Callison	Resident of County	Yes	<p>Neutral/not decided</p> <p>Requested more information on noise level and environmental concerns but if that is all addressed they are supportive of the application.</p> <p>“Questions: What noise standards will the Data Centre be held to from the County? I see places like Spruce Meadows have noise exemptions in the bylaw. Since the data centre will need to have their own definition in the bylaw will this include noise levels with a maximum decibel level?</p> <p>How will the County enforce the law if the noise produced is higher than maximum levels allowed?</p> <p>The average data centre produces 95 decibels. Will this data centre be held to the federal noise standards for continuous noise level maximums?</p> <p>Example: permissible limit of noise pollution is 75 dB during the day and 70 dB during the night in industrial areas The problem is noise levels can travel 2.5 miles and our property is not industrial zoning. As for the developer what strategies will be used to mitigate the noise level. “</p>	
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Feedback / Questions received through phone/ email

	Name	Association with subject Site	Contact	Mode of contact	Comments / questions / feedback
1	Syd Mantler	Adjacent Land owner		Email	Was not aware of the function, looking to access whatever information that is available
2	Brent McClain	-		Phone	General Questions regarding Data Centres and some specific question about the Beacon Data Centre
3	Michael Parker	Regional Sales Manager, Cartel Communications Systems Inc.		Email	<p>Our organization supports a number of projects across Canada when it comes to providing vital mission critical communications coverage inside and around buildings and campus facilities.</p> <p>With this building and from the materials that will be used has there been any thought to ensure both cellular and public safety radio coverage inside the building?</p> <p>We already have poor cellular connectivity in the area and in case of any emergencies, ensuring cellular coverage inside the building will be vital. Then, once public safety personnel arrive, they will need to ensure radio coverage is available inside as well in order to communicate with dispatch.</p>

APPENDIX E

Public Hearing Notification Signage: Installed from
January 15, 2025



Tell Us What You Think

To develop a Data Centre Campus, this application has been submitted to the Foothills County for consideration and will be brought forward for a **Public Hearing** on **January 29, 2025 @ 1:30 pm.**

For inquiries or further information, please contact Foothills County Planning and Development Department.
Phone: (403) 652-2341
Email: publichearings@foothillscountyab.ca

To know more about Public Hearing, please scan the QR code below or visit:

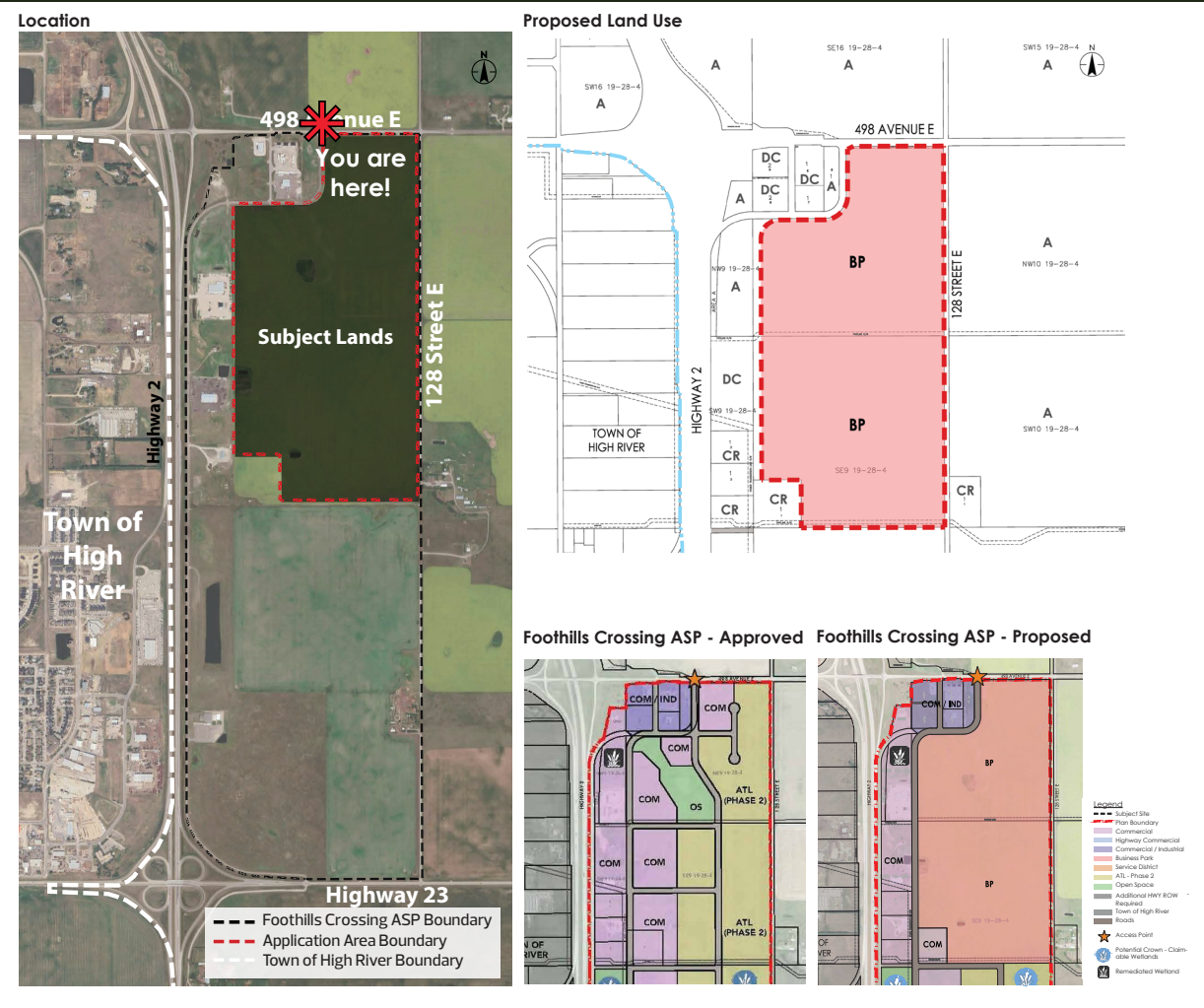
www.foothillscountyab.ca/government/council-committees/meetings-hearings/council-meeting-66



Applicant Contact Information
Name: Ellie Abootorabi
Phone: (403) 716-8018

Proposed Area Structure Plan & Land Use Amendment

Proposed ASP Amendments, Redesignation, & Land use Bylaw & Site Specific Amendments



PUBLIC HEARING
January 29, 2025 - 1:30 pm

Legal Description:
4;28;19;9;NE and 4;28;19;9;SE

Existing Land Use District:
Agricultural District (A)

Proposed Land Use District:
Business Park District (BP)
To support a Data Centre Campus

Site Area: 113.1 hectares (279.5 acres)

PUBLIC HEARING NOTIFICATION SIGNAGE SITE PHOTOS | Installed on January 15, 2025



**APPENDIX I: REFERRAL AGENCY COMMENTS
ATCO PIPELINES RESPONSE**

December 10, 2024

Our File No.: 24-4544

Your File No.: 24R052

FOOTHILLS COUNTY

SENT: via email

Attention: JULIE MCLEAN**RE: Proposed REDESIGNATION – E 9-19-28-W4M**

The Engineering Department of ATCO Transmission, (a division of ATCO Gas and Pipelines Ltd.) has reviewed the above named plan and has no objections subject to the following conditions:

1. Any existing land rights shall be carried forward in kind and registered on any newly created lots, public utility lots, or other properties.
2. ATCO Transmission requires a separate utility lot for its sole use.
3. A pipeline alteration may be required in this area.
 - All costs associated with any alterations to ATCO Transmission facility(s) and/or appurtenances to accommodate development will be borne by the developer/owner.
 - This process can take up to 18 months to complete.
4. Ground disturbances and surface works within 30 meters require prior written approval from ATCO Transmission before commencing any work.
 - Municipal circulation file number must be referenced; proposed works must be compliant with ATCO Transmission requirements as set forth in the company's conditional approval letter.
 - Contact ATCO Transmission Land Department at 1-888-420-3464 or landadmin@atco.com for more information.
5. Road crossings are subject to Engineering review and approval.
 - Road crossing(s) must be paved and cross at a perpendicular angle.
 - Road crossing(s) must not be over any pipeline bend.
 - Parallel roads are not permitted within ATCO Transmission right(s)-of-way.
 - If the road crossing(s) requires a pipeline alteration, the cost will be borne by the developer/owner and can take up to 18 months to complete.
6. Parking and/or storage is not permitted on ATCO Transmission facility(s) and/or right(s)-of-way.
7. Encroachments are not permitted on ATCO Transmission facility(s) and/or right(s)-of-way.
8. ATCO Transmission recommends a minimum 15 meter setback from the centerline of the pipeline(s) to any buildings.
9. Any changes to grading that alter drainage affecting ATCO Transmission right-of-way or facilities must be adequate to allow for ongoing access and maintenance activities.

- If alterations are required, the cost will be borne by the developer/owner.

10. Any revisions or amendments to the proposed plans(s) must be re-circulated to ATCO Transmission for further review.

If you have any questions or concerns, please contact the undersigned at hp.circulations@atco.com.

Sincerely,
ATCO Transmission, a division of ATCO Gas and Pipelines Ltd.

vicki porter

Vicki Porter
Sr. Administrative Coordinator, Operations Engineering

APPROVED:
AS TO FORM

AS TO CONTENT

AP

APPENDIX I: REFERRAL AGENCY COMMENTS (cont.)
TOWN OF HIGH RIVER



309B Macleod Trail SW
High River, Alberta Canada T1V 1Z5
P: 403.652.2110 F: 403.652.2396
www.highriver.ca

January 3, 2025

EMAILED

Foothills County
309 Macleod Trail
High River, AB
T1V 1M7
Julie.Mclean@FoothillsCountyAB.ca

Attention: Julie McLean

RE: Comments for Foothills County Referral – Redesignation: 24R052
Legal description: NE / SE 9-19-28 W4M

Thank you for providing the Town of High River with the opportunity to comment on redesignation application 24R052, regarding a Data Centre and related uses.

The property is located just east of the Town of High River. According to the IDP, this land is designated as Highway Commercial (HC). The IDP does not specifically state the uses that are considered to be appropriate in the HC – just that no residential uses should be developed in this area.

This land is also within the Foothills Crossing ASP. The land within the FC ASP is designated as variety of different designations including Commercial, Open Space, and Agricultural Transition Lands – Phase 2. The land is 108.53 ha in total.

The FC ASP speaks to design guidelines (Policy 3.3.4). The ASP states that Foothills County will develop design guidelines for the ASP area. However, in the interim, the Highway 2A Industrial ASP enhanced design guidelines will be used when evaluating development applications.

Requests for further information from Foothills County:

1. Highway 2A Industrial ASP Enhanced Design Guidelines

The Town would like to receive information regarding how the development will designed/screened to ensure compliance with the design guidelines from the Highway 2A Industrial ASP.

2. Open Space

The Town notes that this proposal includes land that is designated as Open Space (OS) in the FC ASP. It does not appear that this open space will be maintained within this proposal. Will the OS designation be transferred to another suitable area within the FC ASP?

3. *Phasing and Development within Phase 2 (Servicing)*

Will this be part of Phase 1 or Phase 2? The area of the redesignation seems to span both Phase 1 and 2 of the ASP (Adopted Nov 30, 2022).

According to Policy 6.1.1.3 of the FC ASP, "Piped servicing shall be in place prior to Phase 2 of development proceeding". The inclusion of this policy was a critical reason as to why the ASP was ultimately supported by the CMRB.

Will the development of the subject proposal within land designated as Phase 2 trigger the need for servicing?

4. *Water/Stormwater/Sanitary Servicing amendments*

Will there be any amendments to the proposed water/sanitary/stormwater servicing due to this proposal? Have revisions to the Servicing Strategy or Stormwater Engineering reports been undertaken for this amendment?

5. *ASP amendment – Redline Version*

It is noted that an ASP Amendment – Redline Version was sent to the County. Can this be sent to the Town of High River so that we may also have this background information for our review and understanding?

6. *Transportation Impact Assessment (TIA)*

Has a TIA revision been undertaken for this amendment? It is noted that there have been changes proposed to transportation.

7. *Number of employees*

Is there an approximate number of anticipated employees for this Data Centre?

Should you have any questions or require additional information, please do not hesitate to contact the undersigned.

Respectfully,



Sarah Peck, RPP, MCIP
Planner II
Planning & Development Services Division
Phone: 403.603.3539 | Email: speck@highriver.ca

From: [Julie McLean](#)
To: [Sarah Peck](#)
Cc: [Engineering](#)
Subject: RE: Foothills County Circulation for Foothills Crossing File 24R052- Please review and respond by January 9, 2025
Date: Friday, January 3, 2025 11:53:34 AM
Attachments: [6- Foothills Crossing ASP -Redline-Rev_20241122-Cmnts Removed.pdf](#)

[EXTERNAL EMAIL] WARNING: This e-mail originated outside of the Town of High River. Do not click on any links or attachments unless you recognize the sender.

Hi Sarah,

My apologies, you should have received a red-line version of the proposed ASP amendments with this circulation. Please see attached.

In response to the questions from your letter:

1. Should Council choose to support this application, the landscaping / screening will be addressed at the master development permit stage. The applicant has indicated that they would like to submit an application for a master development permit to guide overall development and then have smaller development permits under that master DP. They will have to follow the enhanced guidelines from the Highway 2A Industrial ASP Design Guidelines (The new design guidelines are substantially complete but may not be in place prior to the master development permit application – once we have a draft we will be sending it to you for comment). It is likely that submission of the application for the master development permit will be a condition of the redesignation approval.
2. The proposed ASP amendments show the entire area for the data centre as Business Park in the land use concept. If Council supports this application, there will still be MR dedication throughout the balance of the ASP area as subdivision occurs. This application does not contemplate any subdivision so there is no ability for the County to require ER or MR to be dedicated. It is anticipated that there will be significant landscaped areas between the buildings on the data centre campus, however due to security concerns these will not be accessible to the public. The applicants have completed a Biological Impact Assessment for the subject lands which indicated that the area that was originally designated as open space in the land use concept does not contain any significant habitat and there is no concern with developing the lands.
3. Should Council support this application, the data centre campus will be part of Phase 1 as shown in the Phasing Concept in the red-line document. This development will require piped water and wastewater. The County will be proceeding with preliminary engineering for this forthwith. The plan to bring services from the Highway 2A Corridor as per the current ASP has not changed.
4. See #3 above re piped servicing. Stormwater is proposed to be managed on site utilizing a storm pond that is shown on the site plan that was provided. A comprehensive stormwater management plan for the subject lands will be a pre-release condition of the master development permit.
5. My apologies on this not being included in the original referral, please see attached.
6. A transportation memo addressing the difference between the originally contemplated

road configuration and use and the proposed configuration and use is being developed. It will a requirement of the master development permit that this be submitted. It is anticipated that this use will produce substantially less traffic than was accounted for in the initial TIA.

7. The proponents have indicated that there should be approximately 150 jobs to support the continued operation of the data centre (this includes security and maintenance personnel as well as technical staff).

If you have further questions, please do not hesitate to contact me.

Kind regards,

Julie McLean MEDes RPP MCIP
Deputy Director of Planning



Foothills County

309 Macleod Trail
High River, AB, T1V 1M7
Tel: 1.403.603.6239
Fax: 403.652.7880 or 403.652.6900
E: Julie.McLean@FoothillsCountyAB.ca

From: Sarah Peck <SPeck@highriver.ca>
Sent: January 3, 2025 10:44 AM
To: Julie McLean <Julie.McLean@FoothillsCountyAB.ca>
Cc: Engineering <Engineering@highriver.ca>
Subject: RE: Foothills County Circulation for Foothills Crossing File 24R052- Please review and respond by January 9, 2025

Hi Julie,

Please see the Town of High River's comments (attached).

We have several questions to which we are requesting response. Please let me know if you have any questions at all.

Thank you!
Sarah

Sarah Peck, RPP, MCIP
Planner II
Town of High River
403.603.3539 / speck@highriver.ca
For new inquiries, please email planning@highriver.ca



309B Macleod Trail SW
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January 17, 2025

EMAILED

Foothills County
309 Macleod Trail
High River, AB
T1V 1M7
Julie.Mclean@FoothillsCountyAB.ca

Attention: Julie McLean

RE: Update to Comments for Foothills County Referral – Redesignation: 24R052
Legal description: NE / SE 9-19-28 W4M

Thank you for your email of January 3, 2025 (*Attachment 1*) which responded to the Town's original questions (*Attachment 2*). The Town has reviewed the email response, and the Town has concluded that it has no further questions or comments based on the answers that were received.

Should you have any questions or require additional information, please do not hesitate to contact the undersigned.

Respectfully,

Sarah Peck, RPP, MCIP
Planner II
Planning & Development Services Division
Phone: 403.603.3539 | Email: speck@highriver.ca

Attachment 1: Foothills County email response to Town of High River questions, January 3, 2025
Attachment 2: Original Town of High River letter, January 3, 2025

APPENDIX J: LANDOWNER LETTERS

January 13, 2025

Foothills County
Attn: Julie McLean
309 MacLeod Trail
High River, Alberta T1V 1M7

RE: Beacon Data Centres – Foothills Crossing Area Structure Plan Amendment & Land Use Amendment
Hearing: January 29th 2025 @ 1:30pm
File Number: 116500992

Adjacent Neighbor within the Foothills ASP: 2;1;0610463 SW 9;19;28 W4

I am writing in response to the proposed Beacon Data Centre development. We live within the Foothills Crossing Area Structure Plan and would be neighboring this development.

We are the only Country Residential property with an existing dwelling within this ASP. We have lived on this property since 2006 before the Foothills Crossing ASP concept and before any commercial or industrial development occurred.

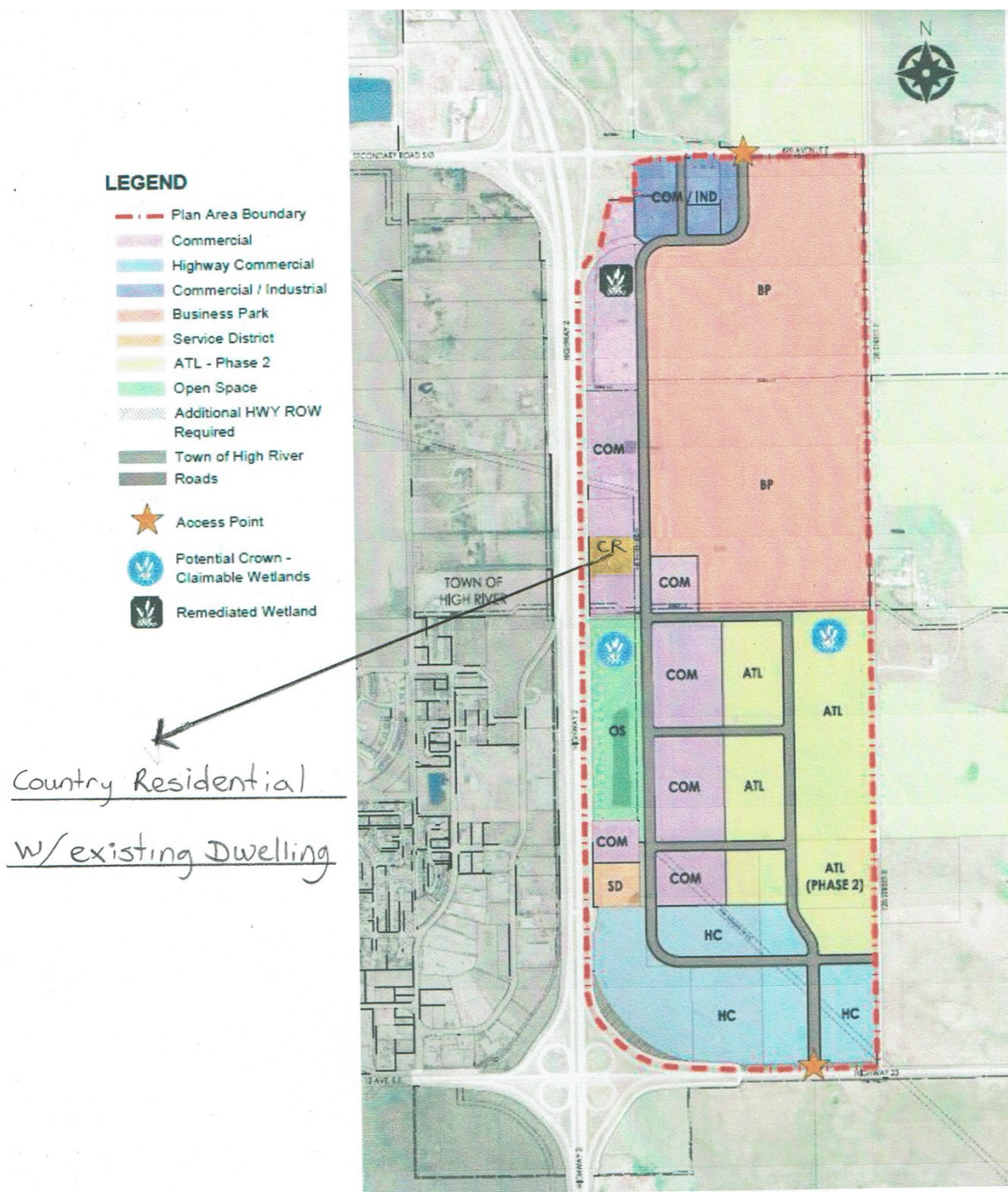
We are in support of the proposed development but would like to voice our concerns over the environmental control of noise in particular. In the application letter from Stantec 4.a. reads: A noise attenuation study may be required by the Development Authority. If deemed necessary a noise mitigation plan that may include a noise monitoring system may also be required.

I am asking the Council to make the noise study, mitigation, and monitoring a requirement due to:

1. The developments massive scale and constant noise producing equipment required to operate the facility.
2. The location to an existing dwelling.
3. There are no other Beacon Data Centres built yet to compare this facility to.
4. A fence line does not stop noise.

I also understand that the Substation and Data Halls are required to comply with the Alberta Utilities Commission Rule 012 Noise Control due to the proximity to an existing dwelling.

Location Map for Reference:



Sincerely,

Gregg Bruinsma & Diona Callison