ALDERSYDE JUNCTION

AMENDED AREA CONCEPT PLAN

Prepared for:
The Municipal District of Foothills
309 – MacLeod Trail
High River, Ab., T1V 1M7

On Behalf Of:
710716 Alberta Ltd.
Unit 203, 713 Main Street,
Canmore, Alberta, T1W 2B2

TABLE OF CONTENTS

LIST OF FIGURES

TECHNICAL SUPPORT DOCUMENTS (UNDER SEPARATE COVER)

T1 - Phase 1 Environmental Site Assessment

Prepared by: EBA Engineering Consultants Ltd.

T2 - Traffic Assessment Report

Prepared by: Bunt and Associates Engineering (Alberta).

EXECUTIVE SUMMARY

The proposed project is located within the MD of Foothills, southeast of the Town of Okotoks, Alberta approximately 1.5km from the Hamlet of Aldersyde. The property is immediately south of Highway 7 and almost immediately adjacent to the signalled intersection where Highways #7, #2A and #547 converge. The Aldersyde Truck-Stop provides a well-known landmark at the intersection. The proposed site falls within the lands included within the boundaries of the Highway 2A Industrial Area Structure Plan (H2AIASP).

A detailed site analysis determined that the site is located in a predominantly industrial area with excellent access via highway, and a rail line. The land is generally slightly mounded with the majority of the site having a NE aspect and a smaller portion having a SW aspect. The majority of the site is cultivated. The site is situated within the area of the MD that is designated as its major industrial corridor. It is serviced with three phase power and natural gas and has potential for regional water and waste water servicing by the MD of Foothills.

The **ultimate** vision for Aldersyde Junction is a mixed-use, work and play development with eco-industrial, agri-industrial, commercial and recreational uses. It would be characterised by natural open spaces, an interconnected pathway system, prominent views of the foothills, and a variety of uses that will complement the visions for Highway 2A as a commercial/industrial corridor and for Aldersyde as a potential future transit oriented node. It is envisioned as a vital component of a modern and vibrant community with a reduced environmental footprint and offering an enviable quality of life.

We are proposing a phased development of the site so that the commercial and industrial areas of the site can proceed through the development process. The MD of Foothills acquired the lands in the southwest corner of the subject lands in April of 2012 and has commenced construction of a multi-purpose facility on the site. The facility is a joint development of recreational facilities between the MD of Foothills and the Town of Okotoks that is anticipated to take approximately 15 months to complete. The structure will include four playing fields, a training area with locker rooms and team rooms, administrative offices, meeting & multipurpose rooms, and a walking/running track.

The development would involve the creation of "eco-industrial" and commercial properties that will complement the nearby communities, adjacent land uses and the existing Aldersyde truck stop. It is anticipated that commercial enterprises which would provide services supportive of the multi-purpose facility discussed in Phase one would be most desirable.

Some key components of the plan are:

- ❑The establishing of an interconnected pathway system which facilitates pedestrian access through the development, and provides connections to a possible regional trail system,
- ❑Ecologically friendly site planning principles, water and energy conservation measures and innovative design guidelines and best management practices.
- ❑Implementation of advanced water and wastewater management solutions.

1.0 INTRODUCTION

1.1 PLAN AREA LOCATION

The property is located within the MD of Foothills, in southern Alberta, southeast of the Town of Okotoks, between the Town of High River and the City of Calgary, approximately 1.5km from the Hamlet of Aldersyde. The property is immediately south of Highway 7 and almost immediately adjacent to the signalled intersection where Highways #7, #2A and #547 converge. The Aldersyde Truck-Stop provides a well-known landmark at this three-way intersection. **Figure 1 – Plan Area Location** illustrates the location of the site in the regional context.

The legal land description is: **SW1/4 of Section 13, Township 20, Range 29, West of the 4th Meridian**, containing 64.7Ha (160Ac) excepting thereout:-

Plan 9310897, Road 1.008Ha (2.49Ac)

Plan 9411543, Subdivision 2.59Ha (6.40Ac)

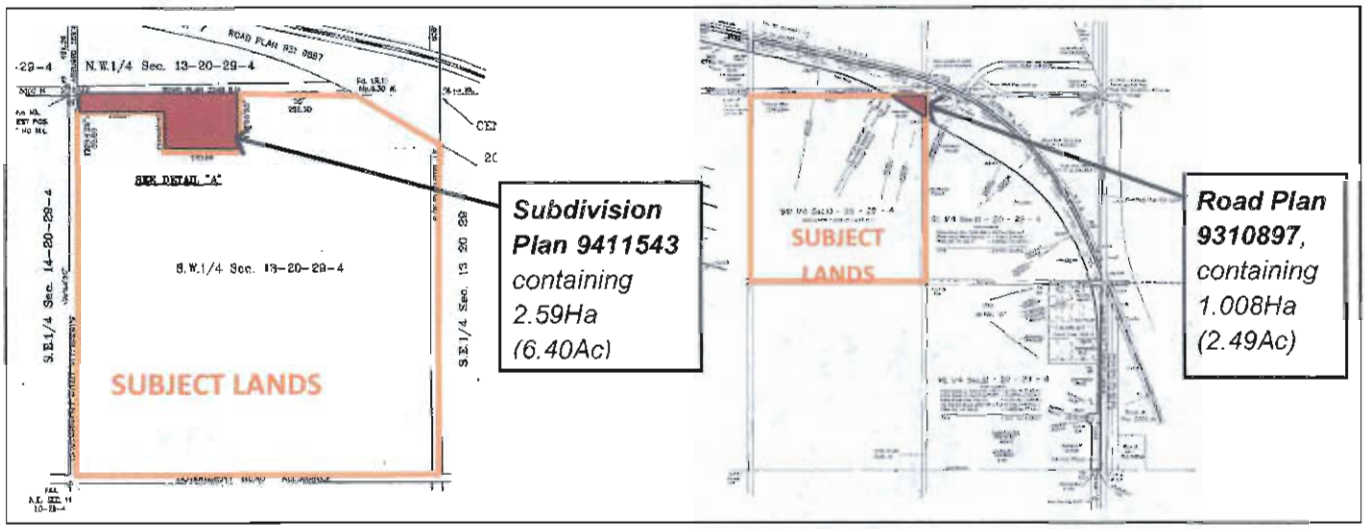


***Illustration 1**- Lands excluded from title.*

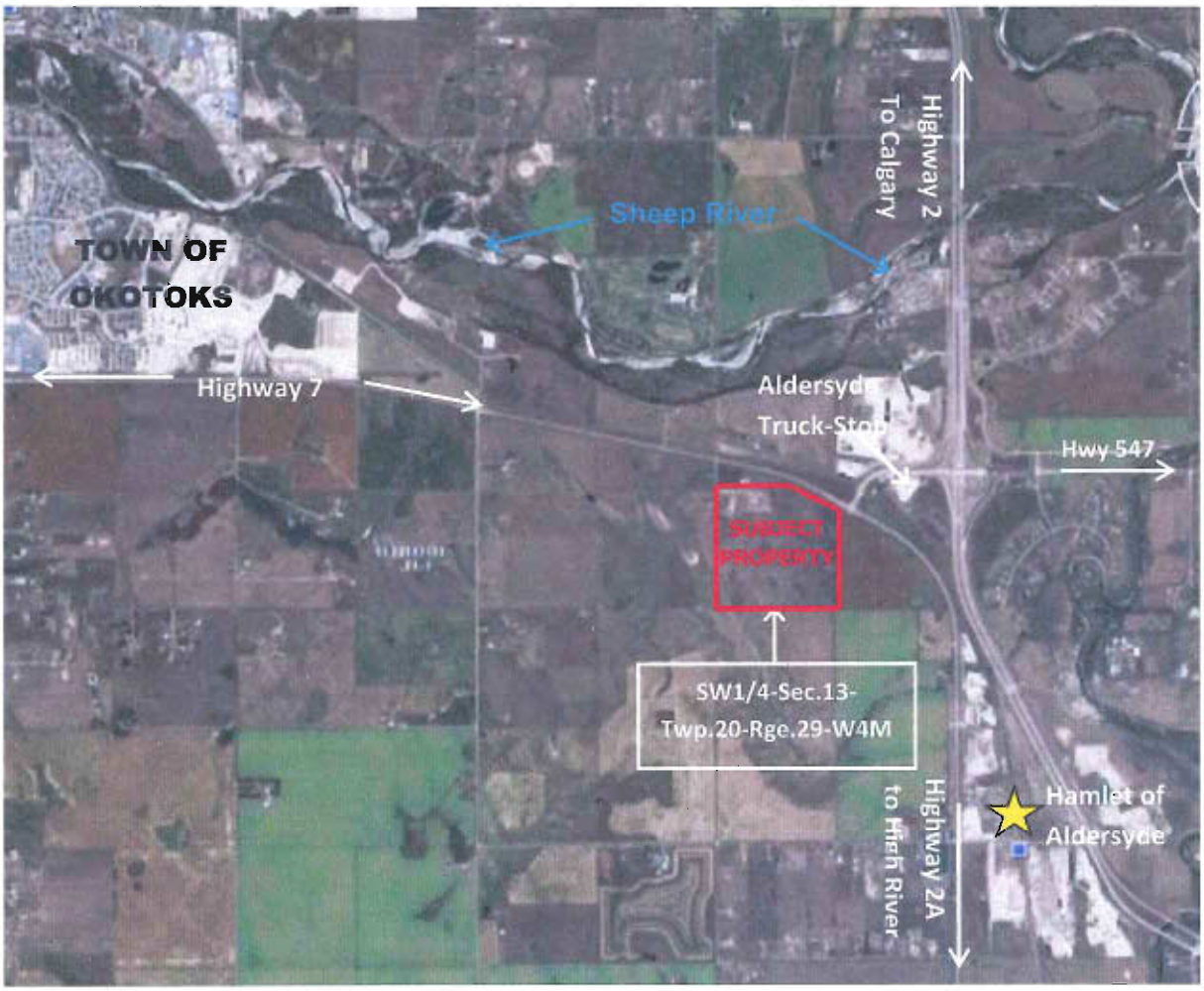
According to title, the Plan 1210873 Block 2 Lot 2 of the property is presently under the ownership of "710716 Alberta Inc.", 710716 Alberta Ltd., Unit 203, 713 Main Street, Canmore, Alberta, T1W 2B2 while Plan 1210873 Block 2 Lot 1 is owned by the Municipal District of Foothills NO. 31. 710716's property is currently occupied by tenants.

The subject property has the following encumbrances, liens and interests registered on title:-

- ❑Utility Right of Way 4619KK - Grantee is Altalink Management Ltd., 1969
- ❑Caveat re: Utility Right of Way 921 286 307 - Caveator is Canadian Western Natural Gas Company Limited, 1992

- ❑Caveat re: Utility Right of Way Agreement 061 365 304 - Caveator is Altalink Management Ltd., 2006
- ❑Caveat re: Utility Right of Way Agreement 121 052 998 - Caveator is Atco Gas and Pipelines Ltd.
- ❑Caveat re: Development Agreement 121 074 473 - Caveator is Municipal District of Foothills No. 31
- ❑Caveat re: Deferred Reserve 121 074 672 - Caveator is Municipal District of Foothills No. 31

Fig. 1 Plan Area Location



1.2 Purpose of the Amended Area Concept Plan

The purpose of this Amended Area Concept Plan (ACP) is to provide a guideline to future development within the subject area. This Amended ACP is a non-statutory document that does not supersede, repeal or replace any statutory plan or hearing process related to development and is implemented only as a set of guidelines.

This Amended ACP is also in response to direction from the Council of the Municipal District of Foothills No. 31 that an Area Concept Plan is required prior to a re-designation application being submitted for proposed development within the 151.14-acre portion of SW 13-20-29 W4. This direction was given on June 3, 2009 in response to a letter sent on May 21, 2009. The original Area Concept Plan, which covered Phases 1 and 2 of the subject lands as shown in Figure 14, was supported in principal with conditions by Council on October 14, 2010. Those conditions have now been satisfied.

1.3 Objectives for the Concept Plan

The Aldersyde Junction Amended Area Concept Plan is intended to provide a framework for the planning, design and development of the proposed development by:-

- ❑Evaluating the subject lands with respect to historical land use patterns, topography, soil, vegetation, drainage patterns, and water supply, provision of utilities, transportation routes, and location of environmentally sensitive or desirable areas within the site.
- ❑Developing a clear vision for the project as an eco-industrial, and commercial development compatible with adjoining recreational uses. The ultimate goal being to provide work and play opportunities within the greater framework of the Highway 2A Industrial ASP,
- ❑Identifying key development principles that will facilitate site design and layout decisions,
- ❑Creating a conceptual design for a phased development that reflects the vision and the development principles and responds to the study undertaken by the MD at such time as it becomes available.

1.4 Accompanying Documents

The Concept Plan was developed based on supporting studies and/or documents. These are provided under separate cover as an Appendix to this Area Concept Plan Entitled *"Aldersyde Junction – Technical Support Documents"*. The contents of the Technical support document are as follows:

A1 – Phase 1 Environmental Site Assessment

Prepared by: EBA Engineering Consultants Ltd.
Riverbend Atrium One
115, 200 Rivercrest Drive S.E.
Calgary, Alberta, T2C 2X5
Contact: Renee Bellavance - rbellavance@eba.ca

A2 - Traffic Assessment Report

Prepared by: Bunt and Associates Engineering (Alberta)
Ltd. Suite 380 – South Centre Executive
Tower 11012 MacLeod Trail S.E.
Calgary, Alberta.
Contact: Glen Pardoe –
gpardoe@bunteng.com

2.0 POLICY FRAMEWORK

The plan area for the Aldersyde Junction Amended Area Concept Plan is subject to the *Foothills Municipal Development Plan 2010 (MDP 2010), the Foothills Land Use Bylaw (LUB)* as well as the *Highway 2A Industrial Area Structure Plan (H2AIASP).* The MDP 2010 and H2AIASP were both under review during the original ACP application. Both the MDP 2010 and H2AIASP were revised and adopted by bylaw in 2010 and 2011 respectively.

2.1 FOOTHILLS MUNICIPAL DEVELOPMENT PLAN (MDP)

The Municipal District of Foothills undertook a review of their Municipal Development Plan (MDP2010) and adopted it by bylaw in July of 2010. The MDP 2010 contains a Vision, and the planning principles that will be used to develop policy, along with goals and objectives for the plan. The vision statement is as follows:

> *"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 far future generations".*

The new Municipal Development Plan is very much in keeping with the existing Plan, however there is a renewed emphasis on conservation and sustainability. MDP 2010 recognizes that growth will occur, but emphasizes the need for a focusing and centralization of that growth. Rather than continuing to develop country residential lots, the intent is to create complete communities; communities which will provide different types of housing, recreational uses, transportation options, jobs and services within the community itself.

With respect to economic development, the goal of the MDP 2010 plan is to:

> *"Work independently and with other private and public agencies to drive economic growth by accommodating a variety of complementary business uses, services and employment opportunities within the MD of Foothills boundaries".*

While one of the economic objectives stated in the plan is to:

> *"Encourage economic development in identified employment areas, such as the Highway 2A corridor to concentrate development and maximize economies of scale for servicing and infrastructure...."*

The opening of the Economy section of the MDP 2010 Plan further states:

> *"The Highway 2 and 2A Employment Corridor ... offers an excellent site for a strategic regional employment and service nade. This area will accommodate the majority of new business development within the MD".*

The MDP 2010 was enacted by The Municipal District of Foothills No. 31, by Bylaw 78/2010 on July 8, 2010 in accordance with Section 632 of the Municipal Government Act.

Some of the goals of the MDP 2010 are:

- Conserve and protect the maximum amount of land in the MD as natural capital for use by the agricultural industry today and for future generations,

- ❑Protect the Municipal District's natural capital with emphasis on the Environmentally Significant Areas, surface water features and landscapes of high scenic value for future generations,
- ❑Support and provide opportunities for recreation and education facilities for all MD of Foothills residents that will promote a healthy lifestyle while protecting the rural integrity, landscape and environment,
- ❑Work independently and with other private and public agencies to drive economic growth by accommodating a variety of complementary business uses, services and employment opportunities within the MD of Foothills boundaries,
- ❑Develop and maintain a safe, sustainable and efficient transportation system.
- ❑Develop and maintain safe, sustainable and efficient utility systems for water and waste management,
- ❑Work cooperatively with our municipal neighbours and senior level of government to promote compatible land use patterns, efficient municipal services, and joint planning of infrastructure on lands of mutual interest for the benefit of all residents in the region.

Objectives of the MDP 2010 are identified under the various sections of the plan. Some of the pertinent objectives are as follows (Letter references pertain to particular sections of the MDP 2010 i.e. Agriculture =A, Economy = E, Transportation = T etc.):

A 1 Make the preservation of agricultural land a priority for the Municipal District of Foothills No. 31.

ECOS 7 Minimize the impact of subdivision and development on surface and sub-surface water resources.

R 3 Support recreation development on lands where there is minimal impact on the environment, agriculture, water and municipal infrastructure.

E 3 Encourage economic development in identified employment areas, such as Highway 2A corridor to concentrate and maximize economies of scale for servicing and infrastructure.

E6 Support commercial developments in hamlets and new comprehensively planned community development and/or redevelopment areas on the basis of an approved Area Structure Plan, Outline Plan or Area Redevelopment Plan.

E 7 Encourage existing and future businesses to introduce sustainable initiatives.

T2 Be forward thinking with respect to alternative transportation modes, public transit and the transportation requirements of future generations.

U2 Promote centralized communities and compact residential development where communal water supply and wastewater systems are developed and full cost recovery can be achieved.

U4 Encourage water conservation measures such as rain water collection, use of low flow fixtures and minimized outdoor watering through education and policy.

The MDP 2010 no longer contemplates or defines an Area Concept Plan which in the prior MDP was defined as follows:-

Area Concept Plan (ACP): A non-statutory document that is used primarily as a guideline to future development. It does not supersede, repeal or replace any statutory plan or hearing process related to development and is implemented only as a set of guidelines. It is adopted by a resolution of Council. A public hearing may be held at the discretion of Council.

The MDP 2010 defines an Outline Plan to be a non-statutory plan that is used as a guideline for the subsequent redesignation, subdivision and development of an area of land. This Amended Area Concept Plan will also serve as the base document of the Outline Plan for the Subject Lands.

2.2 MUNICIPAL DISTRICT OF FOOTHILLS LAND USE BY-LAW (LUB)

Land within the boundaries of the Municipal District of Foothills is divided into a variety of districts as established in Section 9.2.0 of the Land Use Bylaw. The predominant land use district is agricultural, but there are also areas designated as commercial, industrial, country residential, residential, and direct control.

The subject land is currently zoned Agricultural District. Section 12.0.0 of the Land Use Bylaw (LUB) describes this district's purpose as: "To preserve agricultural lands for agricultural purposes and to allow for a broad range of agricultural uses...."

In order to implement the vision for Aldersyde Junction, the land use designation of the subject lands will have to be amended. The following land use options exist within the context of the Foothills Land Use By-law:

Industrial District (Section 17.0 LUB): The purpose and intent of this district is to provide for a wide range of industrial uses consistent with the policies contained within the Municipal Development Plan. The Industrial District is divided into the following Sub-Districts:

H (Hamlet) – industrial uses considered suitable within the boundaries of a Hamlet,

P (Park) – industrial uses considered suitable within the boundaries of an Industrial Park,

R (Rural) – industrial uses considered suitable for isolated sites,

N (Natural Resource) – Industrial uses related to Natural Resource Extraction on a site determined by the location of the resource.

Commercial District (Section 16.0 LUB): The purpose and intent of the commercial district is to provide for a wide range of commercial uses consistent with the policies contained within the Municipal Development Plan. This District is divided into several Sub-Districts:

H (Hamlet) – commercial uses considered suitable within the boundaries of a Hamlet.

HWY (Highway) – commercial uses considered suitable adjacent to a primary or Secondary Highway.

P (Park) – commercial uses considered suitable within an area designated Commercial Park.

R (Rural) – commercial uses considered suitable for isolated sites.

Recreation District (Section 15.0 LUB): The purpose and intent of this district is to provide for a variety of recreational uses on a site specific basis consistent with the policies outlined in the Municipal Development Plan. This district lists golf courses, temporary campgrounds, RV storage, and clubhouses under discretionary uses.

Direct Control District (Sections 18.0-33.0 LUB): The purpose and intent of this district is to allow Council to directly control the development process within the designated area. Within a direct control district, standards of development are established at the discretion of Council. All development permit applications are referred to Council. It should be noted that the MD of Foothills has considerable lands within its limits designated as direct control.

2.3 HIGHWAY 2A INDUSTRIAL AREA STRUCTURE PLAN

The H2AIASP was adopted by the MD of Foothills Council under Bylaw 98/2010 on October 14th, 2010. The subject lands were included in the plan area for the ASP (See **Figure 2 H2AIASP Current and Historic Plan Areas**) and the proposed site was included within the lands to be developed in Phase 1 of the Plan area within the amended H2AIASP study area (See **Figure 3 H2AIASP Growth Concept**).

The overall vision for the H2AIASP plan area is to ensure socially, economically, and environmentally sound development opportunities for the residents and businesses that choose to locate in the 2A corridor. This overall vision was translated into nine overarching plan objectives that provide further direction to the growth of the H2AI corridor. These objectives are to be achieved through "the pursuit of an equitable balance between social/cultural, environmental, and economic objectives (Sustainability and the Triple Bottom Line)". Some of the relative goals and objectives identified in the H2AIASP are as follows:

- Ensure a desirable setting for potential corridor employees through the provision of connected and viable recreational opportunities, open space networks, and mobility options.
- Ensure those areas of the plan that will support commercial services and light industrial development such as offices and administrative facilities are concentrated in a pedestrian friendly and walkable manner, providing a range of services to employees and visitors to the corridor alike.
- Create integrated pathway networks throughout the open spaces of the plan area that will foster positive social interaction and the preservation and shared enjoyment of the corridors natural features.
- Through reference to such readily available materials as LEED development and Green Building standards, development throughout the corridor will continue in such a way as to minimize impacts on the surrounding environment,
- Through the necessity to develop only within the available capacity of the corridor's water resources, and to conserve and re-think the use and re-use of water, strain on surface and groundwater resources will be minimized.

- ❑The ASP works to ensure the provision of transportation options, including public transit and viable pedestrian connections.
- ❑The ASP will work to develop a supportive and dynamic business community based upon a balance of mutually beneficial economic, social, and environmental objectives.
- ❑To provide safe, efficient, and cost effective transportation infrastructure capable of meeting the needs of the businesses, residents, and visitors to the corridor.
- ❑To ensure safe, efficient, and cost effective water and wastewater provision is available to the corridor's residents and businesses.

The H2AIASP considers that the sustainability of the corridor is achieved through the implementation of eco-industrial development principles which is defined by the H2AIASP as being *"a community of businesses working collaboratively for the greatest economic gain, while providing net positive impacts to the surrounding natural environment."*

The H2AIASP further defines an eco-industrial framework which includes a commitment to:

- Minimizing negative impacts on the local environment
- Maximizing positive impacts on the local environment
- Maximizing business performance individually and collectively
- Integrating and balancing development with the natural environment
- Actively seeking synergies with complementary businesses
- Reducing waste through the sharing of resources
- Building and operating ecologically responsible developments

2.4 PROVINCIAL LAND USE FRAMEWORK AND CALGARY METROPOLITAN PLAN

In December, 2008 the Alberta Provincial Government released its *Land-Use Framework* in order to address provincial wide development pressure and provide *"policy direction and guidelines, and opportunities that local levels of government cannot"*. One of the priority actions for the Land-use Framework is the development of metropolitan plans for Edmonton and Calgary. The Calgary Regional Partnership completed the Calgary Metropolitan Plan in June of 2009. This plan was to provide a broader, common view of the region than is possible with individual Municipal Development Plans. It was designed to guide how and where development would occur in the next 60 to 70 years.

While local municipalities would still make decisions regarding land use and subdivision, these decisions would have to be consistent with the common vision provided in the regional plans. Therefore, these plans, in theory, have the potential to impact how and where development proceeds all across the region. When the final Calgary Metropolitan Plan had been completed, the MD of Foothills felt that there were enough un-resolved concerns that they could not in good conscience sign on to the plan. It is un-determined at this time whether the Province will mandate that they do so. The outcome of this situation has some bearing here, in that the Metropolitan Plan contains direction significant to this conceptual scheme:

- ❑ The site lands, and much of the area along highway 2A between Aldersyde and High River have been designated as areas of future commercial/industrial development in the plan.
- ❑ The Hamlet of Aldersyde is identified in the plan as a potential "compact urban node" which could facilitate regional servicing and a potential rail based transit line that would connect High River with Okotoks, DeWinton, Heritage Point and Calgary.

If the Calgary Metropolitan Plan were to be adopted by the MD of Foothills, these elements of the Plan would support a mixed use development on the subject lands in proximity to the Hamlet of Aldersyde.

Fig. 2 H2AIASP Current and Historic Plan Areas

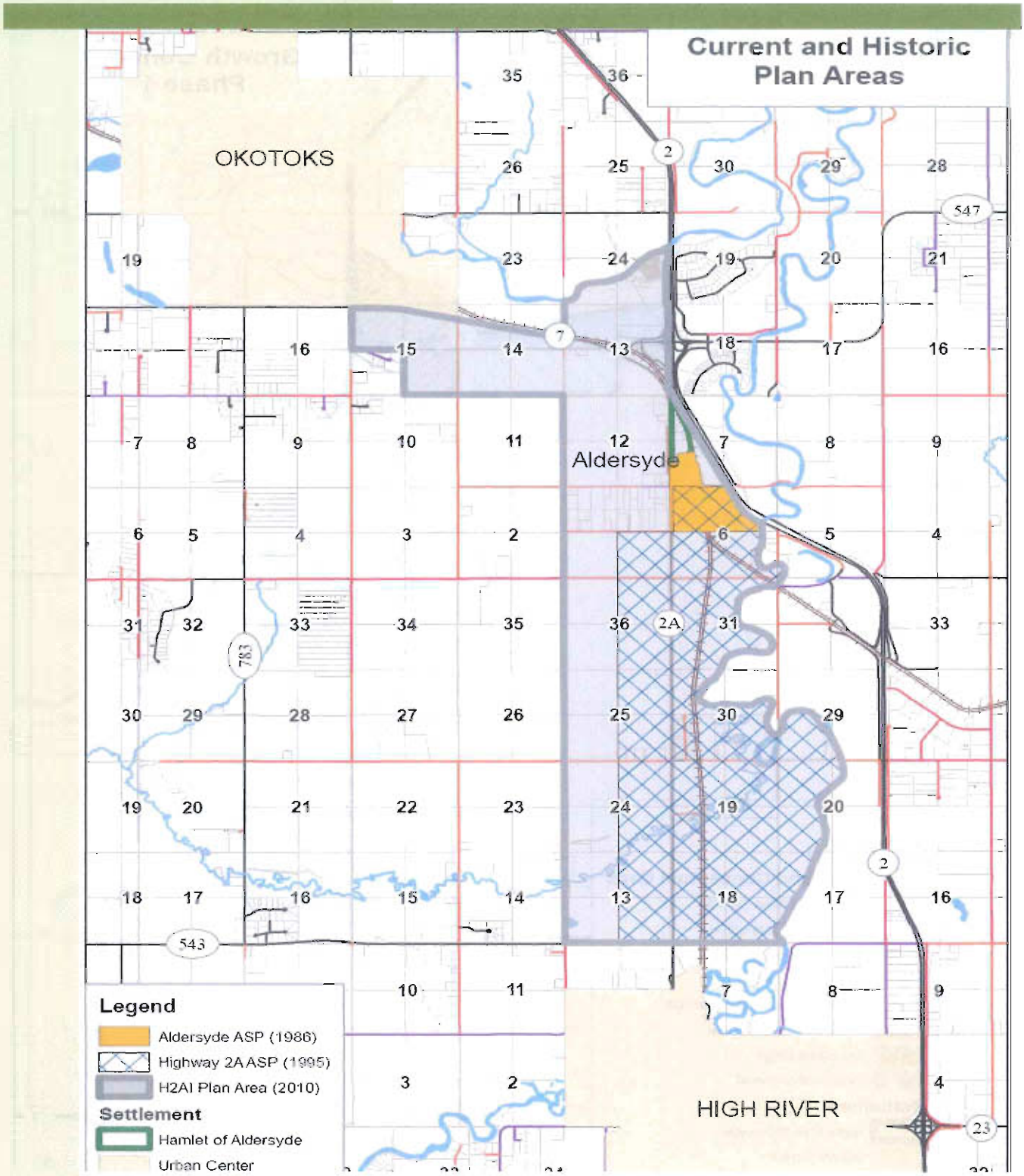
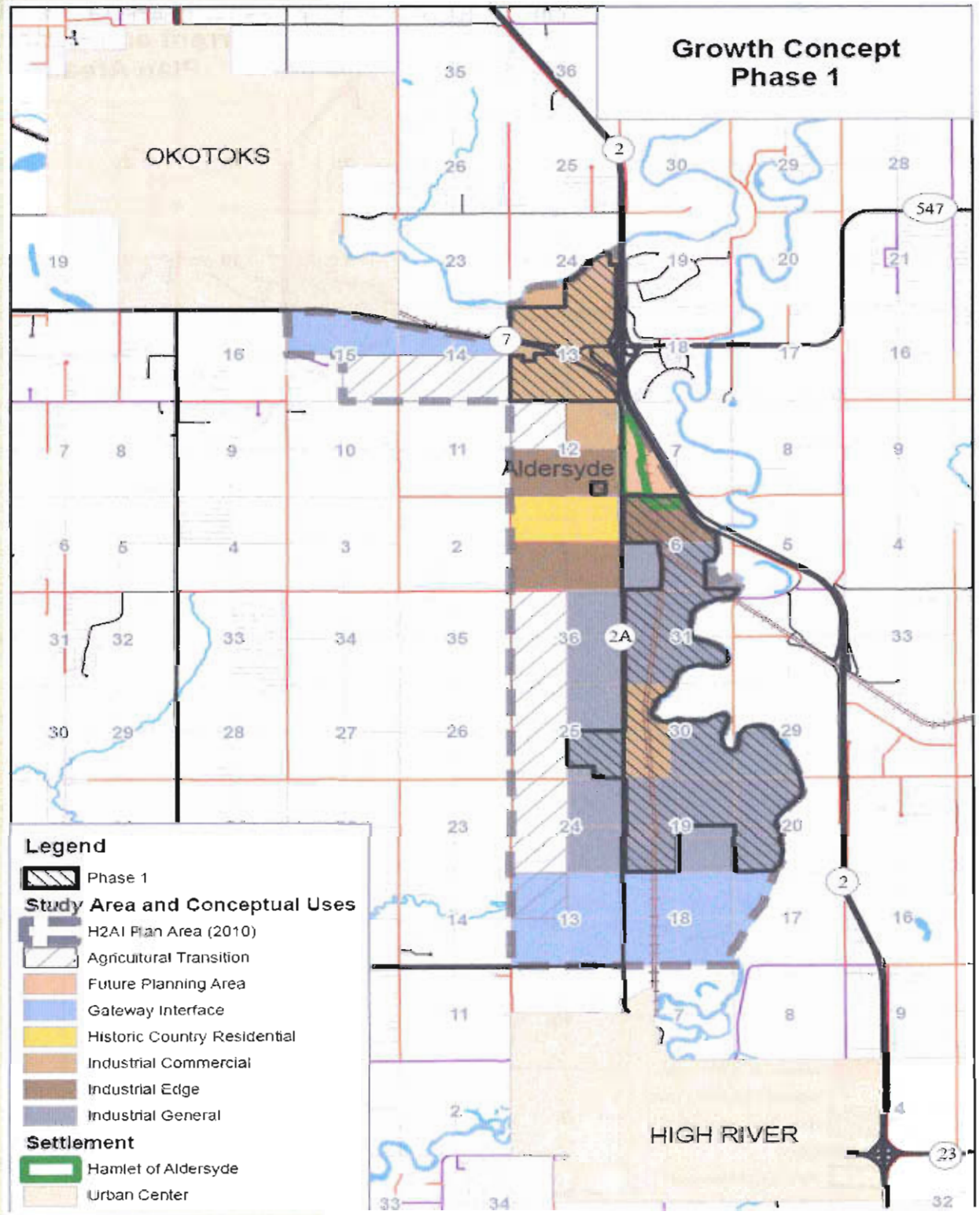


Fig. 3 H2AIASP Growth Concept



3.0 Site Analysis

3.1 Natural Environment

3.1.1 Topography and Geology

The regional topography in the vicinity of the site is flat to slightly rolling with "Gladys Ridge" approximately 5km to the north-west and the Foothills of the Rocky Mountains to the west. The study area is located approximately 900m south of the Sheep River.

As illustrated in **Figure 4 – Topography**, the site itself is slightly mounded with drainage towards the east and south. There is a subtle ridge that runs north-south for a portion of the site and then bends to the east. The high point of the site is approximately 1064m above sea level and is located along the ridge. The low point of the site is approximately 1040m above sea level and is located in the south-west corner of the site where there is a slope that ranges from 10 to over 20% incline.

The surficial geology of the site, according to the Phase 1ESA, produced by EBA Engineering Consultants Ltd., is draped moraine with till of uneven thickness containing minor amounts of water sorted material and local bedrock exposures up to 5m thick. Underlying bedrock is mapped as calcareous sandstone and mudstone of the Porcupine Hills Formation (Lower Porcupine Hills).

3.1.2 Soils

The soil classifications for the site lands using the Land Suitability Rating System for Agricultural Crops are shown in **Figure 5 – Soils**. This data taken from the Agricultural Region of Alberta Soil Inventory Database which can be found on the Alberta Soil Information Viewer on the Alberta Agriculture and Rural Development Website at http://www1.agric.gov.ab.ca/$department/deptdocs.nsf/all/sag10372.

The site soils vary from having slight limitations due to slope and or temperature to severe limitations due to water holding capacity. However, the majority of the site (excluding the sloped area) has been in agricultural production since at least 1950 (earliest air photo found), so it must be reasonably productive.

3.1.3 Vegetation and Wildlife

The majority of the site has been cultivated with the exception of the area immediately surrounding the existing residence and the sloped area in the south-west portion of the site, and the very low area surrounding the dugout in the south west corner of the site.

Image at left shows vegetation in headlands and on slope in SW portion of site. At right shows large area planted to hay crop.

***Illustration 2** – Existing Vegetation*

Fig. 4 Topography

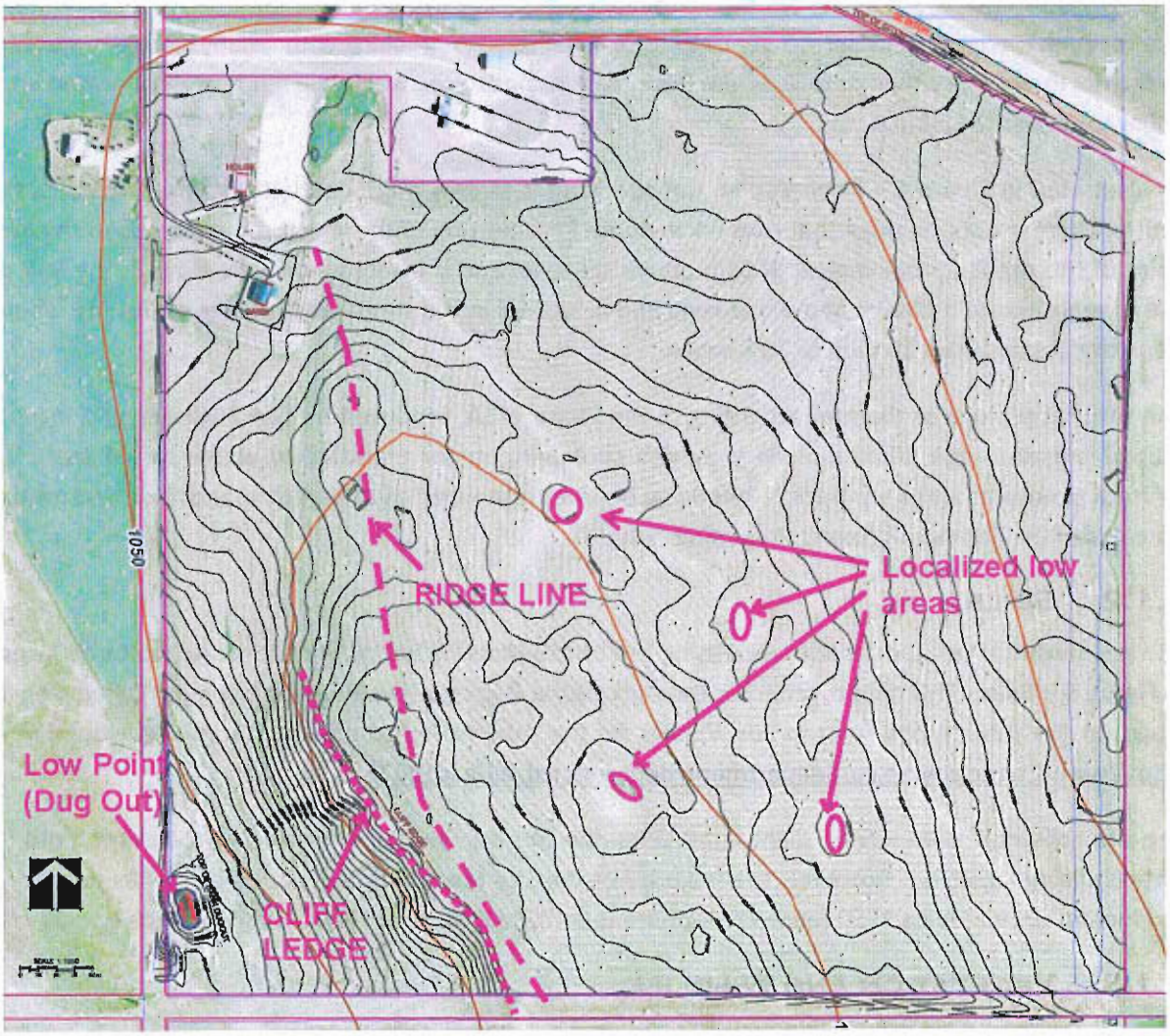
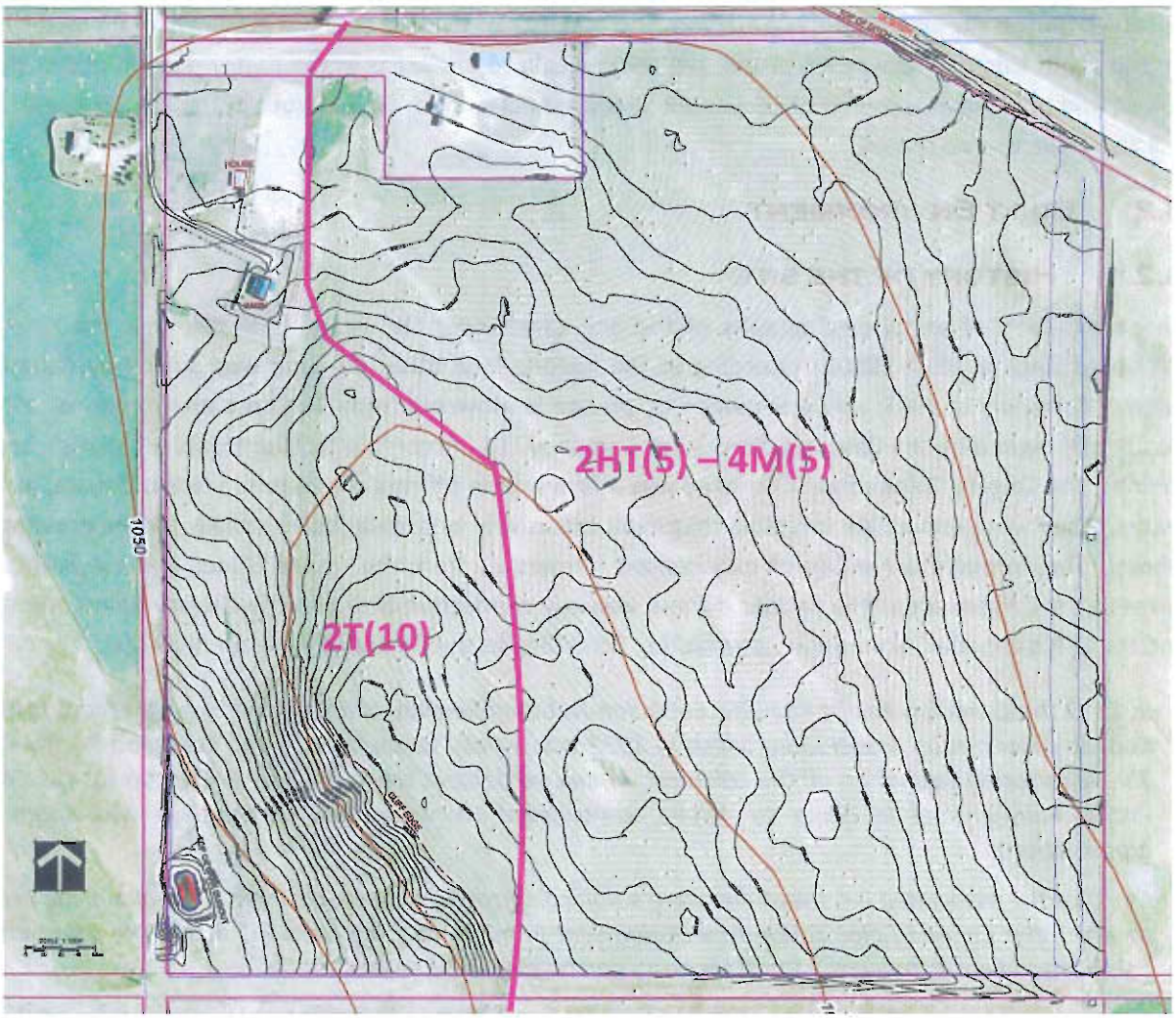


Fig. 5 Soils



LEGEND:

2HT(5) – 4M(5): Slight limitations due to slope and temperature for 50% of the area – severe limitations due to soil structure with respect to moisture holding capacity for 50% of the area*.

2T(10): Slight limitations due to slope for 100% of the area*.

3.1.4 SURFACE DRAINAGE

The existing drainage pattern of the site is illustrated in **Figure 6 – Existing Drainage**. As mentioned in Section 3.1.1, the site is slightly mounded and the overall site drainage pattern will be from the ridge line out to the north-east and to the dug-out in the south-west corner. According to the Phase 1 ESA, there was no evidence observed on the site of washouts or erosion. The majority of the site area will gradually drain towards the ditch on the south side of Highway #7. There are some localized low areas in the flatter portion of the site that will collect and hold small amounts of snow melt and seasonal run-off. The dugout in the far SW corner of the site will also collect some run-off.

3.2 BUILT ENVIRONMENT

3.2.1 HISTORY OF THE SITE

An examination of aerial photographs of the site taken over the years, indicates that the land has been cultivated since at least 1950. According to the historic land titles, the land was owned by Canadian Pacific Railway Company in 1903; and was owned by private landowners from that time on, except for 1909 when it was briefly owned by the Calgary Colonization Company Ltd. According to "Our Roots – Canada's Local History Online", the Calgary Colonization Company was a firm whose officers originated in North Dakota, in the United States. They were real estate investors that dealt exclusively in farm lands, especially for the growing of winter wheat. They brought a number of experienced farmers up from the United States and established them on farms in the Calgary area. It is unclear if there was any connection between the Calgary Colonization Company and the CPR's Canada Colonization Association. According to the Glenbow Museum Archives:

> *In 1919 the Canadian Pacific Railway, Canodian National Railway and the federal government formed the Canada Colonization Association, which in 1923 was wholly taken over by the Canadian Pacific Railway. This Association carried on all the colonization and settlement work in Western Canada for the Canadian Pacific Railway and in doing so helped, contributed to, or formed associations with many varied organizations.*
>
> *Many of the associated organizations were small colonization boards scattered throughout the provinces, to which the Canada Colanization Association sent immigrants for placement within the community, the colonization boards collecting $1.00 for every person placed.*

Due to the ownership of the Calgary Colonization Co in 1909; it is likely that at least a portion of this land has been in agricultural production since that time or earlier.

3.2.2 EXISTING AND ADJACENT LAND USE

As mentioned in ***Section 2.2 – Municipal District of Foothills Land Use By-law (LUB)***, the site is currently zoned agricultural district (A). **Figure 7 –Land Use Districts,** taken from the MD of Foothills H2AIASP shows the conceptual uses contemplated by the H2AIASP for the subject lands (Industrial/Commercial) and the lands in the surrounding area.

There are a number of other lands in the immediate area that are also zoned as Agriculture District especially to the south-west of the site. The parcel immediately north of the study area (that was subdivided out of the quarter section) is zoned as Country Residential District (CR), and there is another country residential parcel immediately north in the portion of the NW quarter of section 13 that is south of highway #7.

Figure 8 – Adjacent Land Use gives an aerial view of areas immediately surrounding the study site that have land use designations other than agricultural. Most of these have commercial and/or industrial uses or proposed uses. With the exception of the Silvertip residential development on the east side of Hwy #2.

Fig. 6 Existing Drainage

Arrows indicate direction of drainage on site as it currently exists.

Fig. 7 Land Use Districts

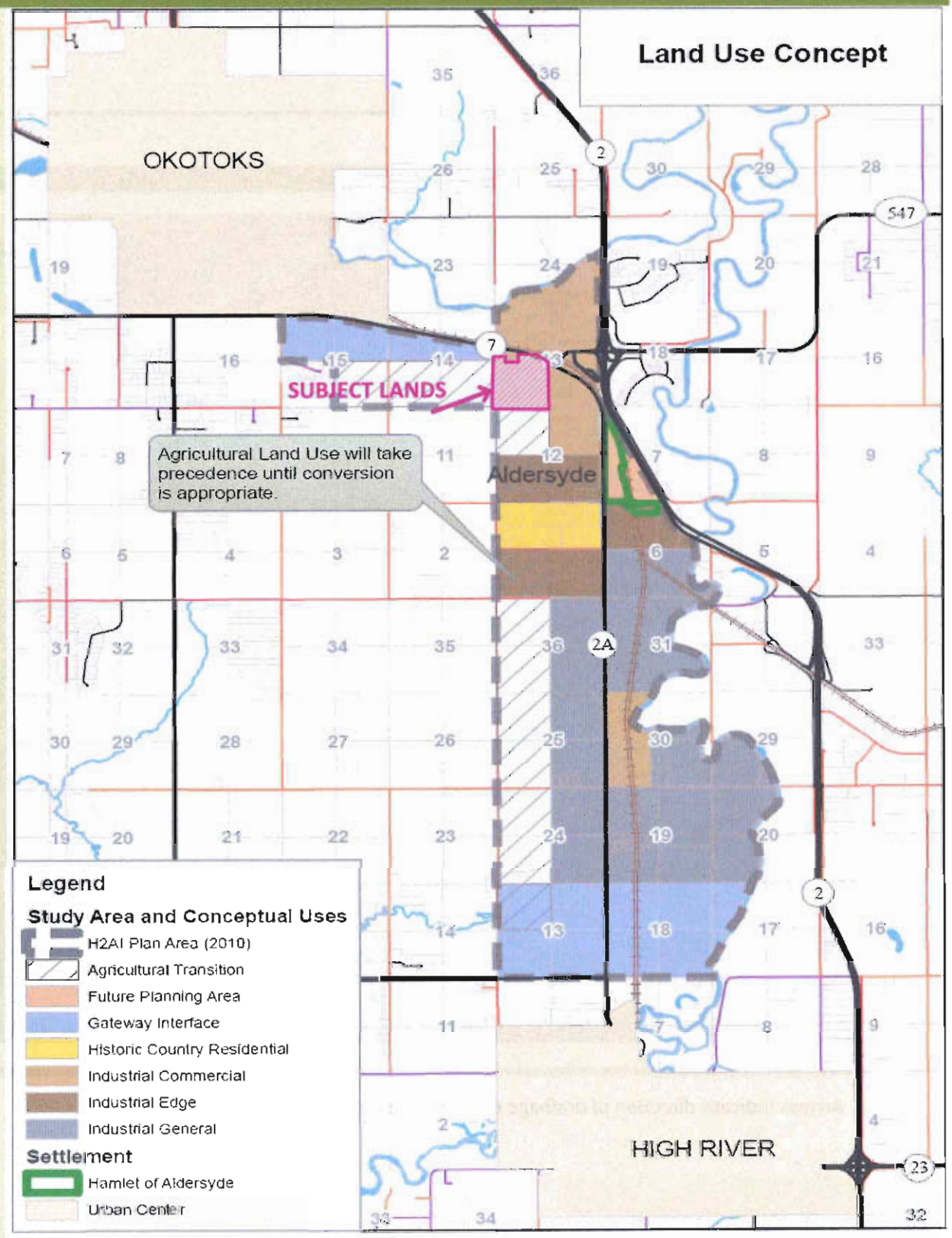


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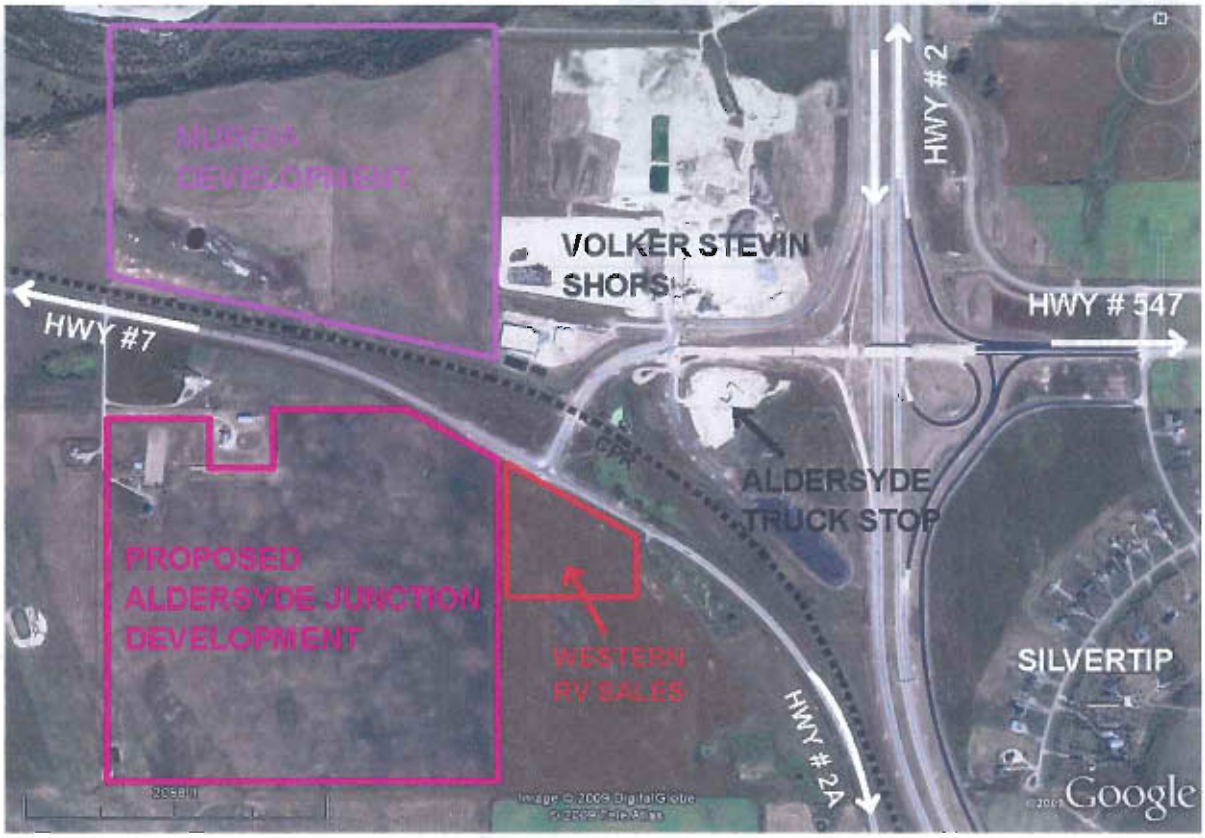
Fig. 8 Adjacent Land Use



View of Murcia site from intersection of Hwy #7 and 64th Street.

View of study area from Western RV proposed site.

***Illustration 3**– North of the site*

View north along 64th street (current site access) on western edge of study area, looking towards Hwy #7

View north from edge of slope towards Murcia development.

North of the proposed site are lands which were previously approved for residential development, but have been amended to an Industrial Land Use to facilitate development of an industrial park with 25 lots between 2.16 and 6.17 ac in size. **Figure 9 – Murcia Development Plan** shows the site plan for this development. North-east of the site there are lands zoned as Industrial District (INN), these lands are home to the Volker Stevin shops as well as an asphalt plant. The Petro Canada Truck Stop is also located north-east of the site.

***Illustration 4**– North east of the study area*

View north from the middle of the site. The Volker Stevin shops and the asphalt plant are seen in the distance. Gladys Ridge is in the far distance on the right.

Aldersyde Petro Canada Truck Stop.

East of the subject lands there is a parcel that is zoned Agriculture/Commercial Highway (A/CMY). A recreational vehicle sales and storage business has been approved for part of this site. **Figure 10 – Western RV Plan** illustrates the plan for this development.

Fig. 9 Murcia Development Plan

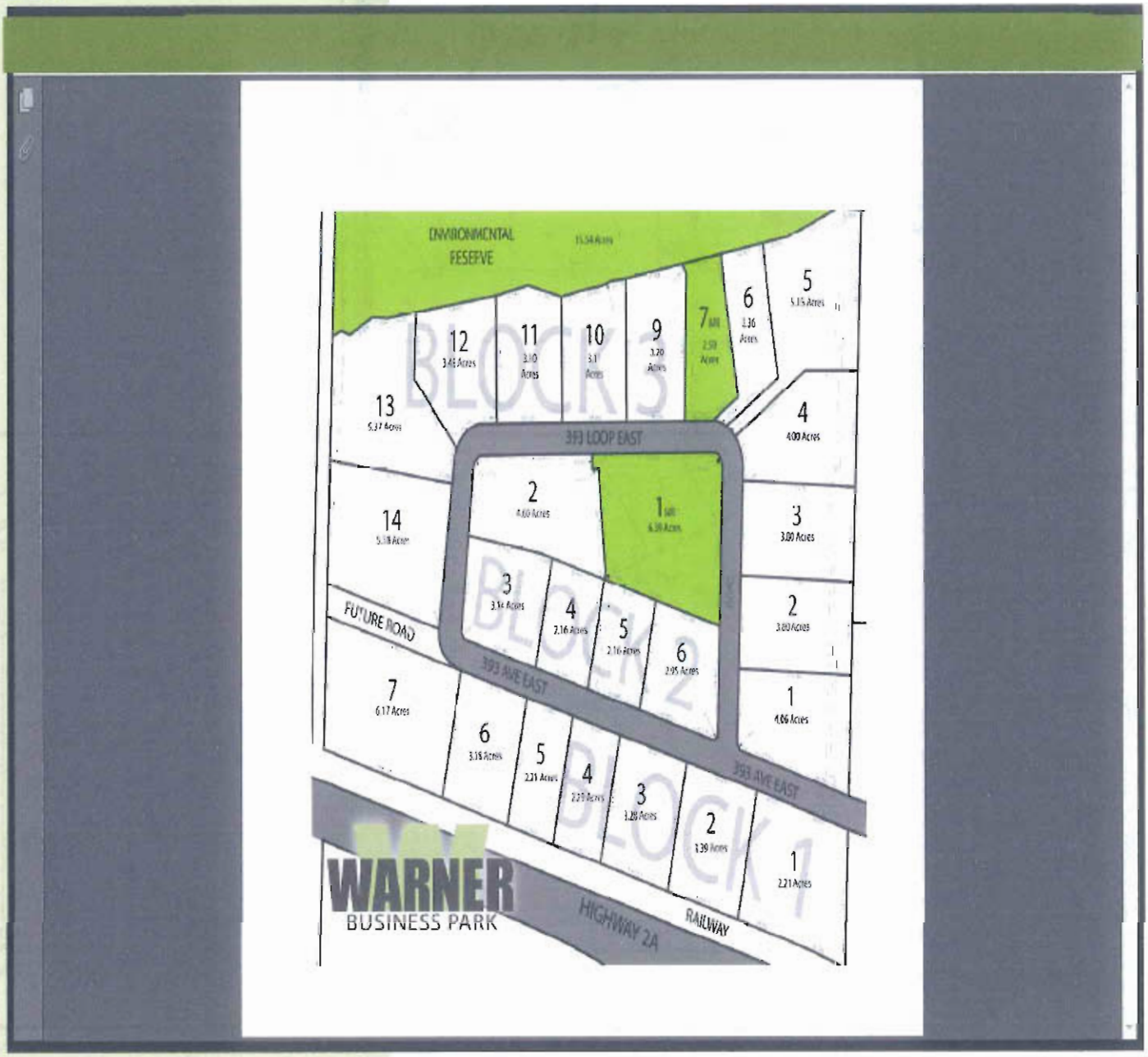
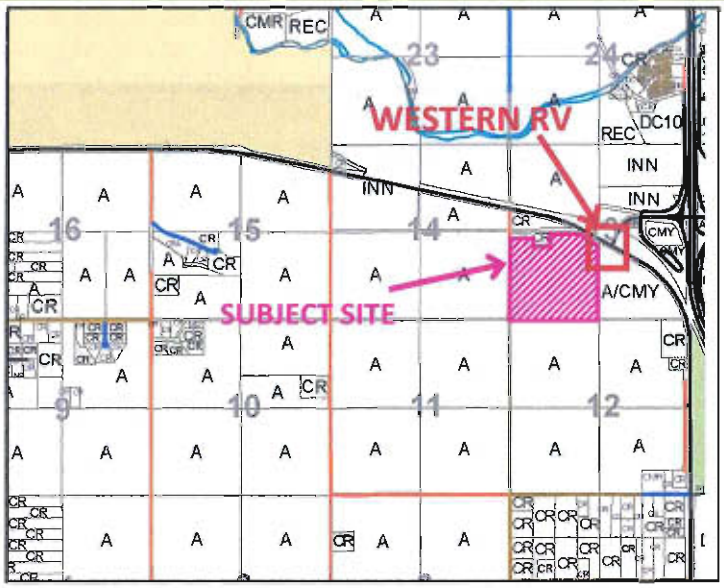
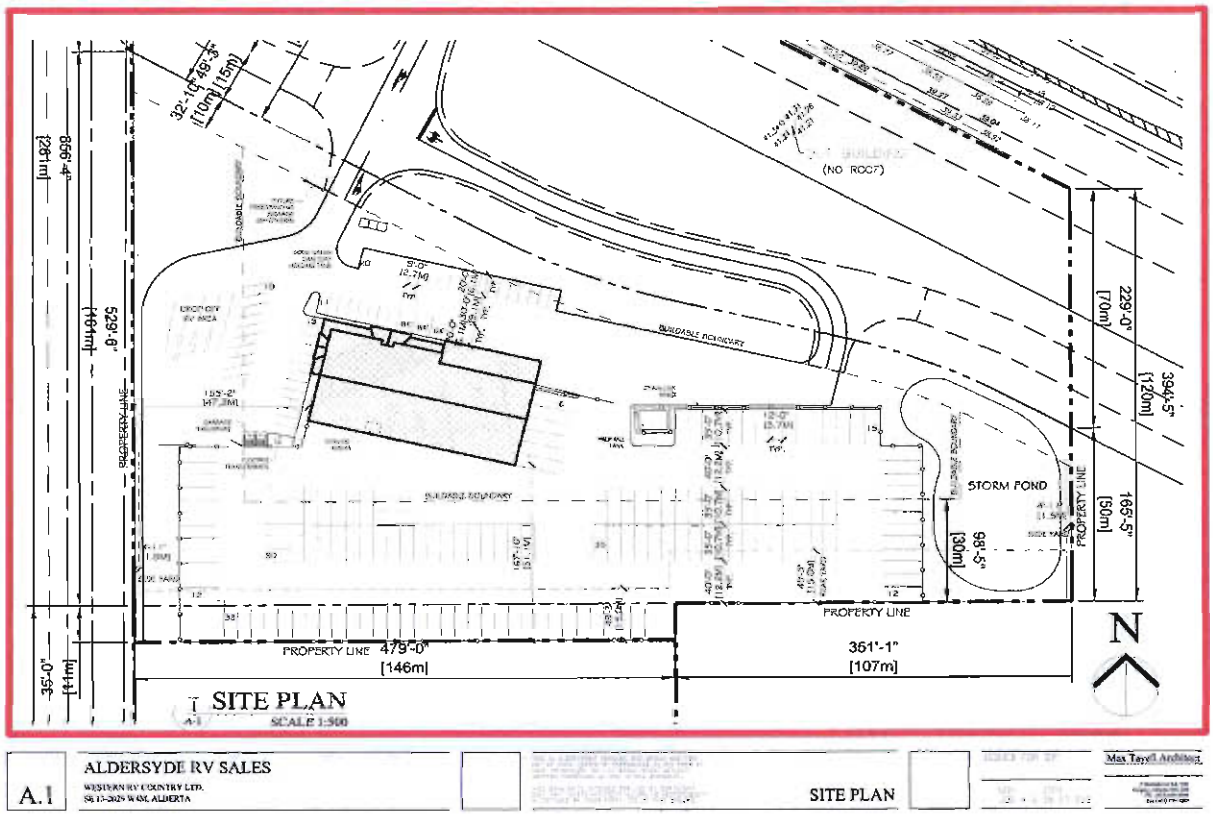


Fig. 10 Western RV Plan





South East of the site is the Hamlet of Aldersyde. The Hamlet is very small and presently has no services (i.e. gas station, groceries etc.) but it is home to several businesses including the Municipal District of Foothills Maintenance Yard. Sprung Instant Structures and Mullen Trucking are located south of the Hamlet.

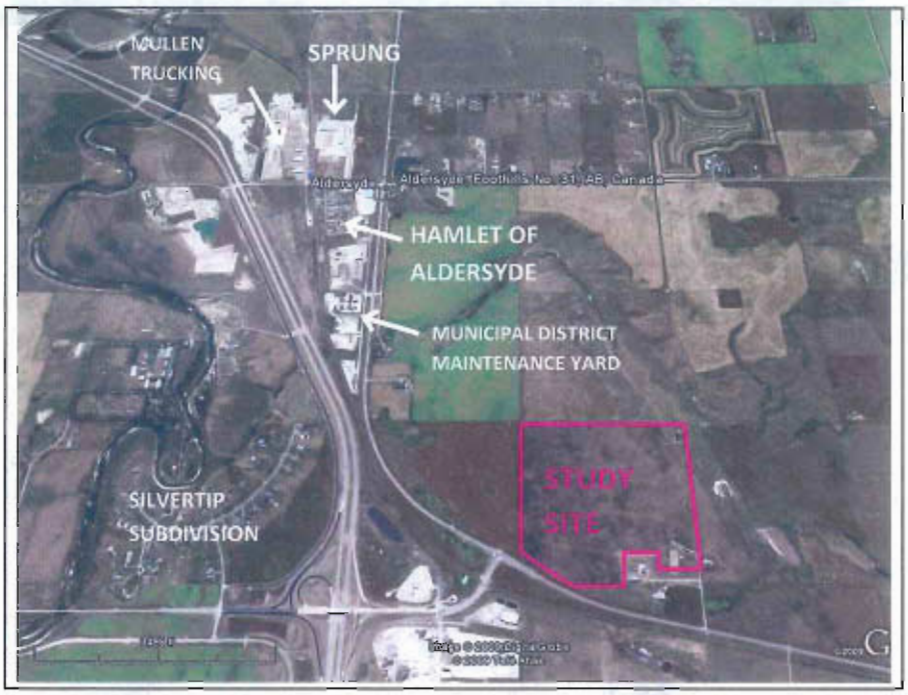


Illustration -5

Location of the Hamlet of Aldersyde in relation to the study area. The area of residential development within the hamlet is quite small and lies in the center, with industrial development to the north and south.

3.2.3 EXISTING TRANSPORTATION NETWORK

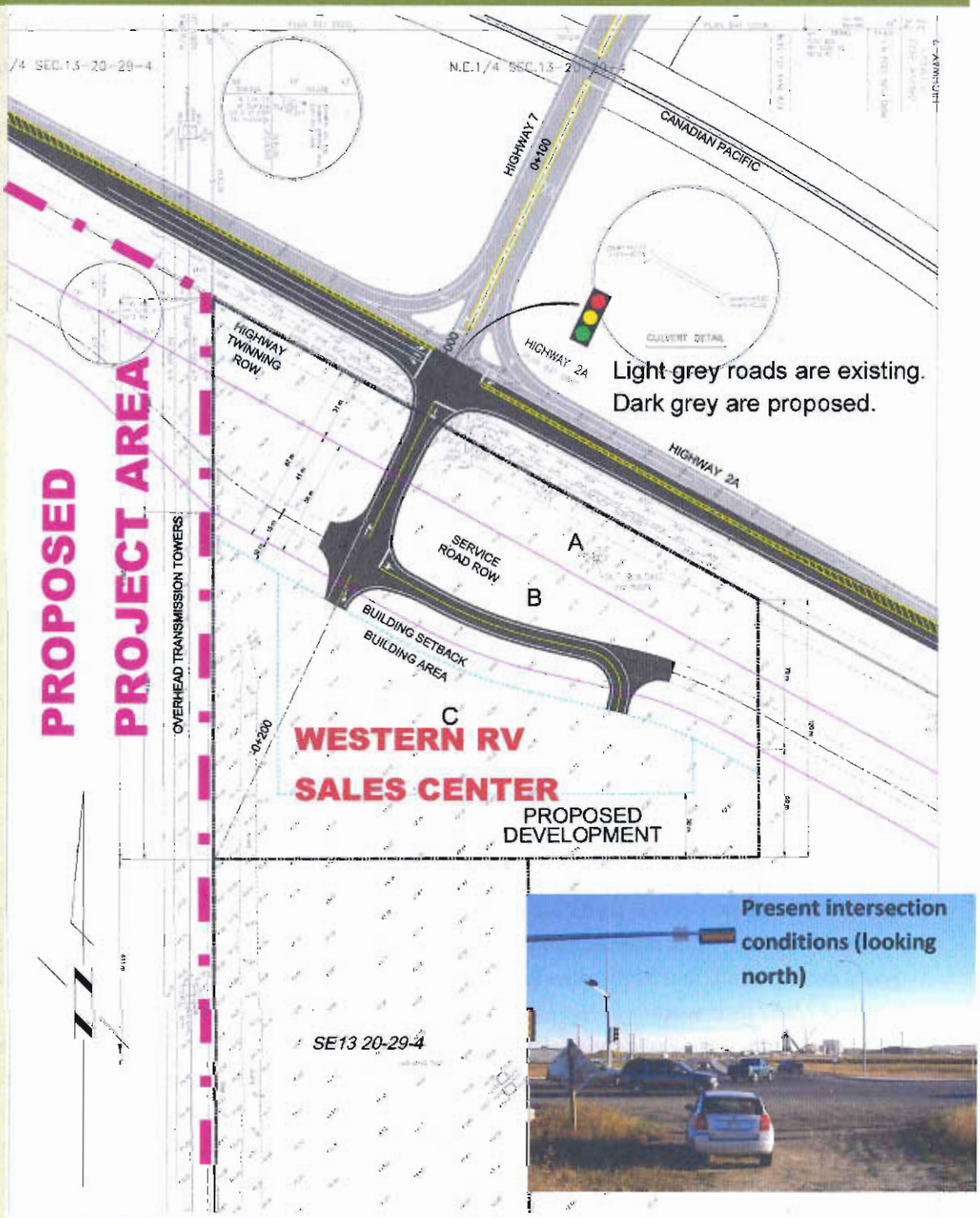
The study site is situated adjacent to the intersection of several highways: Highway #2 (Alberta's major north south artery), Highway #2A, Highway #7 and Highway #547. There is also a CP Rail line along the north side of Hwy #7. **Figures 1, 2, 3 and 8** all show the locations of these roads in relation to the site.

Highway #2A has been designated the MD of Foothill's major industrial corridor and provides access to a variety of businesses as well as the Town of High River. Highway #7 runs west of the site to Okotoks and then beyond to Black Diamond and Turner Valley. Highway # 547 extends east from the overpass over Highway #2 to Mossleigh, Arrowood and connects with Highway 24 to Vulcan.

Access to the site is currently from Hwy #7 via 64th Street East (Range Rd 291) which runs north-south along the west side of the study area. There is currently a signalled "T" intersection where Hwy#7/2A meets Hwy #547. This intersection will be upgraded from a "T" intersection to a four way intersection and a service road, due to the development of the RV sales facility adjacent to the study site. **Figure 11 – Hwy #7/547 Intersection** shows the proposed configuration of this intersection.

Bunt and Associates Engineering ("Bunt") have been engaged to conduct a TIA to determine what upgrades, if any, will be required to accommodate the proposed development of Aldersyde Junction. Bunt presented its report to Administration of the MD of Foothills on July 13, 2012 whose staff has met with Alberta Transportation. Discussions with Administration indicate no revisions to Aldersyde's concept or road network would be required to meet Alberta Transportation's requirements.

Fig. 11 Hwy #7/547 Intersection



3.2.4 EXISTING UTILITY INFRASTRUCTURE

Electricity:

High tension power transmission lines are located along the east side of site. These lines are managed by AltaLink. Three phase power lines run along the west side of the site on the west side of the road allowance. Single phase power lines run along the same road on the east side as far as the existing residence.

Natural gas service:

There are Canadian Western Natural Gas (ATCO) pipeline right of ways along the north boundary of the site as shown in **Figure 12 – Utilities and Pipelines**. The existing dwelling on the site is shown on the EUB plan in the Phase 1 ESA to have natural gas service to it. The gas co-op is listed as ATCO GAS (South). Additionally an easement has been provided to Atco to enable servicing be provided to the Fieldhouse site. The specific alignment of the right-of-way has not yet been designated.

Water:

According to the Level 1 ESA, there are 10 records of water wells on the site. The existing residence has a potable water well that is located west of the residence. It is 57.91m deep and shows a pump rate of 7 gpm on the drilling report.

The M.D. of Foothills provides water services to the Silvertip subdivision and the Hamlet of Aldersyde. There is also a water main from Aldersyde that services the Petro-Canada across Hwy #7/2A from the study area. Pursuant to a Servicing/Cost Contribution Agreement between 710716 and the MD of Foothills and the decision of the MD of Foothills to commence construction of the fieldhouse on the lands identified as Phase 2A development lands, the MD of Foothills has agreed to provide water services to the subject lands.

In order to service the fieldhouse and other development on this site, a water main will be constructed from the Aldersyde water main along the road allowance to the southeast corner of the subject lands. The cost of that water main and any water lines that mutually benefit both the MD of Foothills and 710716 will be shared between the two parties, with 710716 contributing 63% of those costs.

Waste Water:

The existing residence on the study site has a septic system that includes a septic tank and septic field. This system is located west north-west of the residence.

The MD of Foothills has proposed a sewage collection tank system to service the fieldhouse site which will have the sanitary sewage pumped out and trucked to a suitable treatment facility.

710716 are in the process of conducting soil investigations to assess the feasibility of an onsite treatment facility to treat the sanitary sewage for its development. Each lot owner would be required to install a buried sewage collection tank that would be connected to a pressurized, deep buried, central

sewage collection pipe system. This would transport the sanitary waste to a common central point which would then be treated in an onsite treatment facility similar to the facility installed at the Heritage Heights School located in the MD of Foothills. This facility would be owned by a lot-owners association but operated by a licensed operator with the required expertise to operate such facilities. The advantage of this type of system is that it will discharge "aquifer quality" effluent into a septic field on site in the appropriate location in the development. These systems tend to reduce operating costs significantly and have been proven to be environmentally sound as approved by Alberta Environment.

The MD of Foothills does have plans for a regional waste water main to service the Hwy 2A industrial corridor, which would include this site. The timing for the construction of this waste water main is uncertain at this time. Should a regional waste water main be constructed, the community system to be located on the development could be decommissioned and connected to the regional system.

3.2.5 Community, Protective and Emergency Services

Schools:

The subject lands are located within the Foothills School Division and the Christ the Redeemer Catholic School Division. The closest schools are located in the Town of Okotoks approximately 3km west of the site.

Fire protection and emergency services:

Fire protection and emergency services are provided by the MD of Foothills.

Police services:

Police services for the area are provided by the R.C.M.P., with detachments located in High River and Okotoks.

Health Services:

The site is located in the Calgary Health Region. Health services are available in High River and Okotoks. The High River General Hospital provides emergency care 24 hours per day 7 days per week, home care and public health services are also available in High River. The Okotoks Health and Wellness Centre provide urgent care from 8am to 11pm daily, in addition to home care and public health services. Both towns have a number of family physicians.

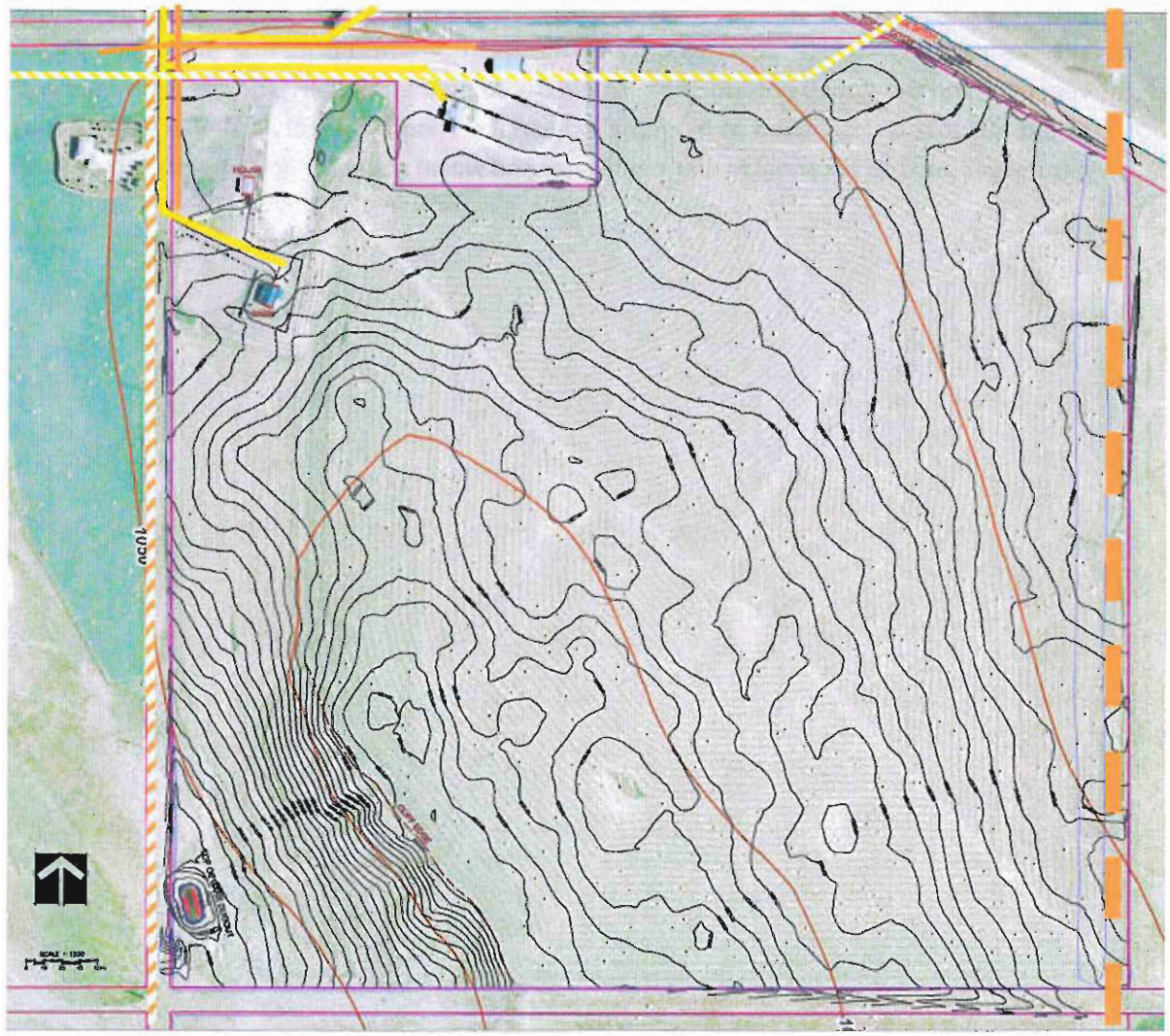
3.2.6 Wells and Pipelines

According to the Level one ESA, information provided by the EUB indicates that there are four wells either existing or historic, within Section 13 - Township 20 - Range 29 - West of the 4th Meridian, but none are located in the SW quarter and all of them are greater than 400m from the study area. There is a low pressure natural gas pipeline located in the north-west corner of the site as illustrated in **Figure 12** – Utilities and Pipelines. It is listed under the caveats as a utility right of way for Canadian Western Natural Gas (ATCO, south).

3.2.7 SUMMARY OF SITE ANALYSIS

A summary of the opportunities and constraints as outlined in this Section 3 – Site Analysis is illustrated in **Figure 13 Site Opportunities and Constraints**. It was found that the site is located in a predominantly industrial area with excellent access via highway, and is located very close to a rail line. The land is generally slightly mounded with the majority of the site having a NE aspect and a smaller portion of the site having a SW aspect. The majority of the site is cultivated leaving only a small area of natural vegetation on the sloped portion of the site in the south west corner. The site is situated within the area of the MD that is designated as its major industrial corridor. It is serviced with three phase power and natural gas and has potential for regional water and waste water servicing by the MD of Foothills.

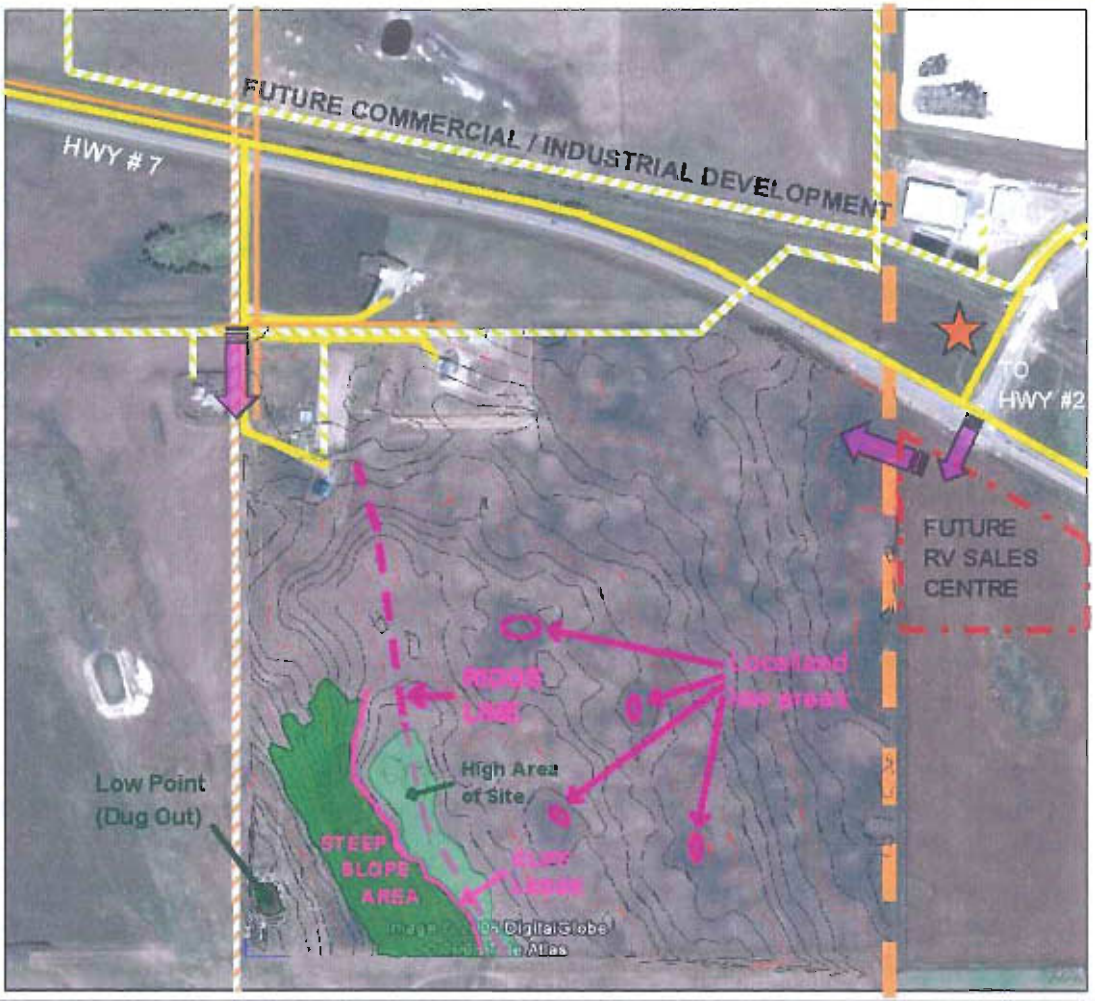
Fig. 12 Utilities and Pipelines



LEGEND:

- **HIGH TENSION POWER LINES**
- **THREE PHASE POWER LINES**
- **SINGLE PHASE POWERLINES**
- **LOW PRESSURE NATURAL GAS PIPELINE**
- **LOCAL GAS LINES**

Fig. 13 Opportunities and Constraints



LEGEND:

- HIGH TENSION POWER LINES
- THREE PHASE POWER LINES
- SINGLE PHASE POWERLINES
- LOW PRESSURE NATURAL GAS PIPELINE
- LOCAL GAS LINES
- SITE ACCESS
- POTENTIAL FUTURE TRANSIT STOP (H2AIASP)

4.0 THE VISION FOR ALDERSYDE JUNCTION

The **ultimate** vision for Aldersyde Junction is a mixed-use work and play development with eco-industrial, agri-industrial, commercial and recreational uses. It would be characterised by natural open spaces, an interconnected pathway system, prominent views of the foothills, and a variety of uses that will complement the visions for Highway 2A as a commercial/industrial corridor and for Aldersyde as a potential future transit oriented node. It is envisioned as a vital component of a modern and vibrant community with a reduced environmental footprint.

Phases one and three:

Phases one and three of the development would involve the creation of commercial (Phase 1 and 3 on Figure 14) properties that will complement the nearby communities, adjacent land uses and the existing Aldersyde truck stop. 710716 are completing a market analysis to determine the specific type of commercial enterprises that would wish to locate in the development. It is anticipated that commercial enterprises which would provide services supportive of the multi-purpose facility being constructed by the Municipality and the Town of Okotoks directly southwest of the development would be most desirable.

Phase two:

Phase two of the development would involve the creation of "eco-industrial" (Phase 2 on Figures 14) properties that will complement the nearby communities, adjacent land uses and the existing Aldersyde truck stop.

Due to the fact that agriculture has been deemed to be a priority in the Municipality, the commercial/industrial areas of the site will also give priority to businesses or industries that are related to, or support agriculture.

Some key components of the plan are:

- ❑ The establishing of an interconnected pathway system which facilitates pedestrian access through the development, and provides connections to a possible regional trail system,
- ❑ Ecologically friendly site planning principles, water and energy conservation measures and innovative design guidelines and best management practices.
- ❑ Implementation of advanced water and wastewater management solutions.

Policy 4.0.a **Development of the site will be in at least two phases.**

Policy 4.0.b **The northern portion of the development will be comprised of the of commercial land uses.**

Policy 4.0.c **The southern portion of the development will be comprised of eco-industrial land uses.**

5.0 Design Principles

The vision for Aldersyde Junction incorporates the principles of 'Smart Growth' and a set of sustainable practices that were compiled by the design team.

5.1 Principles of Smart Growth

The Smart growth principles were created by the Smart Growth Network, a non-profit agency which was established to seek ways for community development to protect the environment, enhance community vitality, and boost the local economy. These principles have been the foundation for numerous well known sustainability initiatives and residential communities all over North America including the award winning project Dockside Green in Victoria British Columbia. Smart Growth principles have also been incorporated into the new LEED Neighborhood Development certification.

Smart Growth planning principles encourage a mix of residential dwelling types, integrated local commercial and institutional land-uses, and interconnected open spaces to support a diverse population, a viable local economy, pedestrian oriented communities, healthy lifestyles, and a cohesive community fabric which preserves the environment. A more detailed overview of Smart Growth is offered on the organization's website www.smartgrowth.org.

5.2 Sustainable Practices

The vision for the Junction incorporates sustainable practices for community design and implementation, especially as they pertain to site layout, infrastructure, building design, open space management and construction practices. In general terms, sustainable practices address: Site planning, servicing, transportation infrastructure, stormwater management, water usage, energy usage and solid waste management.

Following are some principles that will be implemented in the proposed development:

5.2.1 Water

High levels of water consumption draw down water-flows and require increased infrastructure to supply, treat and distribute water. Better management of water systems may be achieved through conservation measures and innovation.

Reducing demand:

Some conservation methods being proposed for the development are:

- ❑Metering and "increasing block rate structures" as opposed to a constant rate/volume charge,
- ❑Encouraging Xeriscaping (landscaping that requires minimal water), and landscaping in swales that collect rain water.
- ❑Low-flow appliances and fixtures.

Exploring alternative means to supply water:

Storm water and snow melt may be harvested and stored through a system of storm water ponds then filtered and provided for non-potable uses.

5.2.2 Drainage and Storm Water Management

Storm water in many contemporary communities is channelled off to a distant point of discharge. Such changes modify watershed patterns, and cause a decrease in the infiltration process creating dry soil conditions for vegetation.

In the proposed development a more ecologically sensitive approach will be used; one that retains the moisture that falls on the site and controls it so that the rate and quantity of water discharge matches that prior to the development. Some of the moisture will be harvested for re-use in the development, and the rest will be allowed to permeate into the soil, re-charging local aquifers.

5.2.3 Alternative Energy Supplies

Completely replacing traditional energy sources in a new development may not be feasible, but complimenting these sources with alternative energy sources may be advantageous. Opportunities for alternative energy supply will be explored; Including generating electrical power through wind or other green technologies, and selling excess back to the local electricity provider.

5.2.4 Dark Sky Policy

The Council of the Municipal District of Foothills No. 31 enacted their Dark sky by-law (Bylaw 27/2009), on April 16th, 2009. This by-law outlines a number of measures to mitigate the problem of light pollution. We propose the following for Aldersyde Junction:

- ❑Shield and lower the wattage of all outdoor lighting – commercial and municipal,
- ❑Reduce illumination levels where possible,
- ❑Use timers, dimmers, and light or motion sensors to darken unoccupied areas.

5.2.5 Solid Waste Management

Disposal of waste is costly, incurring expenses associated with collection of waste, operation of landfill sites, and the restoration of fouled landscapes. One of the goals in sustainable development is clearly to reduce the amount of solid waste generated within communities. The following are a list of measures that will be considered:

- ❑Providing composting and mulching equipment within the development,
- ❑Establishing a comprehensive recycling program,
- ❑Designating a central material recovery facility during construction phase,
- ❑Limiting the amount of solid waste that will be collected.

5.2.6 Site Layout and Design

Part of the vision for this development was to promote a less car-dependent lifestyle, to encourage pedestrian travel, facilitate social interaction, to maximize open spaces, to take advantage of solar and wind energy where possible, and to enhance the site rather than take away from it. The following were considered in the design for the development:

- ❑Integrating existing landscape features into the overall plan taking advantage of natural capital where ever possible,
- ❑Creating a network of interconnected open spaces, pathways and nodes, and providing opportunities to connect to a regional open space system.
- ❑Exploring opportunities for alternative street and lot designs,
- ❑Utilizing the natural topography to facilitate storm water management and the harvesting or run-off for use in the development,
- ❑Integrating stormwater management facilities with open space systems,
- ❑Providing convenient pedestrian access to daily needs,
- ❑Providing alternative transportation choices for people who work or play in the development,
- ❑Encouraging a healthy lifestyle.

5.2.7 Building Design

More energy efficient buildings will reduce the overall environmental footprint of a development. The proposed development will have a set of Design Guidelines that outline the sustainable building design elements that are required or desirable within the community. These will include such items as maximum building sizes, thermal insulation requirements, passive solar measures, energy and water efficiency ratings for mechanical systems, appliances and fixtures and allowable building materials. They will also include suggested design features to create a pedestrian friendly environment.

5.2.8 Construction Practices

It is important that the construction phase of development be monitored to ensure the sustainable vision for the proposed development is maintained. The Best Management Practices will outline acceptable construction practices and special requirements that builders will be expected to meet in the proposed development. It will address items such as erosion management, waste management, protecting vegetation, dust control and the prevention of water contamination during construction.

6.0 CONCEPT PLAN

6.1 GENERAL DEVELOPMENT CONCEPT

Current planning theory holds that it is desirable to create complete communities where there are opportunities to live, work and play in close proximity. This promotes pedestrian travel and encourages a healthy lifestyle as people leave their cars behind and spend less time commuting from home to work or recreation facilities.

As outlined in *Section 4 - The Vision for Aldersyde Junction*, the ultimate vision for this development is a mixed-use work and play development with eco-industrial, commercial and recreational uses as well as open space.

The plan for the proposed development illustrated in **Figure 14 – Conceptual Plan** incorporates the multi-purpose fieldhouse, being constructed by the MD of Foothills and the town of Okotoks, several commercial lots of varying sizes in close proximity to the highway with larger eco-industrial parcels toward the rear of the site. There will be a public Utility Lot somewhere in the lower area of the NE corner of the site to provide for storm water management and potentially for an on-site wastewater treatment plant.

There is provision for an open space system including a future pathway network throughout the development to facilitate pedestrian and bicycle travel within the site and to provide connections to a possible future regional pathway system. 710716 as part of the sale agreement completed with the MD of Foothills satisfied the majority of its municipal and environmental reserve commitment for the development (a total of 7.6 acres for municipal reserve and 5.9 acres for environmental reserve). The balance of the municipal reserve requirements for the development will be designed to facilitate connection to the open space network and multi-purpose facility adjacent to the development to the southwest.

As an additional component of the sale agreement, 710716 dedicated the right-of-way for the road allowance which travels from the east end to the west end of the subject lands as shown in Figure 17. This road is intended to replace the existing right-of-way for the service road contemplated in the future plans to twin Highway 7.

Policy 6.1.a **Aldersyde Junction will incorporate eco-industrial, commercial, and public utility lands with provision for appropriate connections to the open space network of the multi-purpose facility being constructed adjacent to the development to the southwest.**

6.2 LAND USE

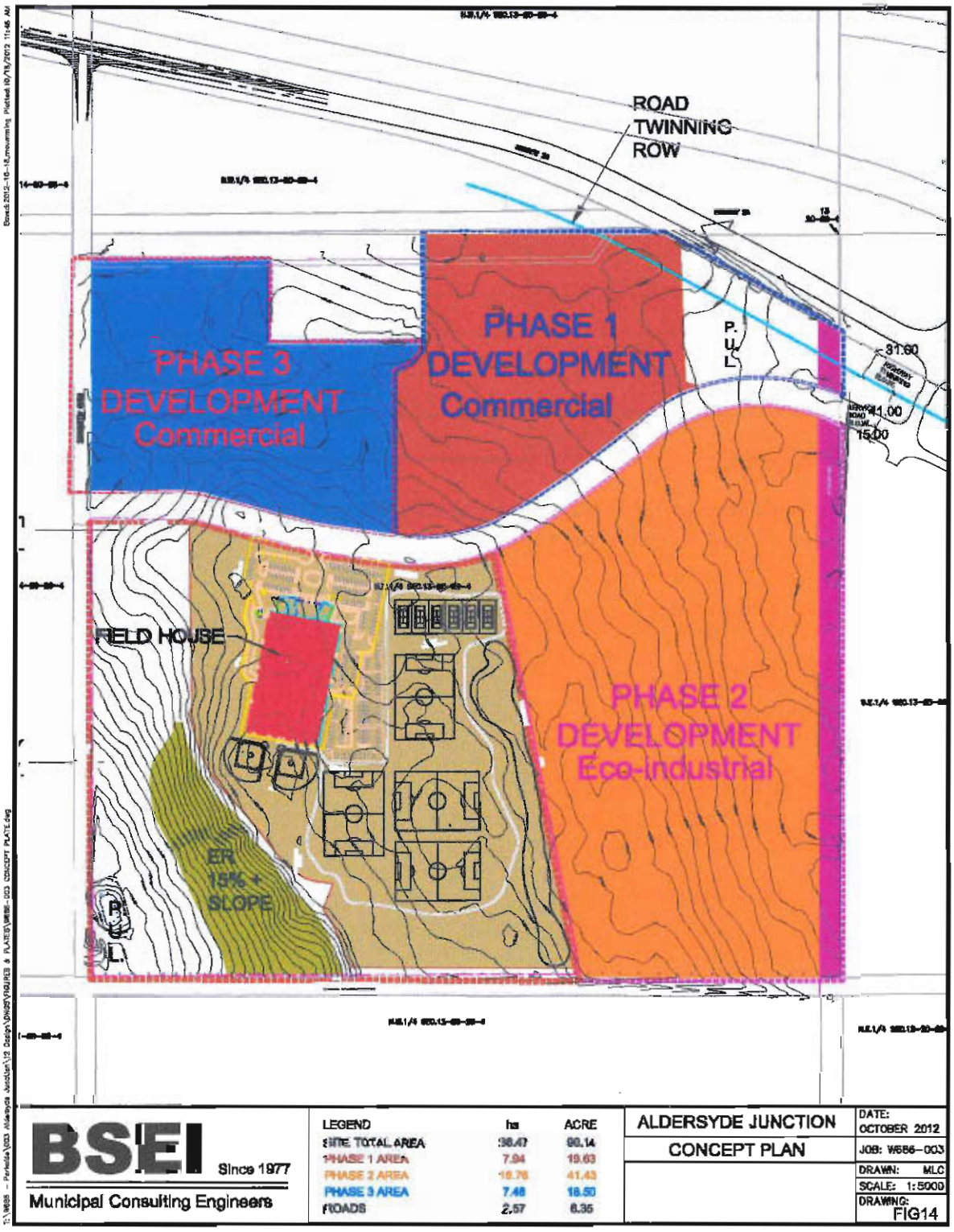
As stated in section 6.1, a limited mixture of land uses are proposed for the first phase of Aldersyde Junction. These uses will be arranged on the site approximately as illustrated in **Figure 14 – Conceptual Plan**. Table **1 - Land Use Statistics**, outlines the area of each of the different types of uses as well as it's percentage of the total project area.

Table 1 - Land Use Statistics:

Land Use	Plan Area (ac)	Plan Area (Ha)	Percentage of Plan Area
Eco-Industrial Development	41.43	16.76	45.96%
Commercial Uses	38.13	15.42	42.28%
Roads	6.35	2.57	7.05%
Open Space (ROW/PUL)	4.23	1.72	4.71%
Total	90.14	36.47	100.0%

Policy 6.2.a **The allotment of lands to each of the different uses will be approximately as illustrated in *Table 1- Land Use Statistics*.**

Fig. 14 Conceptual Plan



Preliminary Concept Notes:

- Phase 1 and 3 are both commercial phases and will be developed as determined by market conditions. Land Use designation will be applied for both phases at the same time.
- Phase 2 is the eco-industrial lots that will be developed as dictated by market conditions. Land use designation will be applied for at the same time as the Commercial Lots.
- The eco-industrial uses are yet to be determined, but would have to be appropriate for a site that is in close proximity to a recreational facility. There may be an interim use for this area such as storage until such time as development of the eco-industrial park is warranted.
- The Public Utility Lot (PUL) would house storm water management facilities and possibly an on-site waste water treatment plant.

6.3 ECO-INDUSTRIAL DEVELOPMENT

Approximately 41.43 acres of the proposed development will be designated for Eco-Industrial uses. It is anticipated that lots will range in size from 1.0 acres to 4.54 acres. The eco-industrial lots will be occupied by businesses that are either part of the "green industry" (they offer products or services that are related to re-cycling, waste reduction, alternative energy or sustainability in general) or businesses that have a commitment to operating with a reduced environmental footprint. Individual businesses could occupy more than one lot if they need more area.

The eco-industrial portion of the development is envisioned as a campus style park with landscaping and attractive buildings. The uses would be lighter industrial and would have to conform to noise and air quality guidelines. Businesses which produce green products or have a commitment to operating in an ecologically friendly manner will be preferred. Strategic alliances (one's waste or by-product is another's fuel or raw material) and pooling or sharing of resources will be encouraged (e.g. joint marketing initiatives, shared administrative staff, common meeting facilities etc.), as will the use of alternative green energy sources. Businesses will be encouraged to give back to the community and their employees (offering meeting spaces, board rooms, gyms, playing fields, etc. to community groups or providing day care facilities, or utilization of community fitness facilities or outdoor spaces for their employees use during off peak times).

There will be a set of eco-industrial guidelines developed and implemented for this portion of the site. These guidelines will be submitted at the re-designation stage of the development approvals process and could include recommendations for:

- Architectural design guidelines – which would describe required design elements,
- CPTED – crime prevention through environmental design guidelines,
- Green Building requirements – e.g. green roofs, LEED requirements, water conserving fixtures, energy efficient appliances and mechanical systems, etc.,

- Landscaping requirements - including recommendations for "xeriscaping" (low water requirement landscaping) and use of native vegetation,
- Transit oriented design,
- Waste Management,
- Water conservation

These guidelines will include recommendations for implementation and administration.

Until such time as the construction of the campus style park is warranted, there may be an interim use for the eco-industrial lands – for example as a storage site. This use would have to be compatible with the land use by-law and adjacent development.

Policy 6.3.a	**The development will incorporate a site for a campus style eco-industrial park.**
Policy 6.3.b	**The eco-industrial development will be guided by a set of eco-industrial guidelines, to be submitted at the re-designation stage of the approvals process.**
Policy 6.3.c	**The designated eco-industrial lands may house an interim use, such as storage, until such time as development is warranted.**

6.4 Agriculture Focused Commercial and Industrial Development

The MD of Foothills has stated a firm commitment to supporting and promoting agriculture in its Municipal Development Plan 2010 (MDP 2010). In order to respect this policy of the MD, preference will be given in this development to businesses that are part of, or that support the agriculture industry.

Policy 6.4.a	**In the proposed development, preference will be given to agriculture related businesses, those that support the agriculture industry or those that support the multi-purpose fieldhouse being constructed adjacent to the development to the southwest.**

6.5 Commercial Development

Commercial development will account for approximately 38.13 acres in the area marked as Phases 1 and 3 in Figure 14 of Aldersyde Junction. The commercial portion of the development envisions lots ranging from 1.00 acres to 2.95 acres in size and will be focused in the north portion of the site. Individual businesses could occupy more than one lot if they require more area. The commercial uses envisioned are Highway commercial uses such as service stations, small hotels and restaurants or perhaps small specialty retail businesses. Specialty businesses that support agriculture, or are related to adjacent development or the recreational facilities adjacent to the site would be appropriate as well.

Policy 6.5.a	**The proposed development will have two phases of commercial lots which will be guided by a set of design guidelines, to be submitted at the re-designation stage of the approvals process.**

6.6 PUBLIC OPEN SPACES

Aldersyde Junction contemplates the establishment of an Open Space Network that will complement and connect the fieldhouse site to the southwest with the development and the anticipated regional pathway contemplated in the H2AISP. As a component of the sale of the southwest portion of the subject lands to the MD of Foothills in April of 2012, 710716 transferred and dedicated 7.6 acres of the fieldhouse site lands as a portion of its municipal reserve obligations. The open space in the remaining phases of development will account for approximately 2.7 acres (being the balance of 710716's municipal reserve obligation) plus the area utilized for the PUL and 3.55 acres of ROW.

Municipal Reserve (MR) and Pathway system:

The open spaces will include a pathway system that would facilitate pedestrian movement through the site, connection to the multi-purpose fieldhouse site and provide connections to a possible future regional system as identified in the H2AIASP.

710716 have already contributed 7.6 acres of its obligations in respect of Municipal Reserve requirements. The balance of its obligation, being 2.7 acres, is to be provided primarily for the pathway system.

Public Utility Lot (PUL):

In addition to the linear open spaces, it is anticipated that a PUL lot in the portion of the northeast corner of the development will house storm-water management facilities and may potentially house an on-site waste water treatment plant. This is the area of the development that is the lowest in elevation.

Policy 6.6.a	Provision will be made for an open space network on the site.
Policy 6.6.b	There will be a Public Utility Lot in the north east corner of the site to provide for storm-water management and potentially an on-site waste water treatment plant.
Policy 6.6.c	MR dedication of 7.6 acres has already been dedicated on transfer of the fieldhouse lands. The balance of 2.7 acres of municipal reserve dedication will be designed to accommodate pedestrian movement to the fieldhouse site.

6.7 TRANSPORTATION INFRASTRUCTURE

6.7.1 REGIONAL TRANSPORTATION SYSTEM/SITE ACCESS

It is important to ascertain that the existing regional transportation system is adequate to accommodate any potential development. As mentioned in Section 3.2.3 Existing Transportation Network, the study site is situated adjacent to the intersection of Highway #2, Highway #2A, Highway #7 and Highway #547. Bunt and Associates – Transportation Planners and Engineers have completed a preliminary TIA for the site in conjunction with a TIA for the Murcia development site across Highway 7. It is anticipated that the existing road system will be more than adequate to accommodate proposed development. Intersection upgrades have already been suggested for the development of Western RV adjacent to the site. These upgrades are illustrated in **Figure 11 – Hwy #7/547**.

As proposed by the MD of Foothills, access for the first phase of development at Aldersyde Junction would be from Highway #7 via the signalled intersection illustrated in **Figure 11.** The plan will be submitted to Alberta Transportation for approval by the transportation engineers and any necessary upgrades will be undertaken.

Policy 6.7.1.a **Access to phase one of development will be via the signalled intersection on Highway #7 as illustrated in Figure 11.**

Policy 6.7.1.b **Access to the development will be constructed in accordance with the MD of Foothill's servicing standards and to the satisfaction of Alberta Infrastructure and Transportation (AIT).**

6.7.2 Pedestrian Network

To encourage a healthier and more sustainable lifestyle it is desirable to facilitate pedestrian traffic as part of a transportation system. As indicated in Section 6.6 - Public Open Spaces, provision has been made in the plan for the establishment of a pathway system on the site. This system is intended to facilitate pedestrian movement through the site, to provide a recreational "walking loop" for site users and to connect to a possible future regional pathway system.

Policy 6.7.2.a **Provision will be made in the development for a pedestrian network.**

6.7.3 Internal Road Network

The development will require a limited road network. The main collector road will have a right of way of 30 meters and 710716 has already dedicated the lands required for this road pursuant to the sale of the lands to the MD of Foothills in April 2012. The local roads will have a right of way of 25 meters. Internal roads for the Eco-Industrial Park will be constructed at such time as the development of the Park is deemed feasible.

Policy 6.7.3.a **All internal roads will be constructed in accordance with the MD of Foothill's servicing standards and to the satisfaction of Alberta Infrastructure and Transportation (AIT).**

6.7.4 Public Transportation Options

The Use of public transportation is an important component in sustainable development. Provision will be made in the development for future transit stops. In addition, if there is a future rail or bus stop across Highway #7 from the development, it will be ensured that pedestrian connections are provided.

Policy 6.7.4.a **Provision will be made in the development for future transit stops.**

Policy 6.7.4.b **Pedestrian connections will be facilitated for off-site transit stops.**

6.8 UTILITY SERVICES

6.8.1 WATER SUPPLY AND DISTRIBUTION

Water is fast becoming one of the most critical factors in development, The amount and type of development that is possible is often limited by the amount of water that is available to a site. Therefore reducing the amount of water used is very important.

Reduced water demand within the Aldersyde Junction development will be accomplished by the following:-

- ❑Use of metering and increasing block rate structures,
- ❑Mandating the use of low-flow appliances and plumbing fixtures,
- ❑Use of drought-resistant natural londscaping materials.

Pursuant to a Servicing/Cost Contribution Agreement between 710716 and the MD of Foothills and the decision of the MD of Foothills to commence construction of the fieldhouse on the lands directly adjacent to the southwest, the MD of Foothills has agreed to provide water services to the subject lands.

In order to service the fieldhouse and other development on this site, a water main will be constructed from the Aldersyde water main along the road allowance to the southeast corner of the subject lands. The cost of that water main and any water lines that mutually benefit both the MD of Foothills and 710716 will be shared between the two parties, with 710716 contributing 63% of those costs. Individual lot owners may require a cistern suitable for storage of potable water to augment supply and to ensure adequate water for fire protection. Water will be distributed on site through a conventional water distribution system of buried water-mains.

Policy 6.8.1.a **Water will be supplied to the site via the water main to be constructed by the MD of Foothills pursuant to the Servicing/Cost Contribution Agreement between 710716 and the MD of Foothills.**

Policy 6.8.1.b **Water will be distributed through a conventional water distribution system of buried mains.**

6.8.2 WASTE WATER DISPOSAL AND TREATMENT

The handling of waste water is an important consideration in sustainable community development. Waste water from the Aldersyde Junction development will be collected via gravity fed or pressurized system to a central location and treated on-site using a suitable technology.

Policy 6.8.2.a **Waste water will be collected via gravity fed or pressurized system to a central location and treated on-site using a suitable technology approved by Alberta Environment.**

6.8.3 SHALLOW UTILITIES

While traditional energy sources are difficult to replace, the use of alternative systems that rely on energy generated by the sun, wind and water are becoming increasingly important in Alberta. Completely replacing traditional energy sources in a new development may not be feasible, but complimenting traditional sources with alternative energy sources can be advantageous. Exploring of alternative, clean energy supplies for the development will be facilitated.

Power, telephone and natural gas will be extended to the development at the sole cost of the Developer. Shallow utilities will be run to each lot and utility lines will be located within a utility right of way (ROW).

Policy 6.8.3.a	**Power, telecommunication and natural gas service will be provided by the developer to the satisfaction of the approving authorities.**
Policy 6.8.3.b	**Shallow utilities will be located within utility right of ways.**
Policy 6.8.3.c	**Exploring alternative clean energy alternatives to provide power for the development will be encouraged.**

6.8.4 STORMWATER MANAGEMENT

Alberta Environment requires that all new developments have a plan to manage storm water run off. Regulations mandate that storm water leaving a development must do so at a rate that does not exceed the pre-development flow rate.

Stormwater can be harvested and managed with relative ease through a combination of drainage basins, swales and retention ponds. Stormwater can be a valuable water source as it can offset water demands (especially in water short areas).

In addition to on-site stormwater collection, reduced hard surfaces and the use of alternative materials (such as cobblestone and porous pavement surfaces) would further ensure that the quantity, quality and direction of rain-water drainage is altered as little as possible by the development. Reducing building footprints and road widths further enhance the site's capacity to absorb water.

Within the proposed development, several options exist for the provision of storm water management. These include, but are not limited to:-

- ❑Rural roadway cross sections complete with ditching and a dry pond storm water detention facility.
- ❑Urban roadway cross sections complete with curb and gutter, storm sewers and a dry storm pond.
- ❑Either rural or urban roadway cross sections with a wet pond detention system.

Final lot sizing and classification will ultimately determine the method of storm water management chosen. A detailed Stormwater Management Study will be prepared at the re-designation stage of the approval process.

Policy 6.8.4.a	A detailed Stormwater Management Plan will be prepared by a qualified professional and submitted at the re-designation stage of the approval process, to the satisfaction of Alberta Environment and the Municipality.
Policy 6.8.4.b	The Stormwater Management Plan will ensure that post-development flows and runoff volumes remain consistent with pre-development flows and runoff volumes.
Policy 6.8.4.c	Stormwater management facilities in the proposed development will be located within Public Utility Lots which will be outlined in a plan submitted at re-designation and dedicated at the subdivision stage of the development.
Policy 6.8.4.d	The management of surface drainage will use existing drainage courses wherever possible. These will be incorporated with the open space system and will be designed to promote natural vegetation and wildlife habitat as well as providing a visual amenity.

6.9 Solid Waste Management

Solid waste management in Aldersyde Junction will be the responsibility of the property owners through a landowners association. It is proposed that a waste disposal company will be contracted by the association to collect and dispose of solid waste in the development. In order to adhere to the vision of Aldersyde Junction as an eco-industrial and green business park (or community) the following measures are suggested:

- ❑Provide composting and mulching equipment within the development. This could take the form of providing communal compost bins, or by providing compost bins and equipment to community members at cost.
- ❑Provide a comprehensive recycling program, which may entail curb-side pick-up service or frequently placed drop off points.
- ❑An education plan could be implemented as part of a landowners web-site. Recycling and composting tips could be posted in addition to other information regarding sharing of facilities or personnel or general items of interest.

Policy 6.9.a	A waste disposal company will be contracted by the land-owners/business-owners association to properly dispose of solid waste from the development.

6.10 Community, Protective and Emergency Services

6.10.1 Fire Management:

Primary source for fire protection will be the potable water supply provided via the Municipality's water main. Additionally individual lot owners may require a private fire-protection system if it is determined that adequate sustained flows will not be available from the potable water system to meet fire safety standards for comparable developments. The private fire protection system will be built to provide water supply, pumping, distribution and hydrants or holding tanks as required throughout the development. The storm-water management system will be designed to provide an additional source of

water for the private fire protection system in order to ensure sufficient water is available to sustain fire flows.

Policy 6.10.1.a **The development will meet the criteria and requirements for on-site fire fighting measures as determined by the Municipality.**

6.10.2 PROTECTIVE SERVICES:

Police services for the plan area are provided by the Royal Canadian Mounted Police and the Municipal District of Foothills Special Constables. It is intended that Crime Prevention through Environmental Design (CPTED) practices will be used to help reduce opportunities for crime. CPTED crime prevention principles can be applied easily and inexpensive, and have been implemented in communities across the nation. The results have been impressive; in some CPTED communities, criminal activity has decreased by as much as 40 percent (from http://www.cpted-watch.com).

The four main strategies of CPTED are:

1. Natural Surveillance - maximizing the ability to spot suspicious people and activities. Promoted by features that maximize visibility of people, parking areas and building entrances: doors and windows that look out on to streets and parking areas; pedestrian-friendly sidewalks and streets; adequate nighttime lighting equipped with motion sensors. It could also include the incorporation of different types of activities that occur around the clock, so that the area is never deserted – i.e. mixed use.

2. Territorial Reinforcement - fostering residents' interaction, vigilance, and control over their neighborhood. Physical design can create or extend a sphere of influence. Users develop a sense of territorial control while potential offenders, perceiving this control, are discouraged. Territorial reinforcement is promoted by features that define property lines and distinguish private spaces from public spaces using landscape plantings, pavement designs, gateway treatments, and fences.

3. Natural Access Control - A design concept directed primarily at decreasing crime opportunity by denying access to crime targets and creating a perception of risk for potential offenders. Natural access control is attained by designing streets, sidewalks, building entrances and neighborhood gateways to clearly indicate public routes and discouraging access to private areas with structural elements.

4. Target Hardening - Accomplished by features that prohibit entry or access: window locks, dead bolts for doors, interior door hinges.

CPTED strategies will be outlined in the Design Guidelines document to be submitted at the re-designation phase of the approvals process.

6.11 DEVELOPMENT CONTROLS

The primary purpose of development controls is to ensure that future development is in keeping with the vision of Aldersyde Junction as a mixed-use development with a reduced environmental footprint. Development control will be exercised through the adoption of **Sustainable Best Practices, General Design Guidelines** and **Eco-Industrial Guidelines**. These development control documents will be

provided in draft form at the re-designation stage and developed fully at the subdivision stage of the approval process. All three documents will be submitted along with the subdivision application.

SUSTAINABLE PRACTICES – The Sustainable Practices document will outline site development, open space management, special servicing considerations, as well as operating and maintenance procedures that are ecologically sound. The following are some examples of some of the items that will be addressed by the Sustainable Practices document:-

- ❑Water conservation strategies and guidelines
- ❑Requiring buildings/contractors to submit a drainage/storm water management plan for both the construction phase and the final as built site conditions.
- ❑Implement a construction waste management plan.
- ❑Protection of vegetation from harm during construction, allowing only minimal excavation.
- ❑Implement measures to prevent water contamination during construction.

ECO-INDUSTRIAL GUIDELINES – The Eco-Industrial Guidelines (EIG) Document will outline special considerations and practices to ensure industrial development in Aldersyde Junction is in keeping with the vision for an eco-industrial park.

DESIGN GUIDELINES – The Design Guidelines (DG) document will outline architectural guidelines for buildings, landscape guidelines for open spaces and buffer areas, and urban design guidelines for streets:

Policy 6.11.a	A draft Sustainable Practices (SP) document will be submitted at the re-designation stage of the development process with the final SP document being submitted at the subdivision stage.
Policy 6.11.b	The Sustainable Practices document will outline site development, open space management, building design and building construction methods that are safe and ecologically sound.
Policy 6.11.c	A draft Design Guidelines (DG) document will be submitted at the re-designation stage of the development process with the final DG document being submitted at the subdivision stage.
Policy 6.11.d	The Design Guidelines document will outline architectural guidelines for buildings, landscape guidelines for public open spaces, and urban design guidelines for streets; the guidelines will reinforce rural village atmosphere with prairie style architecture.

6.12 DEVELOPMENT PHASING

The Aldersyde Commercial Campus development will be divided into 3 major phases of development. The phases will be approximately as illustrated in **Figure 14 – Concept Plan**.

Policy 6.12.d	The development will be divided into 3 major phases approximately as illustrated in Figure 14 – Concept Plan.

7.0 IMPLEMENTATION

The purpose of the Area Concept Plan is to provide a guideline to future development and is intended as a policy framework for the future planning, design and development of the Aldersyde Junction Development

Adoption of Amended Area Concept Plan

The Aldersyde Junction Amended Area Concept Plan will be submitted to the MD of Foothills and will be presented to Council for adoption by resolution. The plan will be a non-statutory document and will be used as a guideline to future development. The plan will not supersede, repeal or replace any statutory plan or hearing process related to development.

A public hearing may be held at the discretion of Council. A public hearing was already conducted in respect of the initial Amended Concept Plan

Re-designation and Plan Amendments

The Aldersyde Junction area will have to be re-designated from its current designation in the MD of Foothills Land Use Bylaw as an Agricultural District.

The preferred option is to re-designate each category of land use separately. In this case, re-designation would have to be in accordance with existing Municipal District of Foothills land use categories.

A second option is to re-designate the entire development site to a Direct Control District. A Direct Control designation will allow Council to directly control the development process and the standards of development within the designated area.

Subdivision Application

Upon receiving land use approval, a tentative plan of subdivision will be submitted for one or more phases of development. Development may occur in one or more phases, along with associated transportation access and utility infrastructure services.

Off Site Levies

Off site Levies would be negotiated with the Municipality as a condition of subdivision as a part of the Development agreement.

Development Agreement

The Municipal District of Foothills requires that all developers enter into a development agreement which would outline a broad range of requirements for the development such as servicing standards, development sequencing and off site levies. A development agreement will be entered into prior to final sub-division approval.

8.0 REGIONAL BENEFITS

There are a number of benefits that would be realized by the existing residents of the region surrounding the proposed development:

- The development will require the installation of local water and waste-water lines and potential water or wastewater treatment facilities. These utilities may potentially be accessed by nearby residents.
- The stormwater management system proposed for the development may offer additional water for fire protection for the immediate area.
- Aldersyde Commercial Campus would serve as a model of more efficient water and waste-water management.
- The development would serve to demonstrate principles of 'Smart Growth' and sustainable community development as they pertain to site layout, infrastructure, building design, open space management and construction practices.
- The proposed development would enhance the site and the surrounding region.
- The development of a commercial/industrial park will help to broaden and diversify the Municipality's tax base.
- The development of a commercial/industrial park will provide supportive services to the MD's multi-purpose field house being constructed on the Phase 2A lands.

9.0 Policy Summary

Policy 4.0.a	Development of the site will be in at least two phases.
Policy 4.0.b	The northern portion of the development will be comprised of the of commercial land uses.
Policy 4.0.c	The southern portion of the development will be comprised of eco-industrial land uses.
Policy 6.1.a	Aldersyde Junction will incorporate eco-industrial, commercial, and public utility lands with provision for appropriate connections to the open space network of the multi-purpose facility being constructed adjacent to the development to the southwest.
Policy 6.2.a	The allotment of lands to each of the different uses will be approximately as illustrated in *Table 1- Land Use Statistics.*
Policy 6.3.a	The development will incorporate a site for a campus style eco-industrial park.
Policy 6.3.b	The eco-industrial development will be guided by a set of eco-industrial guidelines, to be submitted at the re-designation stage of the approvals process.
Policy 6.3.c	The designated eco-industrial lands may house an interim use, such as storage, until such time as development is warranted.
Policy 6.4.a	In the proposed development, preference will be given to agriculture related businesses, those that support the agriculture industry or those that support the multi-purpose fieldhouse being constructed adjacent to the development to the southwest.
Policy 6.5.a	The proposed development will have two phases of commercial lots which will be guided by a set of design guidelines, to be submitted at the re-designation stage of the approvals process.
Policy 6.6.a	Provision will be made for an open space network on the site.
Policy 6.6.b	There will be a Public Utility Lot in the north east corner of the site to provide for storm-water management and potentially an on-site waste water treatment plant.
Policy 6.6.c	MR dedication of 7.6 acres has already been dedicated on transfer of the fieldhouse lands. The balance of 2.7 acres of municipal reserve dedication will be designed to accommodate pedestrian movement to the fieldhouse site.
Policy 6.7.1.a	Access to phase one of development will be via the signalled intersection on Highway #7 as illustrated in Figure 11.
Policy 6.7.1.b	Access to the development will be constructed in accordance with the MD of Foothill's servicing standards and to the satisfaction of Alberta Infrastructure and Transportation (AIT).
Policy 6.7.2.a	Provision will be made in the development for a pedestrian network.
Policy 6.7.3.a	All internal roads will be constructed in accordance with the MD of Foothill's servicing standards and to the satisfaction of Alberta Infrastructure and Transportation (AIT).

Policy 6.7.4.a	Provision will be made in the development for future transit stops.
Policy 6.7.4.b	Pedestrian connections will be facilitated for off site transit stops.
Policy 6.8.1.a	Water will be supplied to the site via the water main to be constructed by the MD of Foothills pursuant to the Servicing/Cost Contribution Agreement between 710716 and the MD of Foothills.
Policy 6.8.1.b	Water will be distributed through a conventional water distribution system of buried mains.
Policy 6.8.2.a	Waste water will be collected via gravity fed or pressurized system to a central location and treated on-site using a suitable technology approved by Alberta Environment.
Policy 6.8.3.a	Power, telecommunication and natural gas service will be provided by the developer to the satisfaction of the approving authorities.
Policy 6.8.3.b	Shallow utilities will be located within utility right of ways.
Policy 6.8.3.c	Exploring alternative clean energy alternatives to provide power for the development will be encouraged.
Policy 6.8.4.a	A detailed Stormwater Management Plan will be prepared by a qualified professional and submitted at the re-designation stage of the approval process, to the satisfaction of Alberta Environment and the Municipality.
Policy 6.8.4.b	The Stormwater Management Plan will ensure that post-development flows and runoff volumes remain consistent with pre-development flows and runoff volumes.
Policy 6.8.4.c	Stormwater management facilities in the proposed development will be located within Public Utility Lots which will be outlined in a plan submitted at re-designation and dedicated at the subdivision stage of the development.
Policy 6.8.4.d	The management of surface drainage will use existing drainage courses wherever possible. These will be incorporated with the open space system and will be designed to promote natural vegetation and wildlife habitat as well as providing a visual amenity.
Policy 6.9.a	A waste disposal company will be contracted by the land-owners/business-owners association to properly dispose of solid waste from the development.
Policy 6.10.1.a	The development will meet the criteria and requirements for on-site fire fighting measures as determined by the Municipality.
Policy 6.11.a	A draft Sustainable Practices (SP) document will be submitted at the re-designation stage of the development process with the final SP document being submitted at the subdivision stage.
Policy 6.11.b	The Sustainable Practices document will outline site development, open space management, building design and building construction methods that are safe and ecologically sound.
Policy 6.11.c	A draft Design Guidelines (DG) document will be submitted at the re-designation stage of the development process with the final DG document being submitted at the subdivision stage.

Policy 6.11.d	**The Design Guidelines document will outline architectural guidelines for buildings, landscape guidelines for public open spaces, and urban design guidelines for streets; the guidelines will reinforce rural village atmosphere with prairie style architecture.**
Policy 6.12.d	**The development will be divided into 3 major phases approximately as illustrated in Figure 14 – Concept Plan.**