



Wakeford Business Park

Outline Plan
May 2024



WAKEFORD
BUSINESS PARK



Wakeford Business Park Outline Plan **May 2024**

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1.0

Introduction

1.1 Purpose of this Plan

This Outline Plan is prepared pursuant to the Highway 2A Industrial Area Structure Plan (H2AIASP). It is a non-statutory plan intended to describe the developer's rationale and motivation to establish a comprehensively planned business park subdivision within the Highway 2A corridor referred to as **The Wakeford Business Park**.

The Outline Plan's policy framework is intended to facilitate a land use amendment and subdivision within the Plan area in addition to establishing expectations for potential future land use amendments and subdivision affecting surrounding lands at such time regional utility servicing becomes available.

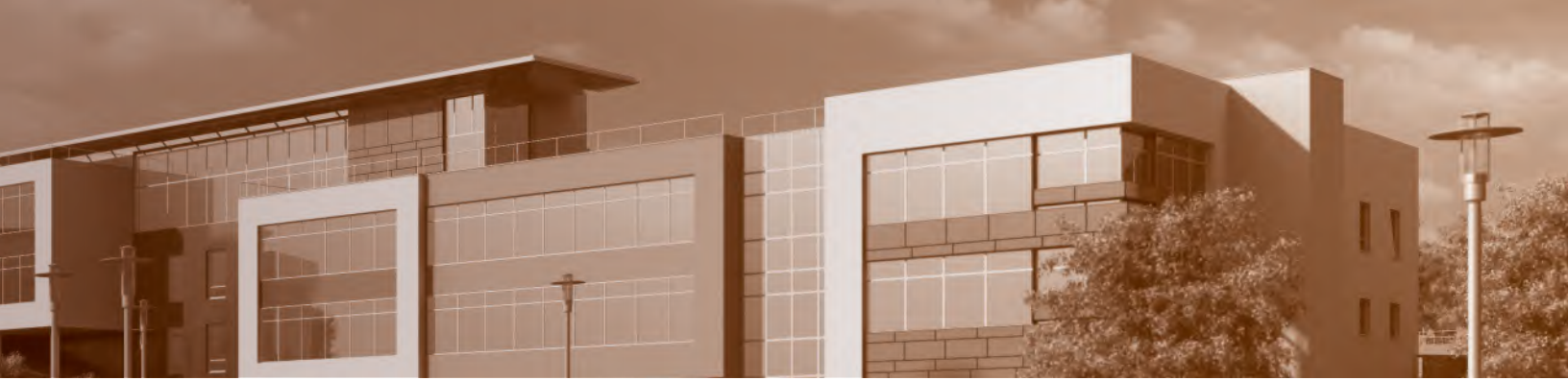
1.2 Development Rationale

The subject lands are located immediately north of the Town of High River, within the boundary of the H2AIASP which contemplates industrial and commercial development within the site.

The Plan area includes a relatively flat area with gentle slopes falling towards the east (towards a natural drainage course situated west of the Highwood River) and includes lands that have been previously disturbed by agricultural activities.

The Plan area is situated within the Gateway Interface (GI) policy of the Highway 2A Industrial Area Structure Plan (H2AIASP) which establishes expectations under which cooperative intermunicipal planning is to occur between the County and the Towns of High River and Okotoks. Implementation of the ASP's GI policy area within this Outline Plan will ensure the rural to urban transition along the Highway 2A corridor is appropriately respected and enhanced through application of the H2AIASP's policies - and specifically by establishing a landscaped Municipal Reserve (MR) buffer, including a regional pathway alignment, and by ensuring the built form of development within the Plan area respects the H2AIASP's design guidelines.

The Outline Plan's implementation framework contemplates business development with a mix of Business Park (BP) and General Industrial (GI) land uses in accordance with the County's Land Use Bylaw. Subdivision will be supported by appropriate transportation, utility servicing, stormwater management, and open space infrastructure - all of which will be constructed by the developer at the subdivision stage.



1.3 Primary Development Considerations

The Wakeford Business Park Outline Plan is proposed as a comprehensive business development project with the following key considerations:

- *The land use strategy contemplates a mix of Business Park (BP) lots backing onto Highway 2A and Hwy 543 (498 Ave E), and General Industrial (GI) lots within the balance of the Plan area. (oriented towards the internal subdivision road).*
- *Transportation infrastructure upgrades will be constructed by the developer within public road ROWs with intersections onto Highway 2A designed in accordance with the requirements of Alberta Transportation & Economic Corridors (ATEC) and the County.*
- *Potable water infrastructure will be provided connecting into the existing 300 mm PVC water main (from the Town of High River) which traverses the Plan area.*
- *Wastewater service infrastructure will be provided including individual sanitary pump out tanks installed within each lot augmented with a low-pressure sanitary force main installed within the internal road ROW - which will facilitate future connection into a regional wastewater system when it becomes available.*
- *Stormwater management infrastructure will be provided via a series of ditches and swales draining into temporary drainage areas (situated on lands immediately adjacent to the Outline Plan owned by the developer) to be protected via overland drainage rights-of-way.*
- *The Gateway Interface policies of the Highway 2A Industrial ASP and Town of High River / Foothills County Intermunicipal Development Plan are acknowledged and respected.*
- *The Outline Plan establishes expectations for potential expansion of the Wakeford Business Park at such time regional utility servicing becomes available within the Highway 2A Corridor.*

1.4 Outline Plan Objectives

The objectives of **The Wakeford Business Park Outline Plan** are to:

- *Summarize a review of existing conditions within the Plan area to subsequently identify development opportunities and constraints that require appropriate mitigations as part of the development process.*
- *Establish a preliminary site plan, land use, and subdivision concept.*
- *Establish expectations for the developer to provide supporting transportation, utility servicing, stormwater management, and public open space infrastructure.*
- *Establish expectations for provision of Emergency Service response within the Plan area based on the Mutual Aid Agreement between Foothills County and the Town of High River.*
- *Establish an overall phasing strategy for development within the Plan area based on the availability of utility servicing, stormwater management, and transportation infrastructure, alongside market demand.*
- *Rationalize the project in accordance with the County's adopted statutory and non-statutory policy framework including the Municipal Development Plan, the Highway 2A Industrial Area Structure Plan, the Foothills County / Town of High River Intermunicipal Development Plan, and the regulatory provisions of the Land Use Bylaw.*





Business Park Guiding Principles

2.1 Guiding Principles

The Foothills County Highway 2A Industrial Area Structure Plan and the Municipal Development Plan (MDP) establish the over-arching policy framework intended to facilitate business development that respects rural character, promotes environmental conservation & enhancement, and implements innovative & cost-effective infrastructure systems in a manner that supports the economic well-being of the County and surrounding region.

Using the H2AIASP and the MDP as guiding frameworks, this Outline Plan establishes a series of guiding principles intended to connect the County's strategic development objectives with the developer's motivation to establish The Wakeford Business Park as follows:

2.1.1 Planning for Growth

- **Additional Business Development** - *With business development pressures expected to continue in the area, leveraging economic development opportunities along Highway 2A will assist the County and Region to implement its strategic fiscal and growth management objectives.*
- **Regional Economic Benefit** - *This proposed Wakeford Business Park is likely to spur economic benefits that extend beyond the Plan area out into the region.*
- **Highway 2A Corridor Promotion** - *Promoting the corridor as a suitable location for industrial businesses will support the County achieving its economic development objectives.*
- **Future Flexibility** - *To ensure planning and development flexibility as it relates to parcel size, land use, and regional servicing ability.*





2.1.2 Preserving Rural Character

- **Strategic Open Space** - The developer of the Wakeford Business Park will provide a Municipal Reserve (MR) abutting Highway 2A, to facilitate as an attractive intermunicipal feature along the Highway 2A / Hwy 543 (498 Ave E) interface.
- **Dark Skies** - Architectural controls will be implemented by the developer to maintain 'dark skies' aimed to reduce the spillage of light from the Business Park onto adjacent lands.
- **Rural Identity** - To ensure the character of Foothills County is maintained by establishing appropriate rural to urban transitions along the southern boundary of the Plan area.

2.1.3 Accommodating a Supportive and Complementary Business Environment

- **Increased and Diverse Industry** - Development within the Wakeford Business Park will accommodate a supportive and diverse business environment for industrial and commercial users within the Highway 2A corridor.
- **Reducing Land Use Conflict** - Ensure that surrounding land uses are complimentary and properly align within the greater context.
- **Transitional buffers** - Respect adequate transitional buffers of appropriate uses adjacent to each urban municipality.

2.1.4 Implement Environmental Conservation & Habitat Improvement

- **Riparian Buffer** - Maintain an appropriate edge treatment adjacent to the Highwood River.
- **Preservation** - Ensure preservation of the corridor's natural capital and significant environmental features.

2.1.5 Implement Innovative and Cost-Effective Infrastructure

- **Improved Access** - Transportation infrastructure will be provided by the developer in accordance with applicable engineering design standards.
- **Potable Water System** - The H2A/ASP contemplates a future 'long term' regional water distribution and treatment system to service this area. It notes that all new developments must connect to piped water. However, it does include a policy statement that low water use interim development may be considered prior to a piped water system being available.

2.1.6 Facilitate an Open & Transparent Stakeholder Engagement Process

- **A Two-Way Dialogue** - To date, key area stakeholders have been informed of the project details and acknowledged the proposed project. A more formal open house will be held involving interested stakeholders regarding the project, solicit feedback about technical issues, and achieve measurable community support for the project.
- **Highest and Best Use** - To site land uses which provide the greatest benefit to residents, businesses, and employees in and around the plan area.

2.1.7 Implement a 'Quality' Development with 'Quality' Assurance

- **Compact Development Form** - The compact Business Park design will limit the amount of expanding roadway infrastructure requiring maintenance by the County. New roads will be designed with current engineering design standards that should require very little maintenance for many years.

- **Development Guidelines** - The developer will adhere to Design Guidelines articulated within the Highway 2A Industrial ASP.
- Design Guidelines will be implemented by the developer to ensure the form of the Business Park development reflects an attractive & high-quality appearance.

This Outline Plan describes how the developer proposes to implement the 'Wakeford Business Park' subdivision which reflects the above-referenced development principles in accordance with the Highway 2A Industrial Area Structure Plan, and the MDP. It is intended to inform subsequent decision-making regarding land use amendment and subdivision application considerations.



Plan Area Description

3.1 Location

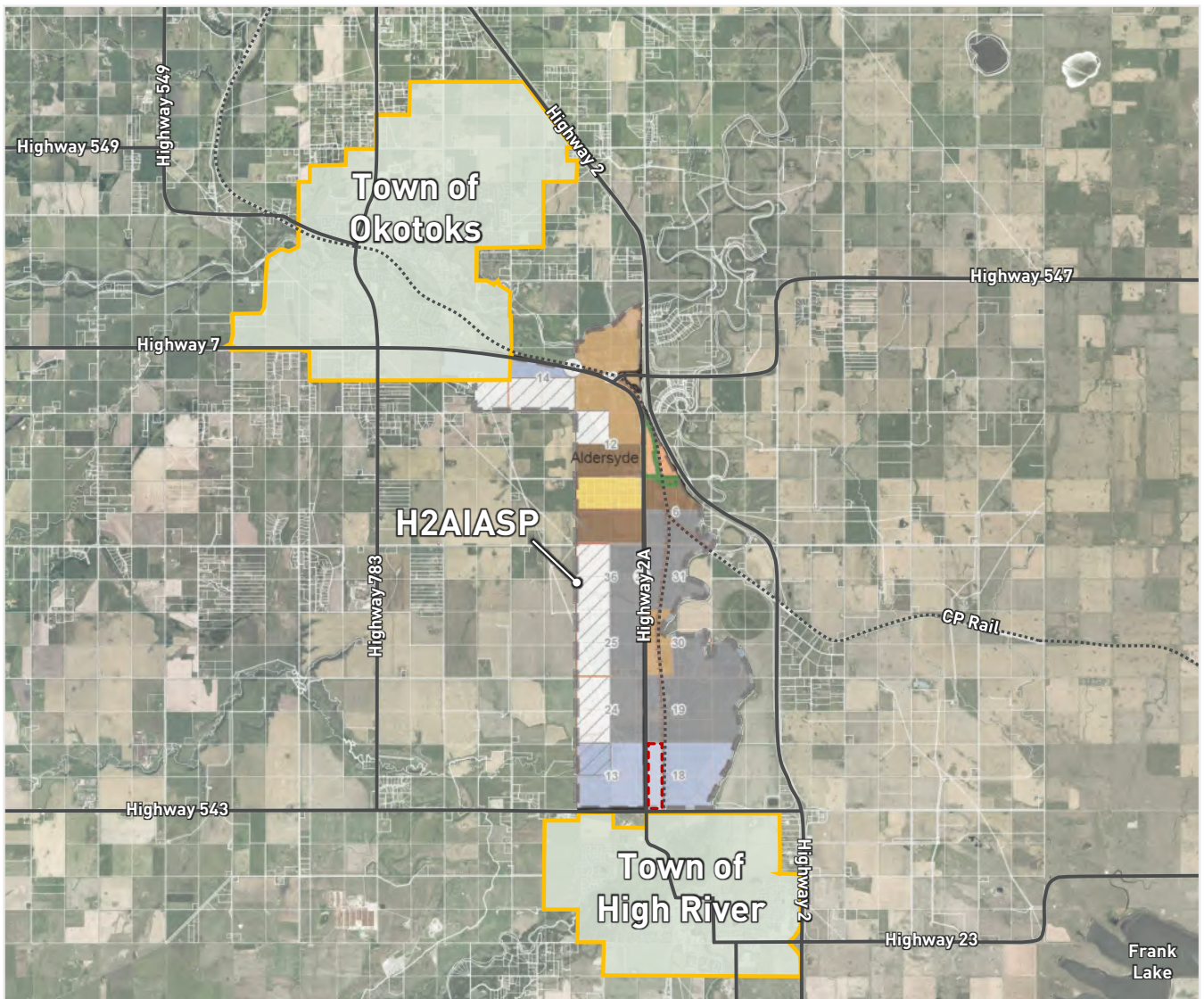
As shown on **Figure 1: Regional Context**, the Outline Plan area is illustrated within the broader context of Highway 2A, Highway 543 (498 Ave E), the Town of High River, and the Town of Okotoks.

Since the initial Highway 2A ASP was adopted in 1995, and the subsequent H2A IASP was adopted in 2010, this portion of the County continues to evolve to support commercial and industrial uses along Highway 2A. Rolling topography, spectacular mountain views and convenient access to services in High River, Okotoks, and Calgary make this Business Park an ideal location for continued commercial and industrial intensification. Existing within Highway 2A's Gateway Interface (GI) policy area as presented in the H2A SASP, this parcel is best suited to serve the community and region as a commercial and industrial Business Park.





Figure 1: Regional Context



3.2 Legal Descriptions

As shown on **Figure 2: Legal Descriptions**, the Plan area includes three (3) titled parcels as described by **Table 1**.

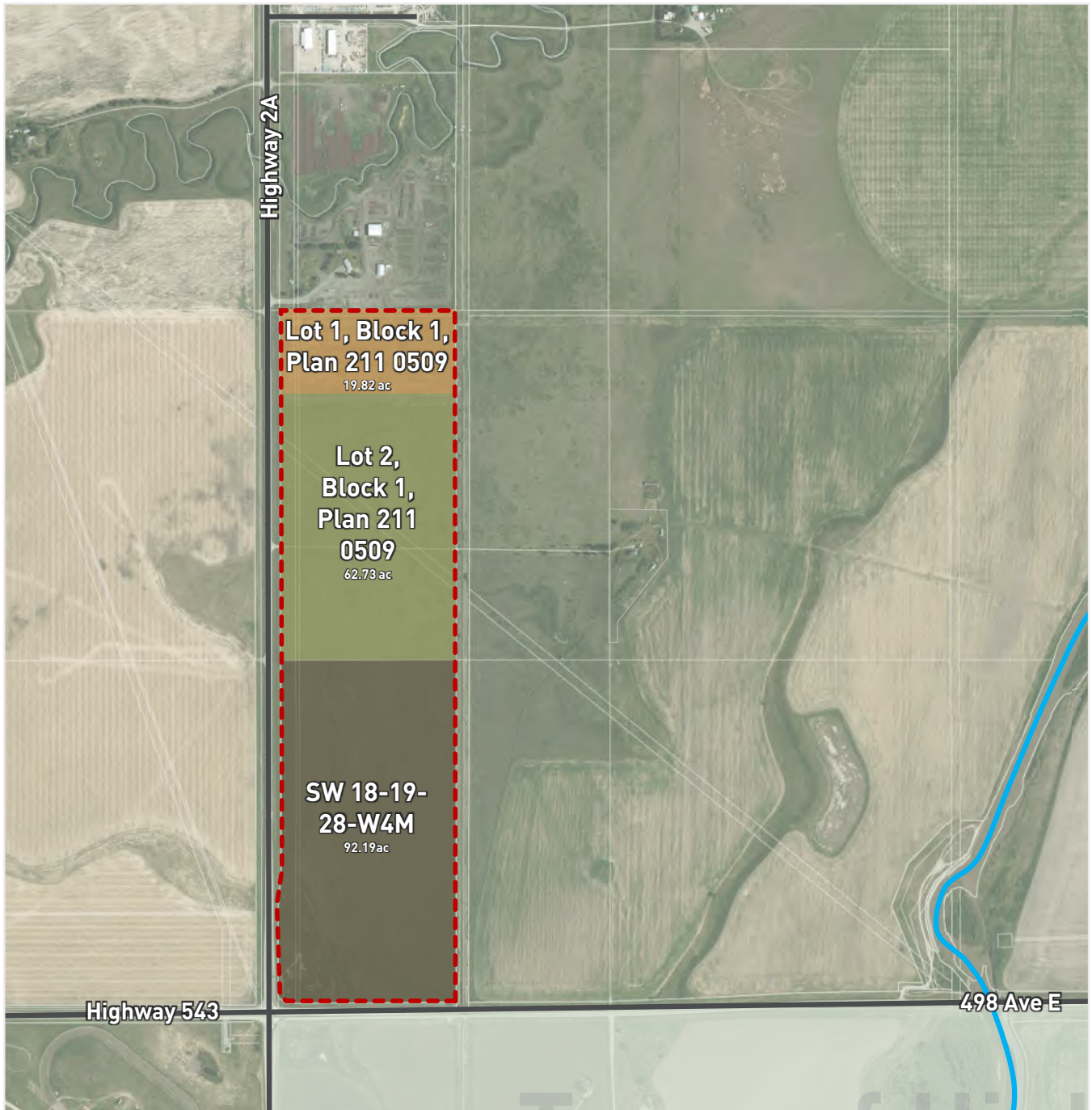
The lands contain a variety of rights-of-ways accommodating overhead electrical transmission lines, private driveways, a natural gas distribution line, and an abandoned power distribution line.

Table 1: Legal Descriptions

Legal	Area (±ha)	Area (±ac)
Lot 1, Block 1, Plan 2110509	8.02	19.82
Lot 2, Block 1, Plan 2110509	25.39	62.73
SW 18-19-28-W4M	37.31	92.19
TOTAL PLAN AREA	70.72	174.74

* Areas described in Certificates of Title

Figure 2: Legal Descriptions



3.3 Local Development Context

As shown on **Figure 3: Development Context**, lands surrounding the plan area include a mix of agricultural and general industrial parcels. Lands to the north of the site contain Christianson Pipe Yard an existing business designated General Industry (GI) in accordance with the County's Land Use Bylaw No. 60/2014. Cargill Foods is situated further to the north of Christianson Pipe.

A Country Residential (CR) parcel is located to the east of the Outline Plan within Lot 1, Block 1, Plan 201 1371. An Access R/W (201 1373) provides legal access to this lot across the subject lands, and there is an existing driveway that provides physical access to the dwelling and accessory buildings.

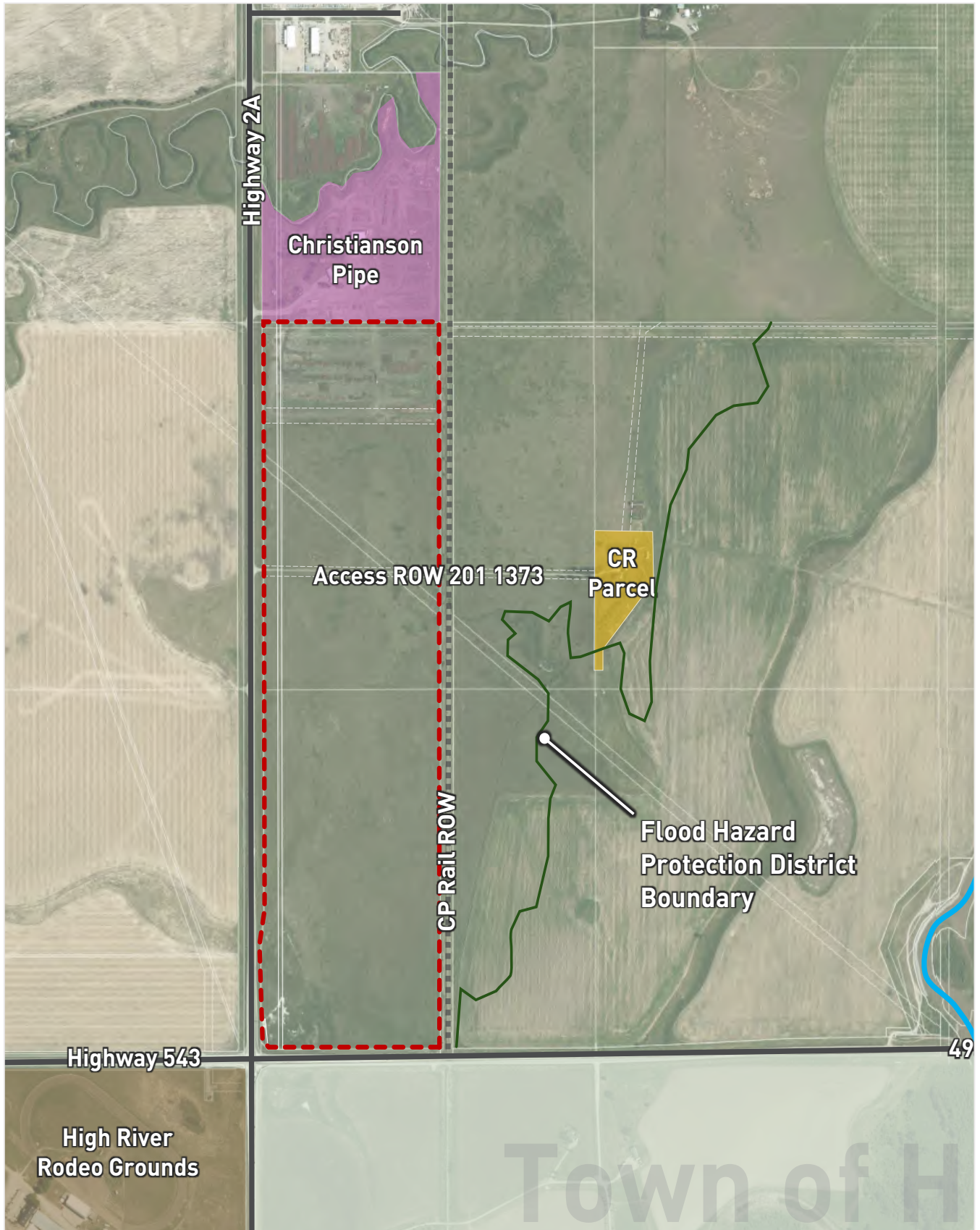
A railway ROW owned and operated by Canadian Pacific Railway (CP) traverses the lands immediately east of the Plan area, running north to south.

The County's Flood Hazard Protection Overlay District affects a significant area of land east of the Plan area (i.e., SE 18-19-28 W4M and NE 18-19-28 W4M), occupying both the NW and SW quarter sections east of the CP rail ROW.

The High River Agricultural Grounds are located immediately southwest of the Plan area.



Figure 3: Development Context



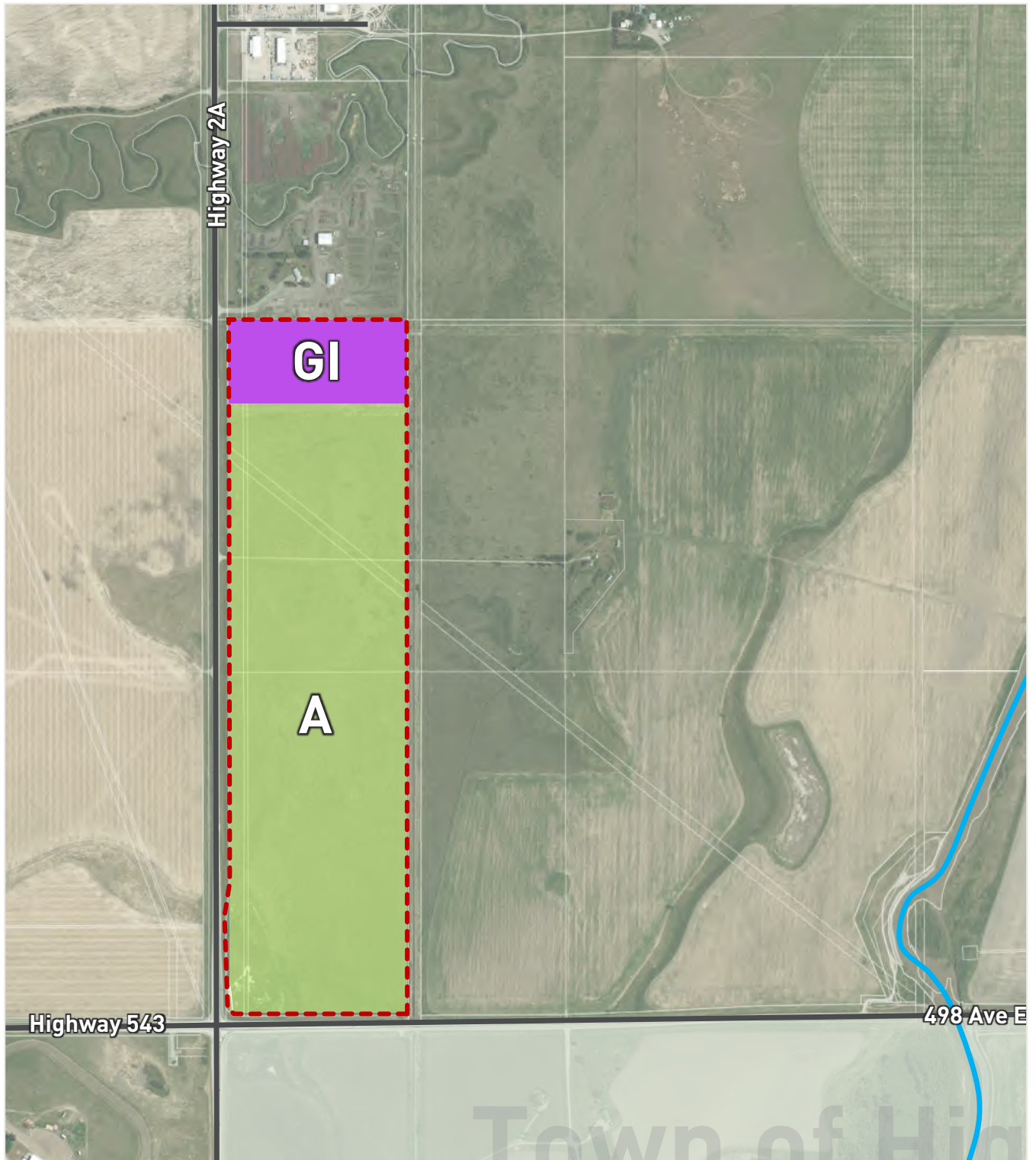
3.4 Existing Land Use

As shown in **Figure 4: Existing Land Use**, the Outline Plan area currently contains a mix of Agricultural, Country Residential, and General Industry land uses in accordance with the Foothills County Land Use Bylaw No. 60/2014.

- *The majority of the site is designated Agricultural District (A) along Highway 2A, where quarter sections, or portions thereof, support cultivation and grazing operations. The purpose of this designation is to promote a wide range of agricultural land uses that encourage growth, diversification and development of the agricultural industry while having regard for the agricultural value and rural character of the area consistent with the policies outlined in the Municipal Development Plan.*
- *A portion of the northwest corner of NW 18-19-28 is zoned General Industry District (GI). The purpose of this is to provide for continued general industrial development within the Highway 2A corridor in accordance with the Highway 2A Industrial Area Structure Plan. Development should be primarily industrial in nature with some forms of accessory commercial uses where deemed appropriate.*



Figure 4: Existing Land Use



3.5 Site Conditions

3.5.1 Access ROW Easement 211 0510

As part of the subdivision process that created Lots 1 and 2, Block 1, Plan 211 0509, two (2) access easements and ROW agreements were provided as shown on **Figure 5: Site Conditions**.

One of the agreements allows Lot 1 to use the east/west portion of the Access R/W located on Lot 2. The other agreement allows Lot 2 to use the north/south portion of the Access R/W located on Lot 1. There is a corresponding Caveat with a Road Acquisition Agreement that allows the County to acquire the north south portion of the Access R/W located on Lot 1 as a future road ROW.

The intent of the Access ROWs and the Road Acquisition Agreement is to facilitate interim and permanent access throughout all parcels so that all parcels will have access to Hwy 2A. The access concept maintains this intent by providing these parcels access to Hwy 2A via proposed Road ROW. At the subdivision stage, the Access Easements and ROW Agreements will be discharged from each affected titles and replaced with either an updated Access Easements and ROW Agreements.

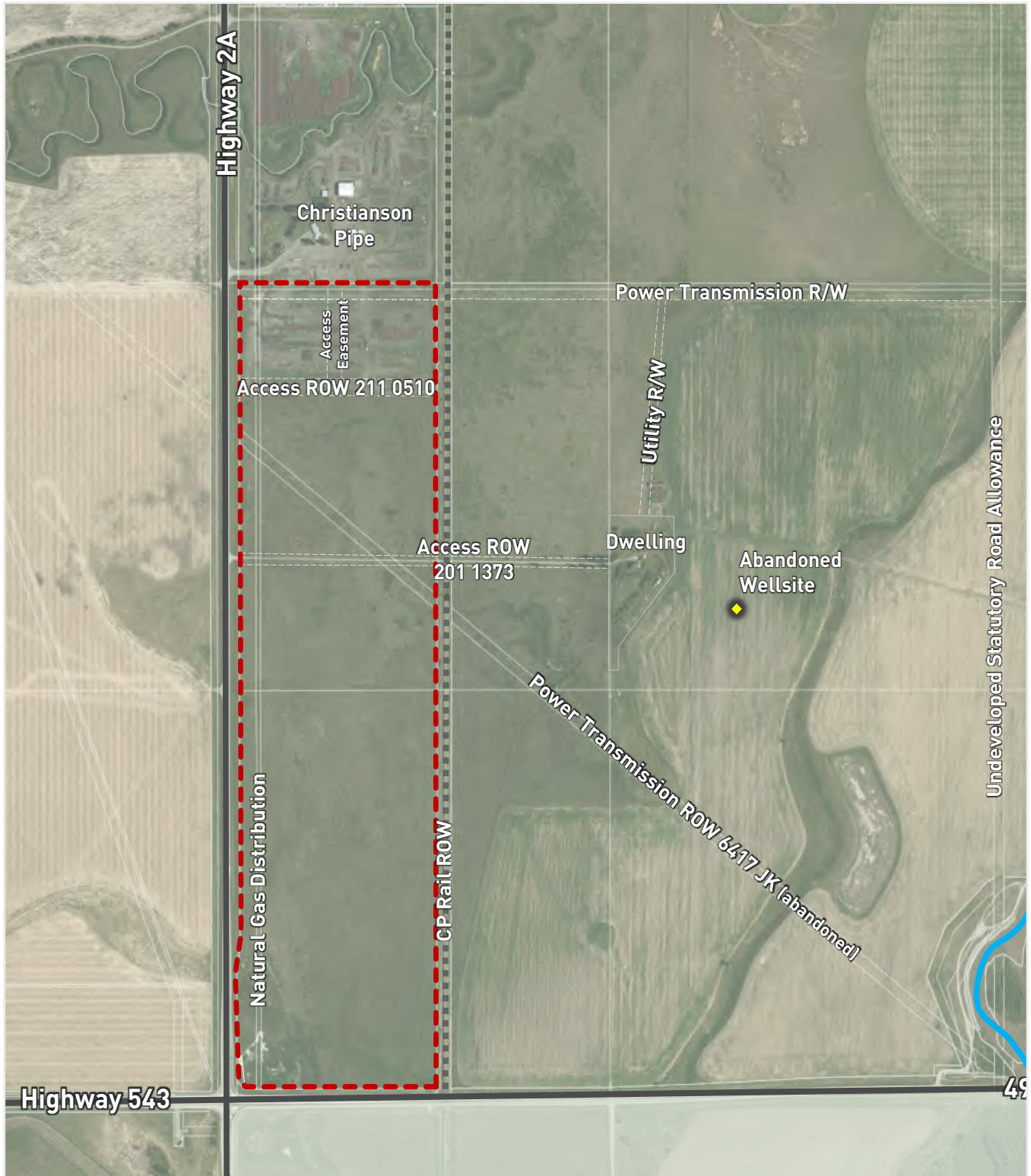
There is an existing Development Agreement (DA) registered against title to Lots 1 & 2, Block 1, Plan 211 0509. The DA includes an access management strategy and requirements to build a new “joint use approach” at such time the interim access points are no longer satisfactory to Alberta Transportation and Economic Corridors (ATEC). The location of the “joint use approach” is illustrated seen on Figure 5 (Access ROW 211 0510).

3.5.2 Christianson Pipe Access

Christianson Pipe Yard Access currently has an approach off Highway 2A located about 20 m north of the Plan area.

As per the Transportation Impact Assessment completed by Bunt & Associates Engineering Ltd. in April 2023, and in accordance with the Development Agreement registered on title (# 211059846), it is expected that the industrial approach will remain until the site is redeveloped, or the Province requires this existing approach to be removed. At such a time, ultimate access to the Christianson Pipe site would be provided via a new access strategy proposed within this Outline Plan as described in Section 4.2.4 of this Plan.

Figure 5: Site Conditions



3.5.3 Existing Developments

Lot 1, Block 1, Plan 2110509 within the northwest corner of the Plan area contains an area of existing General Industrial (GI) land use designation which once housed pipe piling supplies from Christianson Pipe Inc. and Varsteel Ltd. These lands are owned by the proponent of this Outline Plan; however, were leased to the neighbouring pipe piling company. Currently an established easement is in place for future northern access to Christianson Pipe Yard which will be built and honoured upon the commencement of Phase 1.

3.5.4 Existing Linear Infrastructure Corridors

The subject site includes a variety of existing linear infrastructure corridors as illustrated on **Figure 5: Existing Site Conditions** and described as follows:

- AltaLink operates an active transmission line ROW (1612837 & 7910517 Transmission Line R/W) along the northern border of the subject site, running east to west.
- AltaLink also owns a transmission line ROW (Power Transmission Line R/W 6417 JK) running diagonally through the Plan area. This ROW does not contain any active infrastructure.
- ATCO Pipelines owns and operates a low pressure pipeline within the western portion of Plan area running north to south.
- CNOOC Petroleum North America owns an abandoned well site within lands situate east of the Plan area.
- Canadian Pacific Railway owns an existing railway right-of- way immediately east of the subject lands, running north to south..

None of these facilities present any development constraints that cannot be resolved at the subdivision stage.



3.5.5 Topography & Surface Drainage

The Plan area includes relatively-flat lands which generally fall toward the east to a natural drainage course situated west of the Highwood River as illustrated on **Figure 6: Topography**.

As described in the Flood Assessment Letter, Aqua Resources Engineering Services Inc., March 2023, adjacent lands to the east of the Plan area have been impacted by flooding of the Highwood River. This assessment concludes that, with mitigations, these areas may contain ‘developable lands’ that are not expected to be subject to flooding (based on the 2013 Flood Event). The conclusions of this Flood Assessment Letter correspond more or less to the boundary of the LUB’s Flood Hazard Protection District Overlay.

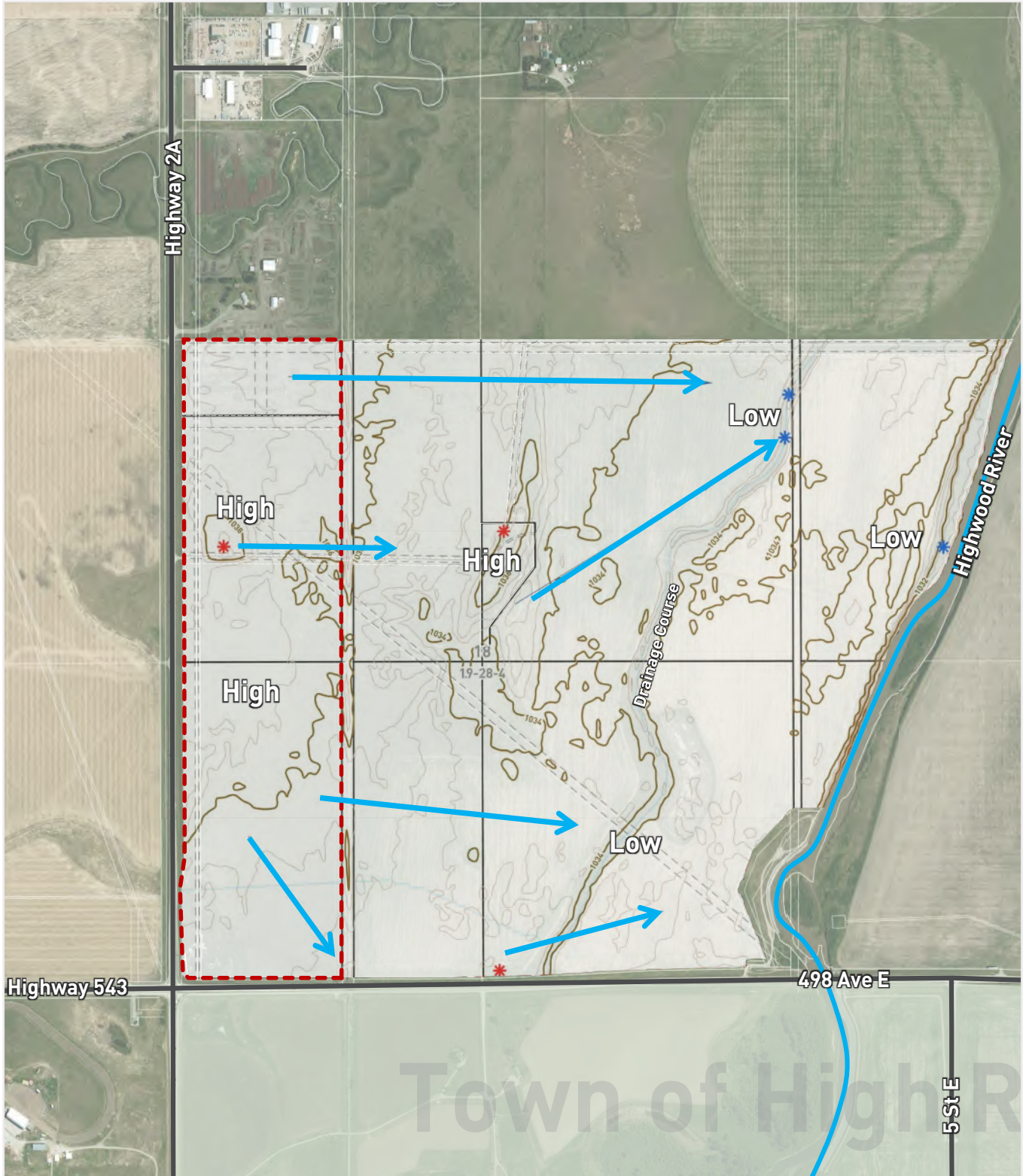
It is acknowledged that a geotechnical evaluation has not yet been completed within the Plan area. The developer acknowledges that preparation of this report will be required at the subdivision stage.

Policy 3.5.5.1

The developer shall prepare a Geotechnical Evaluation at the subdivision stage to the satisfaction of the County, in fulfillment of advised requirements if Council supports this Outline Plan.



Figure 6: Topography



4.0

Development Concept

4.1 The Wakeford Business Park Development Concept

As illustrated on **Figure 7: Development Concept – Phase 1**, the Wakeford Business Park will include a mix of commercial and industrial lots as required by the policies of the Municipal Development Plan, Highway 2A Industrial Areas Structure Plan, Land Use Bylaw 60/2014, and the Foothills County / Town of High River Intermunicipal Development Plan.

This Outline Plan's fundamental design is imperative to concentrate commercial and industrial uses along Highway 2A corridor, enhance the gateway visual appeal within the urban/rural interface, and protect the riparian zone and flood prone areas associated with the Highwood River. Land use statistics expected by Phase 1 are described by **Table 2**.

Table 2: Development Statistics

Land Use Areas	ha	ac	%
General Industry District (GI)	12.44	30.75	17.6
Business Park (BP)	9.40	23.22	13.3
Municipal Reserve (MR)	8.05	19.89	11.4
Agricultural Lands (A)	37.29	92.14	52.7
Road ROW	3.54	8.74	5
TOTAL	70.72	174.74	100

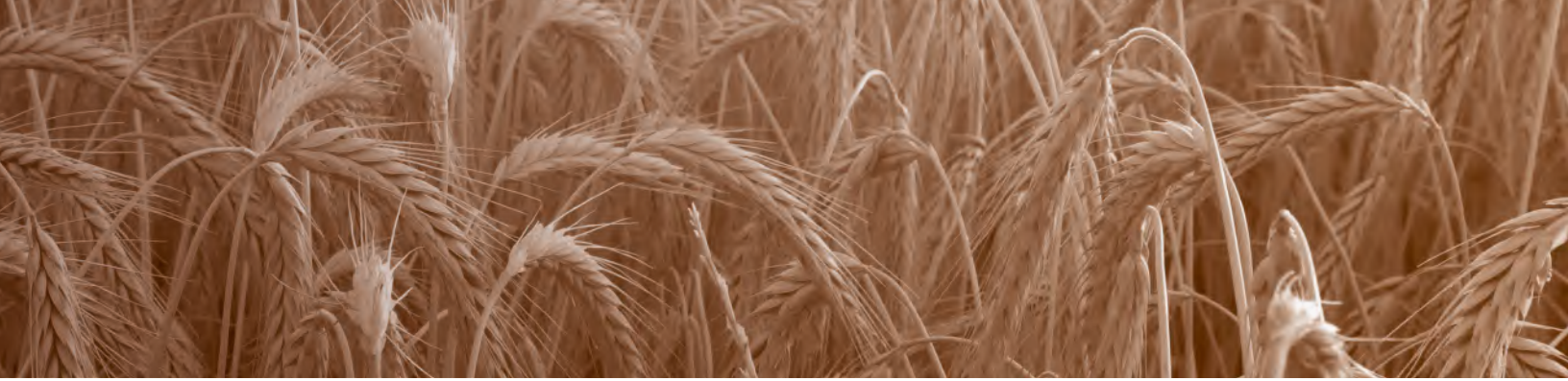
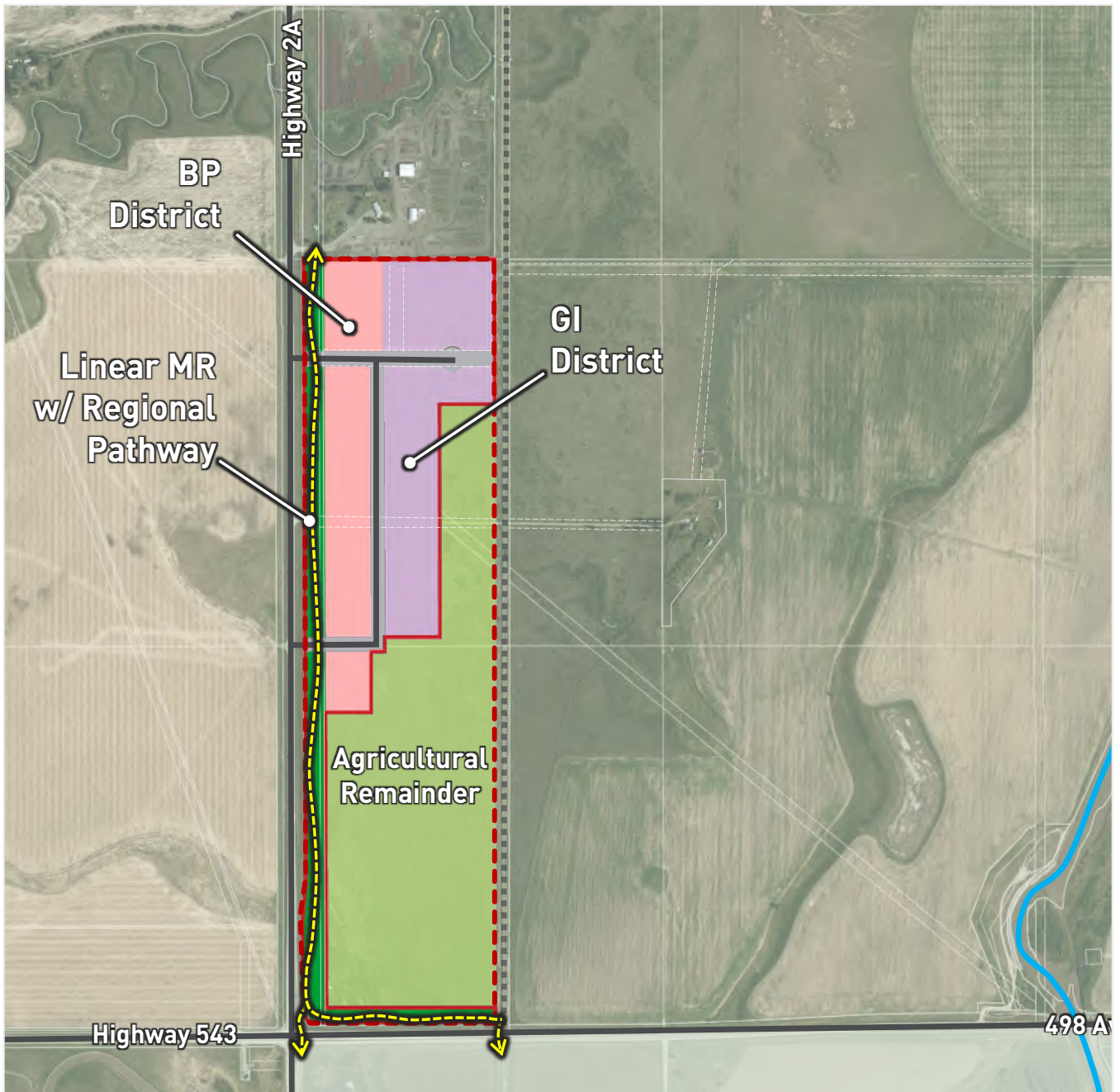


Figure 7: Development Concept



4.1.2 Business Development Design Considerations

The design intention of the Wakeford Business Park is to establish commercial business lots backing onto Highway 2A and industrial business lots facing the internal subdivision road network as generally illustrated on **Figure 7: Development Concept**.

Section 14.1 of the County's Land Use Bylaw (LUB) establishes specific criteria with which proposals for Business Park District (BP) subdivision must comply, specifically with Section 14.1.5 of the LUB described as follows:

Parcel Density:

- *Parcel Density requirements shall be determined by the Approving Authority, and if applicable, in accordance with an approved area structure plan or outline plan.*

Minimum Parcel Size:

- *929.0 m² (10,000 ft²) for lots serviced by a municipal or communal piped sewer and water system;*
- *1,858 m² (20,000 ft²) for lots serviced by a piped water system, and an advanced package sewage treatment system;*
- *The area in title at the time of passage of this Bylaw, whichever is greater; or*
- *The minimum parcel size may be amended by the Approving Authority in accordance with an approved area structure plan or outline plan.*

Maximum Parcel size:

- *As determined by the Approving Authority in accordance with an approved area structure plan or outline plan; or*
- *The area on title at the time of passage of this Bylaw, whichever is lesser.*

Utility Servicing Criteria:

- *Municipal or communal water and wastewater disposal systems*
- *Municipal or communal water system, and an advanced package sewage treatment system; or*
- *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.*

Further, Section 15.2 of the County's Land Use Bylaw (LUB) establishes specific criteria with which proposals for General Industry District (GI) subdivision must comply, specifically with Section 15.2.5 of the LUB described as follows:

Parcel Density:

- Parcel Density requirements shall be determined by the Approving Authority, and if applicable, in accordance with an approved area structure plan or outline plan.

Minimum Parcel Size:

- 1,858 m² (0.5 acre) for lots serviced by a municipal or communal piped water and sewer system;
- 4,046.86 m² (1 acre) for lots serviced by a piped water system, and an advanced package sewage treatment system; or
- The area on title at the time of passage of this Bylaw, whichever is greater; or
- As determined by the Approving Authority, in accordance with the Highway 2A Industrial area structure plan and approved outline plan, where applicable.

Maximum Parcel size:

- The area in title at the time of passage of this Bylaw, whichever is lesser; or
- As determined by the Approving Authority, in accordance with the Highway 2A Industrial area structure plan and approved outline plan, where applicable

Utility Servicing Criteria:

- Municipal or communal water and wastewater disposal systems
- Municipal or communal water system, and an advanced package sewage treatment system; or
- On site water storage system on site and/or wastewater pump out tanks if deemed appropriate by the Approving Authority in accordance with the highway 2a industrial area structure plan and an approved outline plan where applicable.

The developer’s intention to implement Business Park District (BP) and the General Industry District (GI) land uses within the Wakeford Business Park is consistent with the LUB regulatory design requirements.

Policy 4.1.2.1	The configuration of the Business Park District (BP) and General Industry District (GI) shall be generally in accordance with Figure 7: Development Concept.
Policy 4.1.2.2	A concurrent Land Use Bylaw amendment for Phase 1 of the Wakeford Business Park shall be considered with this Outline Plan.



4.2 Transportation

Access to the Wakeford Business Park will be provided as generally illustrated on **Figure 8: Transportation**.

4.2.1 Traffic Impact Assessment (TIA)

A *Traffic Impact Assessment, Bunt & Associates, April 2023* was prepared in support of the Outline Plan in order to:

- *Establish expectations for new vehicle trips expected to be generated by the proposed development; and*
- *Determine the expected distribution of this additional traffic.*

The TIA was prepared to assess the potential impacts on surrounding municipal roadways, provincial highways, and intersections and determine what upgrades may be required to support the proposed development. The TIA examined three (3) intersections to accommodate additional traffic movements anticipated by this development:

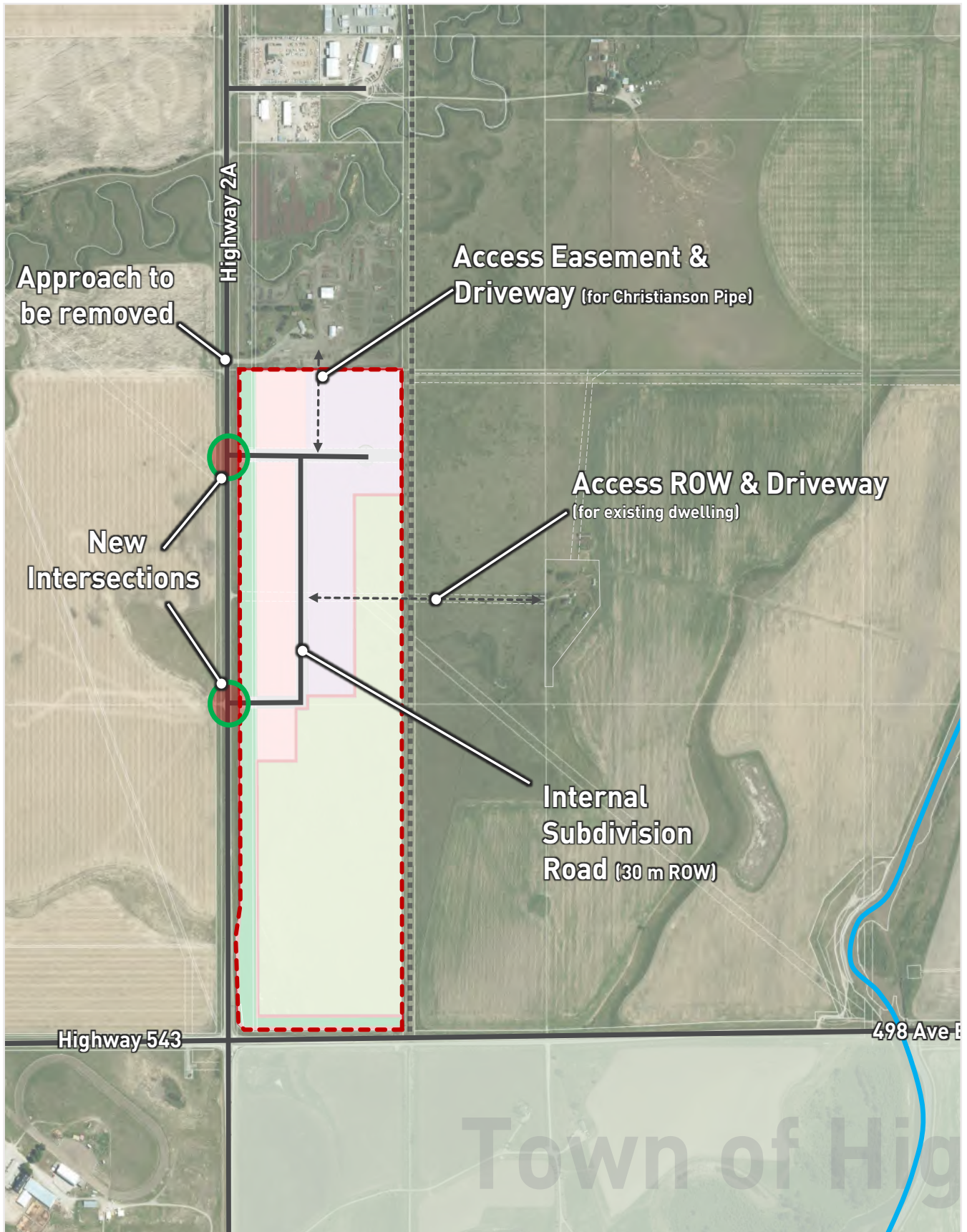
- *The existing Highway 543 & Highway 2A intersection; and*
- *Two (2) proposed new intersections along Highway 2A.*

The Alberta Transportation and Economic Corridors (ATEC) guideline for intersection spacing on a two-lane highway recommends 1.6 kilometers. However, the industrial nature of the study area will result in larger truck volumes on the highway and an employment centre for the Town of High River. Given the location of the site within the corridor between High River and Okotoks, the proximity to the Town of High River, as well as the recommendation to signalize both site accesses, it is reasonable to expect that Highway 2A will function as a more urban industrial roadway along the frontage of the site and throughout the area to the north. This would support the premise of intersection spacings that are less than typical highway standards and closer to what would be supported within the Town of High River, Town of Okotoks, or the City of Calgary.

It is also noted that Highway 2A currently accommodates multiple site accesses spaced much less than 1.6 kilometers between Highway 543 and Township Road 194. The spacing of the existing accesses, along with the two proposed site accesses is illustrated in Figure 3.1 of the TIA.

The Christianson Pipe access, approximately 210 m to the north of the North Site Access, is considered an industrial access. This access may remain until such time that Christianson Pipe redevelops, or the highway is upgraded. As such, at Opening Day (2027) horizon, it is assumed the Christianson Pipe access will remain open. Following redevelopment or the ultimate upgrade of the highway (proposed in the 20-Year horizon), the access will need to be closed to the highway. The Christianson Pipe traffic would then enter through the North Site Access and use the internal road, aligned via the old railway easement, to access the site.

Figure 8: Transportation



The conclusions of the TIA indicate development within the site is expected to generate approximately 660 trips in the AM peak hour and 613 trips in the PM peak hour.

All study intersections are expected to operate within acceptable capacity limits in all background horizons. At Opening Day, the intersection of Highway 2A & Highway 543 is expected to continue to operate within acceptable capacity limits. However, both site access intersections will require improvement for Opening Day. It is recommended the site access intersections be provided with exclusive westbound right and left turn lanes, exclusive northbound right and southbound left turn lanes, and signal control.

While the proposed North Site Access does not warrant signalization based solely on warrant score, to achieve the intersection capacity requirements of ATEC, signalization is recommended at Opening Day. Delineation lighting is warranted at the site accesses at Opening Day (2027), but with signalization of the site accesses, full illumination of the intersection will be required. At the 20-Year (2043) horizon, twinning of Highway 2A is expected and was assumed in the analysis. This recommendation is consistent with the ultimate network in the area. Additionally, a permitted-protected phase is recommended for the southbound left turn at the South Site Access in the AM Peak Hour at this horizon.

Policy 4.2.1.1	The developer shall construct intersections within Highway 2a as illustrated on Figure 8: Transportation in accordance with recommendations of the Traffic Impact Assessment (Bunt & Associates., April 2023), to the satisfaction of the County and Alberta Transportation & Economic Corridors (ATEC).
Policy 4.2.1.2	The developer/landowner shall execute a Development Agreement to the satisfaction of the County for the construction of all necessary external transportation infrastructure required to service the Plan Area and/or payment of off-site levies associated with the development of the transportation infrastructure which will benefit the development.

4.2.2 Internal Subdivision Road

The Wakeford Business Park will be accessed by a new internal subdivision road to be constructed by the developer in accordance with municipal engineering design standards as generally illustrated on **Figure 8: Transportation**.

The internal roads are proposed to be 10 m wide paved surfaces within a 30 m ROW with (4:1 side slopes) and posted 50 km/hr. In some cases, the ROW may be widened to accommodate divided medians, traffic calming structures and turnarounds to facilitate efficient and safe access within the community.

Measures have been implemented to adhere to the H2AISP's Section 7.4, ensuring that the proposed internal road network will adhere to a road ROW design that shall accommodate future transit initiatives. This includes the design choice of a looped access for efficient navigation.

Policy 4.2.2.1	Access within the Plan area shall be generally in accordance with Figure 8: Transportation.
Policy 4.2.2.2	The internal subdivision road shall be designed and constructed by the developer with a paved surface in accordance with the County's engineering standards.
Policy 4.2.2.3	The internal subdivision road will be constructed in a 30 m ROW with a rural cross-section.
Policy 4.2.2.4	The developer/landowner shall execute a Development Agreement to the satisfaction of the County for the construction of all necessary transportation infrastructure required to service the Plan Area and/or payment of off-site levies associated with the development of the transportation infrastructure which will benefit the development.

4.2.3 Street Lighting

To preserve the rural character and maintain 'dark skies' within the surrounding area, street lighting is not anticipated within the Outline Plan area. However, illumination may be required within the Highway 2A / two (2) access intersections subject to the requirements of Alberta Transportation and Economic Corridors (ATEC).

Policy 4.2.3.1	Installation of street lighting is not expected within the Outline Plan area to respect the 'dark skies' character of the surrounding area.
Policy 4.2.3.2	If required, the Highway 2A / two (2) access intersections may be illuminated in accordance with the County's Street Lighting Policy ADC-STR-1, to the satisfaction of Alberta Transportation & Economic Corridors.

4.2.4 Access for the parcel directly north of the Outline Plan (Christianson Pipe)

At such a time construction of the northern intersection with Highway 2A proceeds, Alberta Transportation & Economic Corridors (ATEC) is expected to require the existing approach providing access to the Christianson Pipe yard to be removed (~20 meters north of the subject site). As a condition of the Phase 1 subdivision, the developer will provide an approach and gravel driveway as generally illustrated on **Figure 8: Transportation.** This approach will traverse Lot 2 within the Plan area.

Policy 4.2.4.1	Access for the lands directly north of the Outline Plan area will be provided by the developer constructing an approach and gravel driveway under the existing registered easement as a condition of subdivision, as generally illustrated on Figure 8: Transportation.
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4.3 Utility Servicing Considerations

A Development Servicing and Access Strategy, *Sedulous Engineering, December 2023* was prepared in support of this Outline Plan which contemplates The Wakeford Business Park being serviced by a utility system as generally illustrated on **Figure 9: Water Servicing** and **Figure 10: Wastewater Servicing**. Implementation of the utility system shall be provided by the developer in accordance with all applicable Provincial & municipal regulatory requirements and engineering design specifications. The report describes an ‘interim’ servicing strategy for wastewater service for the Phase 1 portion of the project.

4.3.1 Potable Water Service

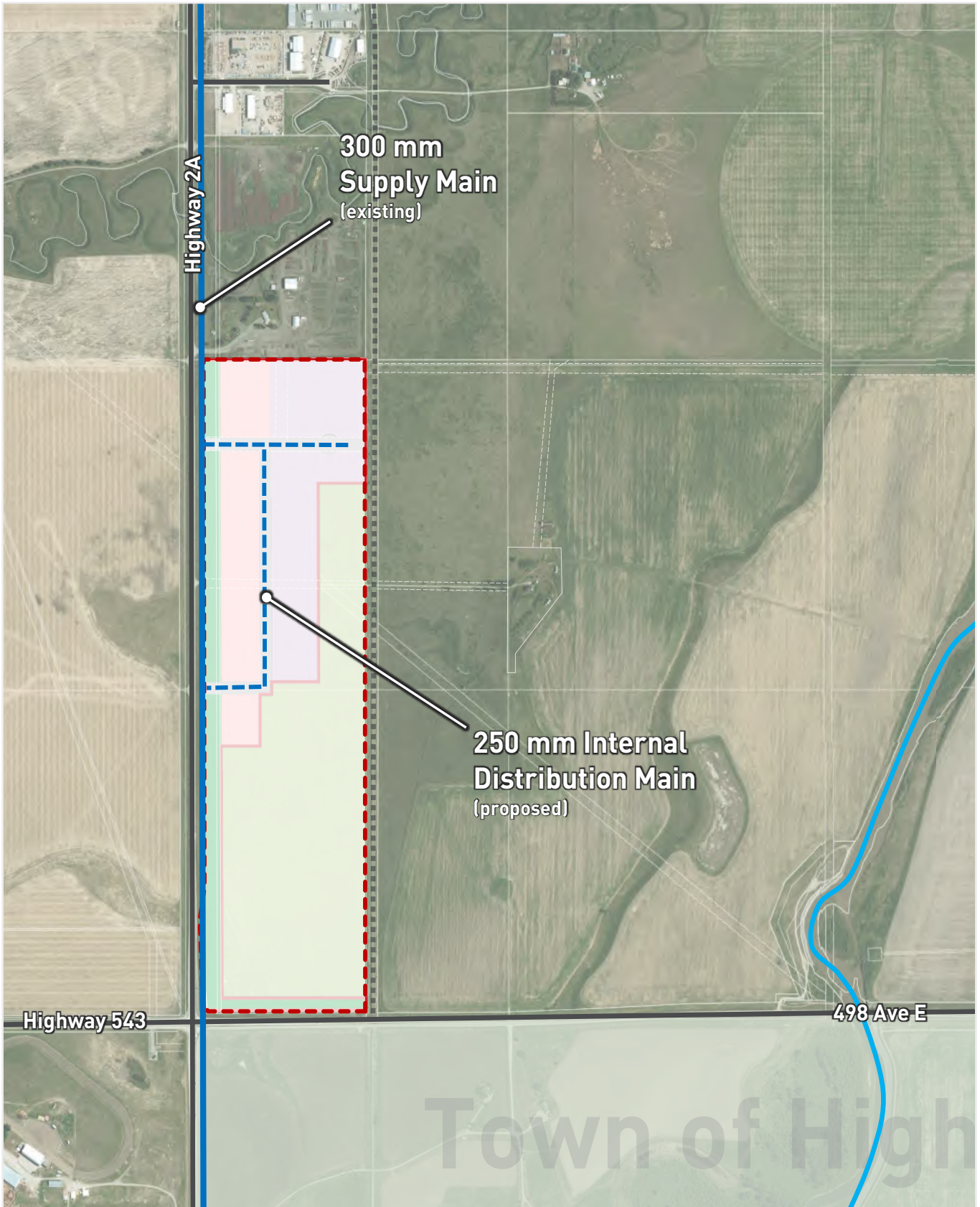
The Wakeford Business Park will be serviced by the existing 300 mm PVC water main system supplied by the Town of High River, as generally illustrated in **Figure 9: Water Servicing**.

According to the Highway 2A Industrial Area Structure Plan Servicing Strategy (MPE 2010), this existing 300 mm water main does not have the capacity to supply the full development of the ASP area, and as such, recommends a new water transmission and distribution network to be supplied by new water licenses and significant upgrades to the existing High River Water Treatment Plant. However, the timing for constructing and financing this regional system has not been determined.

Notwithstanding, proposed development within the Outline Plan area can only be serviced with the existing 300 mm water main in accordance with the water allotment advised within the Intermunicipal Water and Sewer Agreement (January 26, 2022).

Policy 4.3.1.1	The developer shall construct a water distribution network within the Wakeford Business Park as generally illustrated on Figure 9: Water Servicing .
Policy 4.3.1.2	The water system shall require new internal looped water mains off of the existing system, which will include a new internal distribution network designed to meet all applicable regulatory requirements and engineering design standards.
Policy 4.3.1.3	The developer/landowner shall execute a Development Agreement to the satisfaction of the County for the construction of all necessary servicing infrastructure required to service the Plan Area and/or payment of off-site levies associated with the development of the servicing infrastructure which will benefit the development.

Figure 9: Water Servicing



4.3.2 Wastewater Service

The H2AIIASP contemplates a ‘future’ long term regional style wastewater collection and treatment system to service the area. It notes that development in the ASP is to connect to “communal” wastewater systems unless on-site servicing is deemed appropriate by the Municipality. However, aside from the existing local sanitary system in Abilds Industrial Park (approximately 2 km to the north), there is presently no existing “regional” sanitary sewer or treatment infrastructure that could be reasonably extended to service the Outline Plan area.

Ultimately, the H2AIIASP’s supporting Water, Wastewater and Stormwater Servicing Strategy (MPE 2010) recommends a comprehensive network of lift stations, force-mains, and gravity mains directed toward an upgraded Town of High River wastewater treatment plant (along with new outfall solutions). However, the timing for constructing and financing these systems has not yet been determined, and therefore, there is not currently a regional sanitary servicing option for this Outline Plan area.

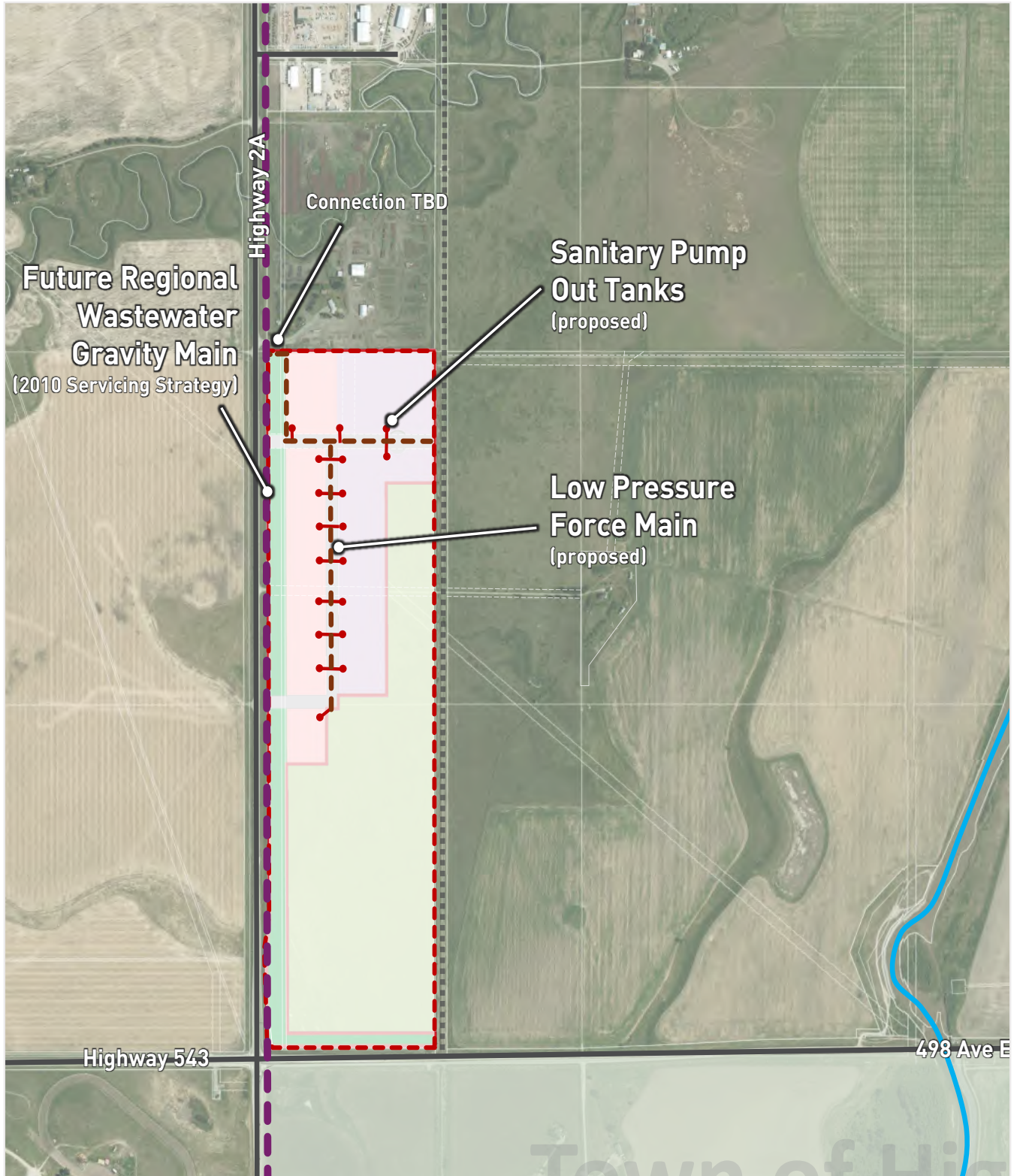
Based on the uncertainties surrounding the capacity of both the nearby Abilds Industrial Park system and the existing Town treatment system, wastewater service within the Wakeford Business Park is proposed to be provided via installation of sanitary pump out holding tanks within each lot. The holding tanks will be designed to accommodate eventual conversion to low pressure lift stations.

In order to facilitate future connectivity between the Wakeford Business Park and a regional wastewater system, the developer will construct a low-pressure force-main system that will enable connections from each business lot’s sanitary holding tanks to a future regional wastewater system.

A Deferred Servicing Agreement will be required at the subdivision stage to outline each business lot owner’s obligations to tie into the regional sanitary network at such time it becomes available within the Outline Plan area.

Policy 4.3.2.1	Phase 1 of the Wakeford Business Park shall utilize temporary pump out holding tanks for Phase 1 build-out, as generally illustrated on Figure 10 Wastewater Servicing .
Policy 4.3.2.2	A low-pressure sanitary force-main system will be installed within the Plan area which will be designed to connect into the regional wastewater servicing network (when it becomes available).
Policy 4.3.2.3	A Deferred Servicing Agreement shall be registered against title to all business lots to advise owners of their future obligations to connect into the regional wastewater servicing network when it becomes available.
Policy 4.3.2.4	The developer/landowner shall execute a Development Agreement to the satisfaction of the County for the construction of all necessary wastewater services infrastructure required to service the Plan Area.

Figure 10: Wastewater Servicing



4.3.3 Stormwater Management

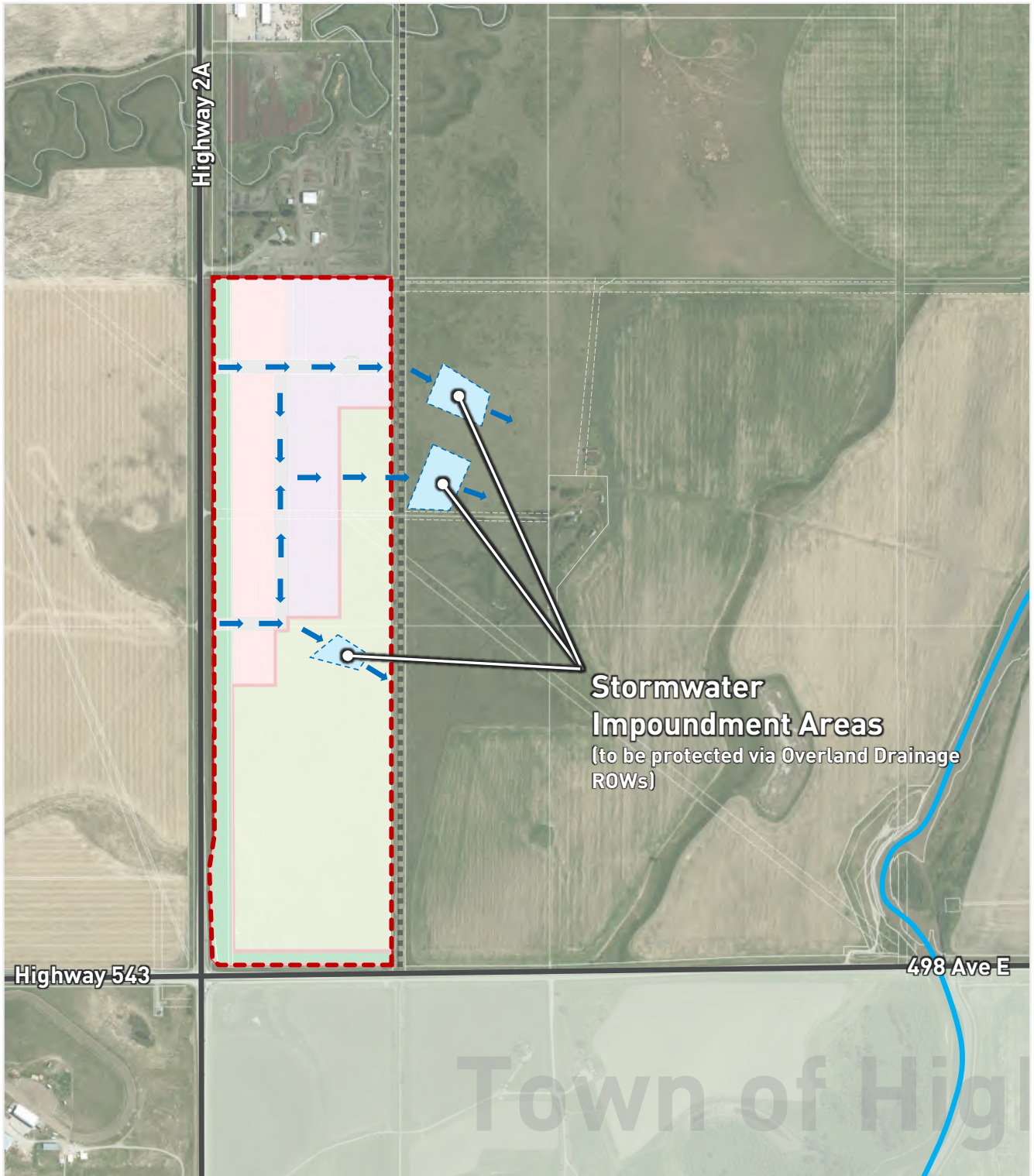
This Outline Plan establishes a conceptual strategy to establish how stormwater management will be accommodated within the Plan area.

As described in the Master Drainage Plan Wakeford Business Park, *Sedulous Engineering, December 2023*, the stormwater management system for the proposed Phase 1 area includes an overland drainage system that collects runoff from lots via grassed roadside ditches and grassed swales that direct runoff to three (3) stormwater impoundments which are intended to act as low impact development (LID) features that ensure post-development drainage conditions mimic existing pre development conditions. As demonstrated in **Figure 11: Stormwater Management**, impounded water will infiltrate and evaporate into the native soils to mimic existing conditions. The impoundments will be sized to control overflow from the impoundments (which will spill toward the east over the existing remainder lands) to pre development volumes and rates, eventually draining into the drainage course and the Highwood River.

All stormwater management infrastructure will be designed and constructed by the developer in accordance with County engineering standards and Provincial regulatory requirements. Registration of overland drainage rights-of-way and easement agreements will be provided at the subdivision stage.

Policy 4.3.3.1	The developer shall construct a stormwater management system within the Wakeford Business Park as generally illustrated on Figure 11: Stormwater Management .
Policy 4.3.3.2	The design of the drainage system shall include a series of Best Management Practices (BMP's) designed in accordance with all applicable Provincial regulatory requirements and applicable engineering design standards to retain surface drainage within the site, improve its quality and eventually release it to downstream areas at pre development rates.
Policy 4.3.3.3	All stormwater management infrastructure shall be designed and constructed by the developer in accordance with County engineering standards and Provincial regulatory requirements.
Policy 4.3.3.4	The developer/landowner shall execute a Development Agreement to the satisfaction of the County for the construction of all necessary servicing infrastructure required to service the Plan Area and/or payment of off-site levies associated with the development of the servicing infrastructure which will benefit the development.
Policy 4.3.3.5	Registration of overland drainage rights-of-way and easement agreements shall be provided by the developer at the subdivision stage.

Figure 11: Stormwater Management



4.3.4 Shallow Utilities

Shallow utilities (i.e., electricity, telecommunication, natural gas, etc.) will be provided by the developer at the subdivision implementation stage in consultation with all applicable shallow utility providers.

Policy 4.3.4.1	Shallow utilities shall be installed and/or financed by the developer at the subdivision stage in consultation with all applicable utility providers.
Policy 4.3.4.2	The alignment of utility installations shall be determined at the subdivision stage in accordance with applicable engineering design standards.

4.3.5 Fire Suppression

The capacity of the existing regional system to provide fire flows is not presently known. As a next step, flow testing and analysis should be conducted on the existing system to determine what the available fire flows are. Additionally, the reservoir capacity should be evaluated to determine what volume is available in the system for fire flows. If the existing system cannot supply fire flows, then booster stations, cisterns and or fire water ponds connected to dry hydrants and/or internal building fire pumps may be required. Further evaluation of fire flows will be conducted at the subdivision stage.

4.4 Open Space

The treatment of open space within the Wakeford Business Park Outline Plan area is intended to address the Gateway Interface (GI) policies of the Highway 2A Industrial Area Structure Plan. The strategic location of the Plan area affords significant opportunity to establish a key interface between Foothills County's Highway 2A corridor and the northern portion of the Town of High River. The developer's intent is to utilize open space within the Plan area to establish a visual 'gateway' for visitors, employees, and the traveling public to create a suitable transition between the rural and urban built forms.

Open Space is proposed within the Plan area as generally illustrated in **Figure 12: Open Space**. The dedication of Municipal Reserve (MR) will be provided along the Highway 2A and Hwy 543 (498 Ave E) frontages as generally illustrated in **Figure 12: Open Space**. This linear MR will provide a landscaped amenity that will frame the Wakeford Business Park within the context of the ASP's Gateway Interface (GI) policies. The linear MR parcel of ± 8.05 ha (± 19.89 ac) will contain an appropriate landscaping treatment and a regional pathway. The developer will prepare a Landscaping Plan at the subdivision stage to ensure the specific plantings and pathway infrastructure meets the intent of the H2AISP's Gateway Interface's design standards. Costs required to construct the MR within the Plan area shall be provided by the developer.

The anticipated disposition of Municipal Reserve within the Plan area is described in **Table 3**.

Figure 12: Open Space

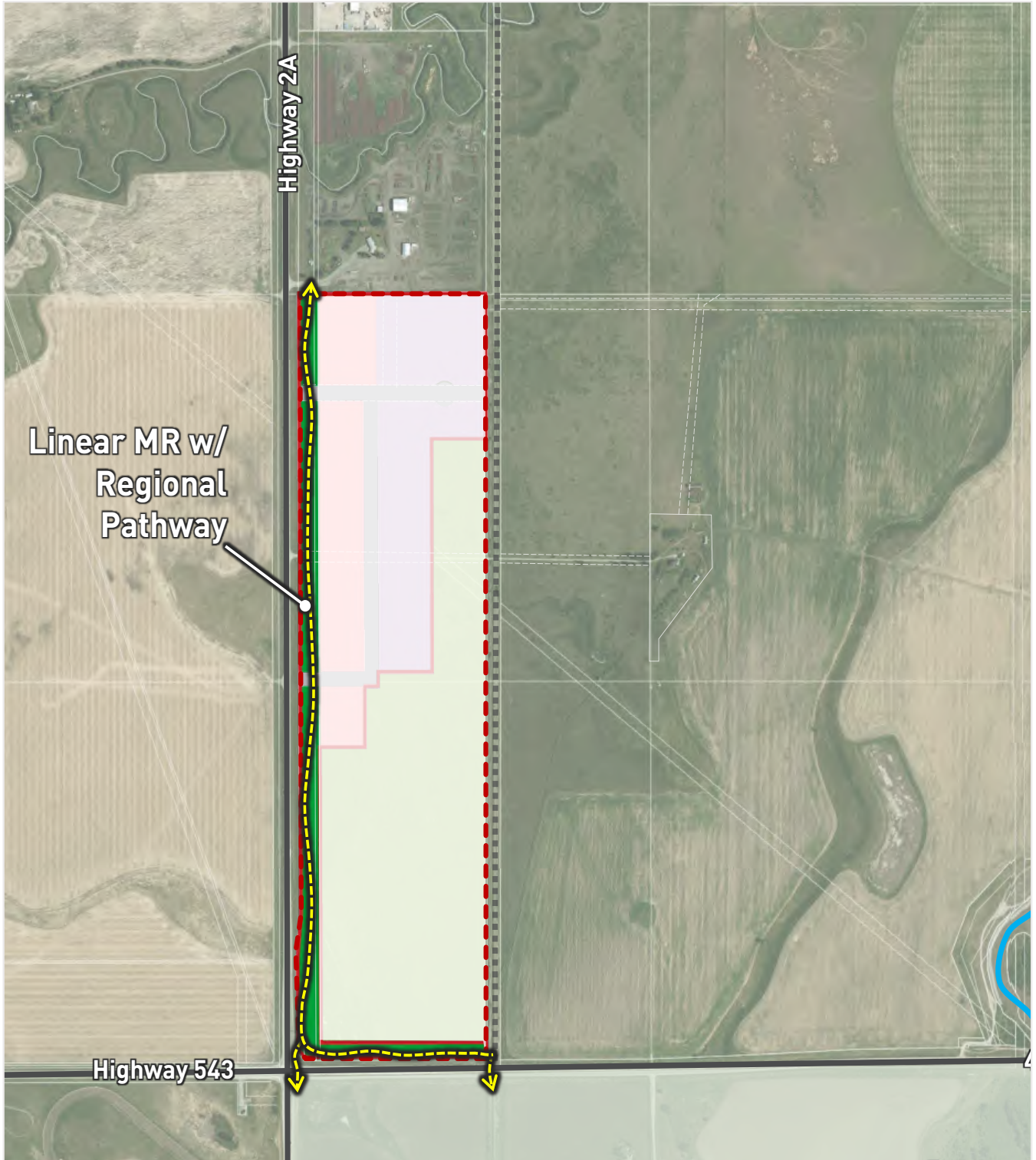


Table 3: Proposed Municipal Reserve (MR) Disposition

	Area (±ha)	Area (±ac)
Total Plan Area	70.72	174.74
Net Developable Area (NDA)	70.72	174.74
MR outstanding (10 % NDA)	7.07	17.47
Proposed MR Dedication	8.05	19.89
Total MR Outstanding*	-	-

* The developer acknowledges an over-dedication of MR will occur at the subdivision stage.

Policy 4.4.2.1	Municipal Reserve (MR) shall be dedicated within the Phase 1 Plan Area as generally illustrated on Figure 12: Open Space and described in Table 3: Proposed Municipal Reserve MR Disposition .
Policy 4.4.2.2	The developer shall prepare a Landscaping Plan at each subdivision stage to ensure the design of the landscaping and regional pathway alignments meets the intent of the Highway 2A Industrial ASP's design standards.
Policy 4.4.2.3	All costs required to construct improvements within the MR shall be provided by the developer.

4.5 Emergency Response Considerations

Primary fire response within the Plan area is expected be provided from The Town of High River with secondary response from The Town of Okotoks.

Policing is expected from the RCMP Detachment in The Town of High River with support from the Foothills County Community Peace Officers.

Emergency Response will be addressed by the 911 system with dispatch of ambulance service from the EMS facility in the Town of High River.

The specific response details will be established at the subdivision stage.



5.0

Implementation

5.1 Implementation Process

Adoption of this Outline Plan will establish expectations to guide the implementation of The Wakeford Business Park. Consideration of this Outline Plan will occur following a Public Hearing wherein Council will consider its adoption pursuant to the requirements of the Municipal Government Act.

The Plan establishes a policy framework that must be considered prior to subsequent consideration of land use amendment and/or subdivision applications for commercial and industrial development with the Plan Area.

The Wakeford Business Park is proposed to be considered by the Council concurrent with a land use amendment.

5.2 Proposed Land Use

Land use within the Plan area will be assigned by Council in accordance with the Foothills County Land Use Bylaw.

The developer's intent is to have Council consider the required land use changes within the site concurrently with the Outline Plan. Land use is expected to be designated within the Plan area as generally illustrated on **Figure 13: Proposed Land Use** with key considerations described as follows:

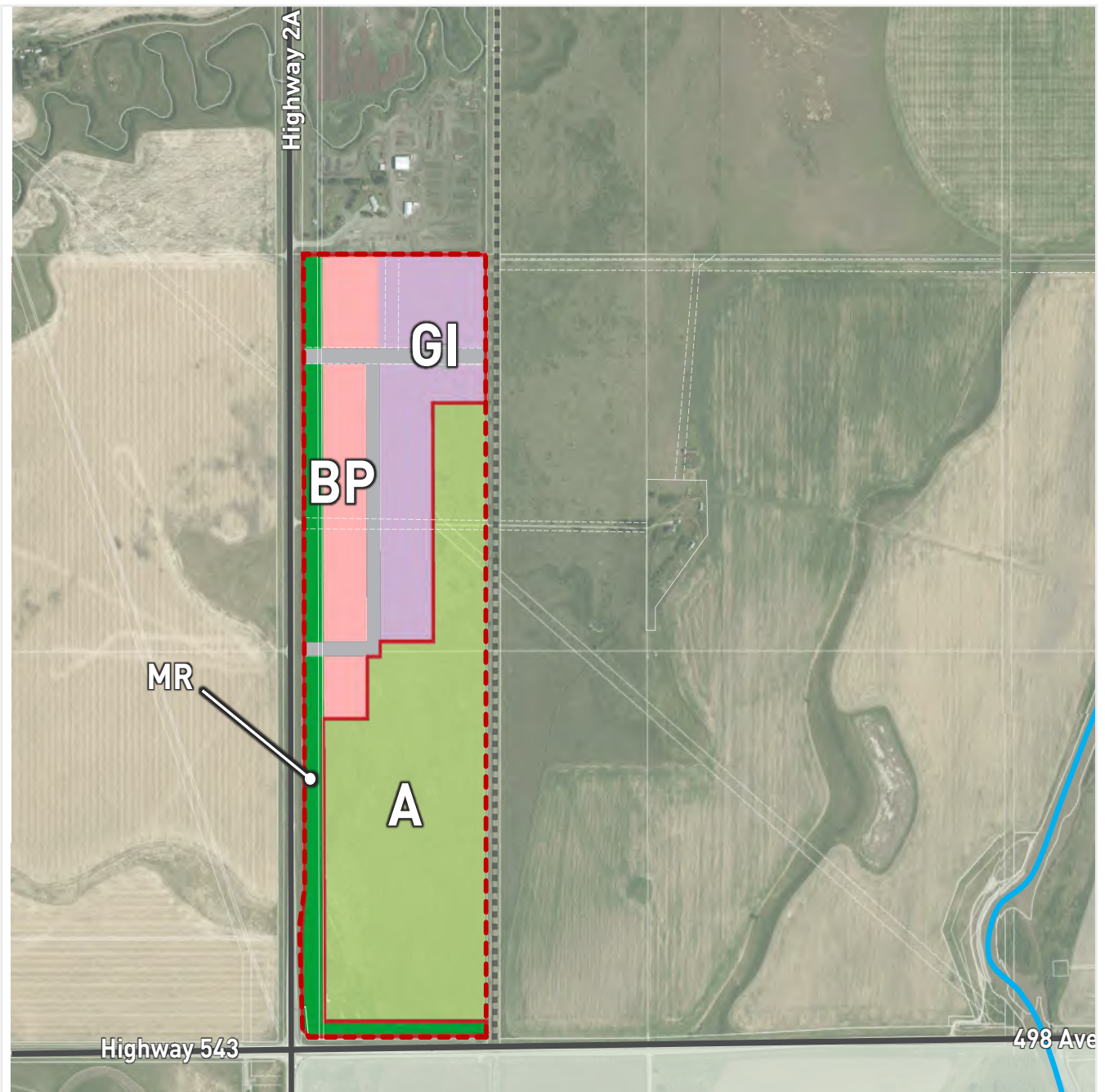
- *Commercial and industrial areas of the project will be designated Business Park District (BP) and General Industry District (GI) which requires specific development matters to be addressed at the development permit stage regarding geotechnical matters, stormwater management considerations, and installation of water and sewage treatment systems;*
- *The reserve parcels will be designated Municipal Reserve (MR); and*
- *The agricultural remainder parcels will remain Agricultural District (A).*

Policy 5.2.1

Land uses are expected to be assigned by Council as generally illustrated by **Figure 12: Proposed Land Use**.



Figure 13: Proposed Land Use



5.3 Proposed Subdivision

Implementation of the initial phase of subdivision within the Plan area is expected to occur as generally illustrated by **Figure 14: Proposed Subdivision** according to specific development criteria described as follows:

- *Approximately 19 business lots with individual lot sizing as per both the Business Park District (BP) and General Industry District (GI) policies and regulatory provisions of the Municipal Development Plan, the H2AASP and the Land Use Bylaw.*
- *Implementation of all required transportation & utility servicing infrastructure.*
- *Dedication and construction of the Municipal Reserve (MR).*
- *Access to the existing Christianson Pipe provided by a new approach and gravel driveway through Lot 2.*

Policy 5.3.1	Implementation of subdivision is expected to proceed as generally illustrated by Figure 13: Proposed Subdivision .
Policy 5.3.2	Access to the adjacent Christianson Pipe shall be provided via an approach and gravel driveway to be constructed by the developer within Lot 2.

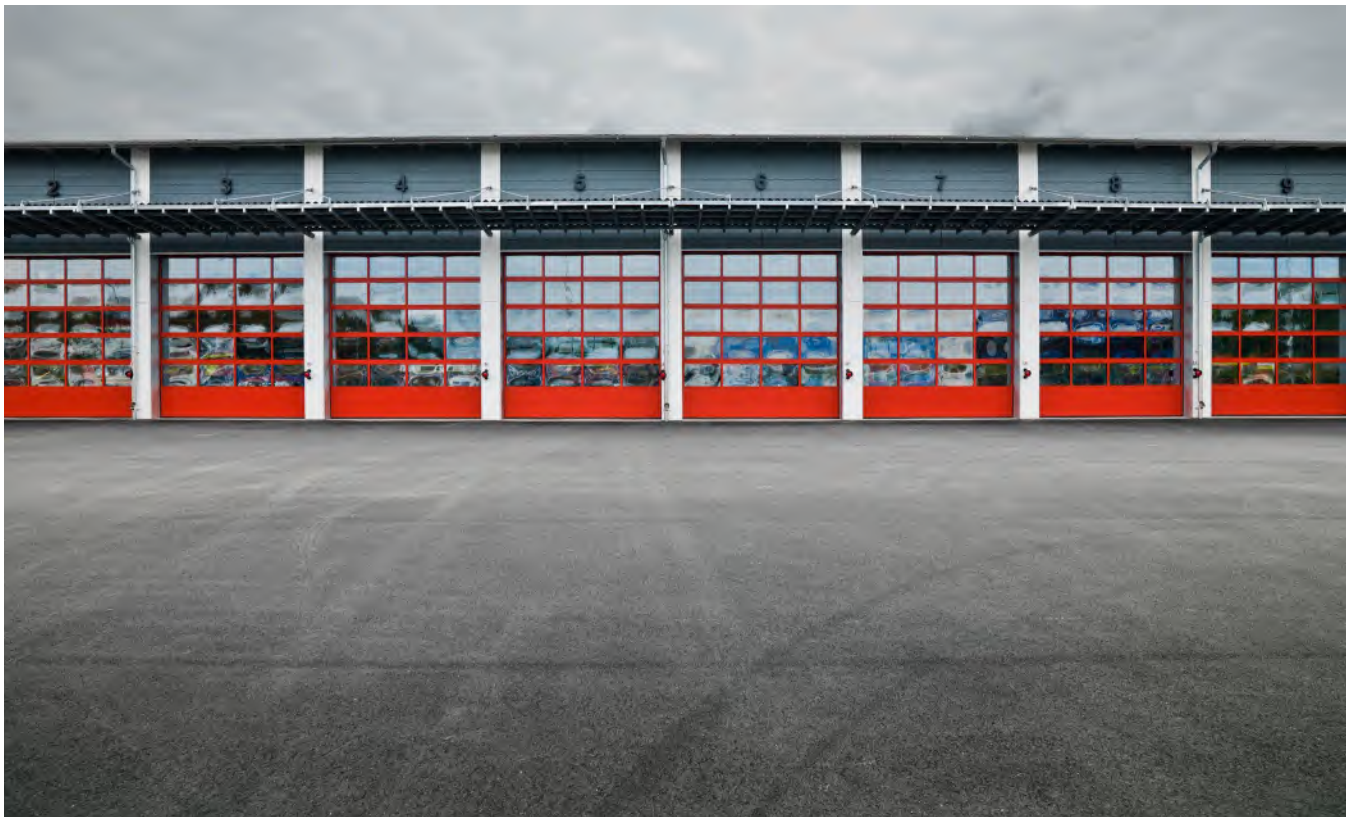
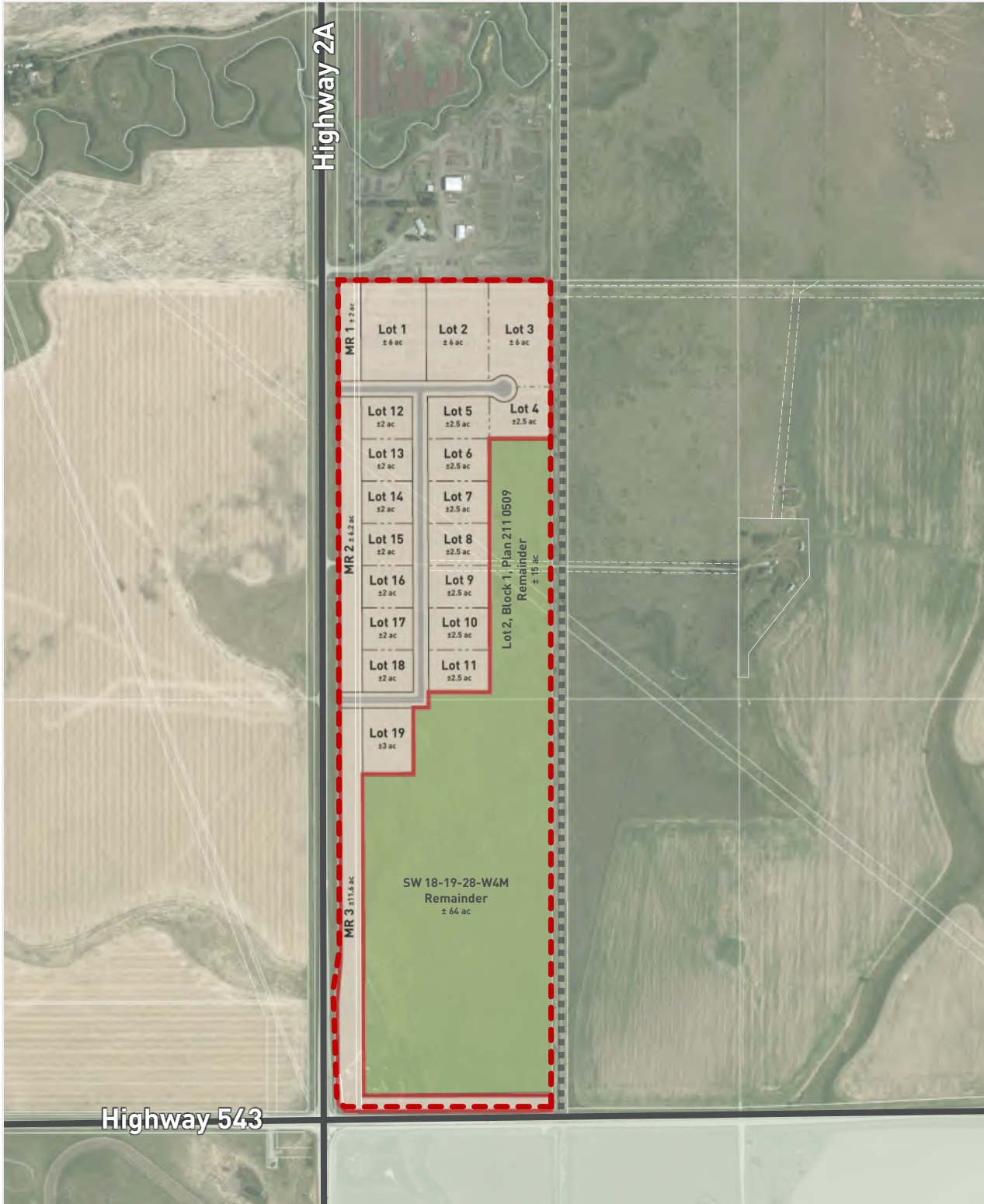


Figure 14: Proposed Subdivision



5.4 Development Phasing

Development within The Wakeford Business Park is expected to proceed in phases as generally illustrated by **Figure 15: Development Phasing**. As described elsewhere in this Plan, the developer's immediate objective is to implement development within Phase 1, with future development phasing expected to occur within the remaining portions of the lands not affected by the flood levels of the Highwood River in accordance with the process described in Section 5.8 of this Plan.

The implementation of future phasing may be adjusted to reduce or extend the number of phases subject to the granting of approval from the County and the availability of any required infrastructure.

Policy 5.4.1	Implementation of subdivision is expected to proceed in a single phases as generally illustrated by Figure 15: Development Phasing .
Policy 5.4.2	Notwithstanding Policy 5.4.1, development may proceed with alternate phasing without requiring an amendment to this Plan subject to required planning approvals being provided by the County and the required infrastructure can be provided.

5.5 Construction Management Plan

The developer shall prepare a Construction Management Plan at the subdivision stage to establish measures as may be required to mitigate ongoing construction issues which could create negative impact for surrounding businesses such as dust control, noise, truck access routes and construction access to the Plan area.

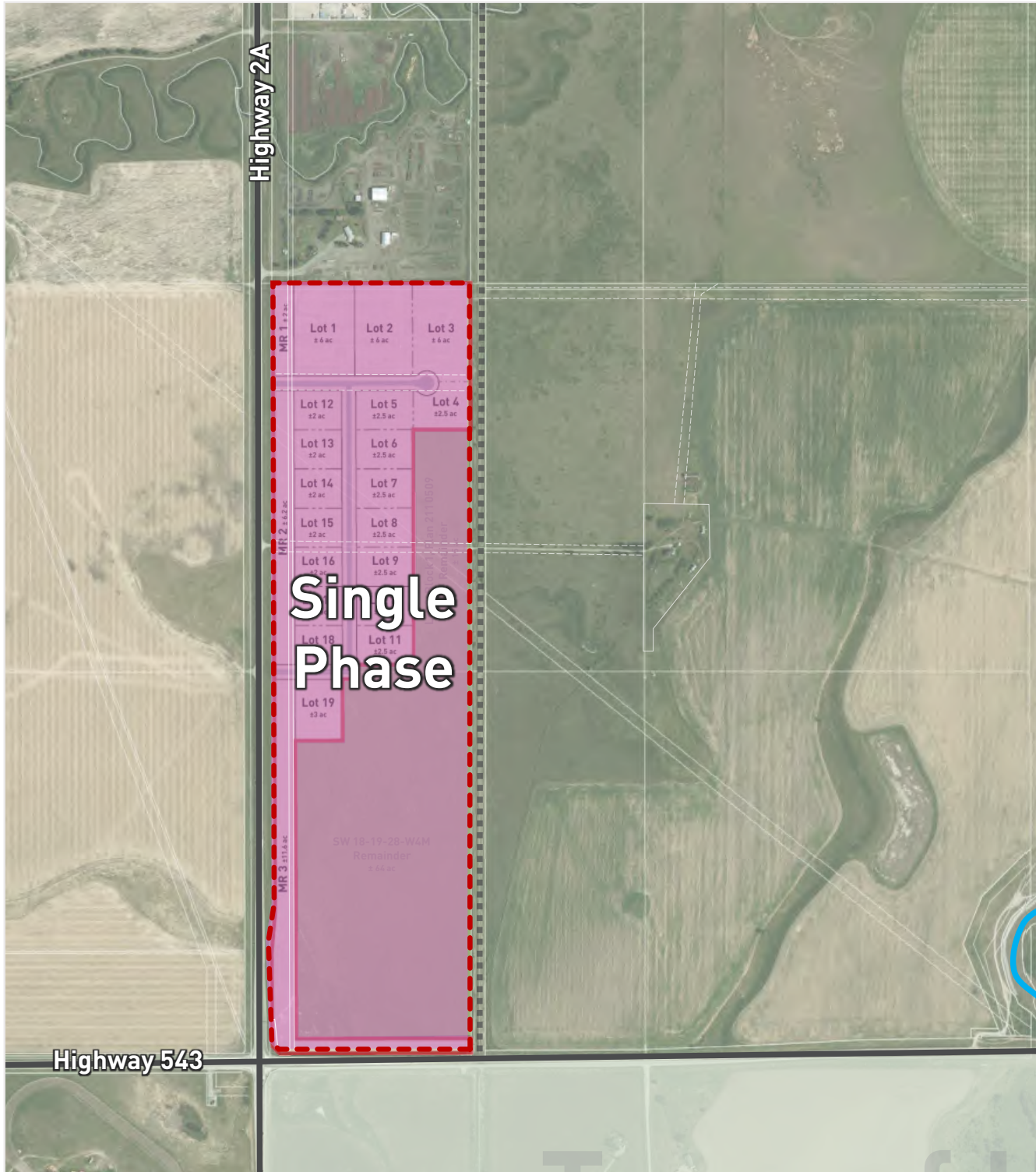
Policy 5.5.1	A Construction Management Plan shall be provided by the developer at the subdivision stage to establish potential mitigation requirements as may be necessary to limit negative impacts to surrounding business during ongoing construction activities.
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5.6 The Wakeford Business Park Lot Owner's Association

The developer will establish a Business Lot Owner's Association (BLOA) at the subdivision stage. The purpose of the BLOA will be to manage a contract with a waste management provider and undertake other administrative and maintenance functions as required by this Plan.

Policy 5.6.1	A Business Lot Owner's Association shall be established at the subdivision stage for the purposes of maintaining any entranceway signage, and other duties as required by this Plan.
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Figure 15: Development Phasing



5.6 Architectural Design Considerations

As previously described in this Plan, the configuration of commercial and industrial lots shall be in accordance with the parcel size and specific development regulatory requirements as established by the Land Use Bylaw and the Highway 2A Industrial ASP: Design Guidelines.

5.6.1 Architectural Guidelines

The developer will establish and implement specific Architectural Guidelines to ensure all commercial and industrial development reflects a consistent style and coordinated theme. Specific benchmarks for exterior building criteria will be established to consider design elements such as:

- *Maximum site coverage, including all buildings and impermeable surfaces, is 60% of the total lot area;*
- *Articulation of the facades, and roof line and the incorporation of details which create interest, such as changes in material or colour is encouraged;*
- *Both industrial and commercial uses, all buildings shall be constructed and finished with durable materials designed to maintain their initial appearance throughout the life of the project;*
- *Use of architectural elements such as building overhangs, fins, louvers, or landscape elements such as deciduous trees to reduce solar heat gain and glare from windows especially on the south and east sides of buildings will be encouraged;*
- *The main or public entrance to the principal building should be clearly identifiable as the primary point of arrival. This can be achieved through the use of large architectural elements (particularly strong vertical forms such as towers) or a change in the roof line, the use of an overhang, landscaping or incorporating special materials such as stone or brick;*
- *Areas of extensive 'manicured' exterior landscaping will be minimized in favour of natural drought-resistant plantings that require minimal irrigation & maintenance requirements; and*
- *Any exterior lighting of the site or building must be compliant with the Municipality's Dark Sky Bylaw.*

The developer will register the Architectural Guidelines against the certificate of title for each property to advise the future owners of their specific development requirements.

Policy 5.6.1.1	The developer shall establish Architectural Guidelines to regulate specific residential building criteria such as material finishes, colours, landscaping, exterior illumination, etc.
Policy 5.6.1.2	The developer shall register the Architectural Guidelines against the title of each lot to provide notice to provide each owner notice of their future development requirements.
Policy 5.6.1.3	The developer shall review all designs, ensuring they meet all established Architectural guidelines and standards, prior to submission of any Development and / or Building Permit to the County.

5.6.2 Site Plan Requirements

Site plan drawings shall be approximately to scale and include the following:

- *Arrow indicating north;*
- *Boundaries of the property;*
- *Any easements or rights of way existing on the parcel;*
- *Building locations on the parcel (including future expansion areas if applicable);*
- *Driveways, parking areas and loading areas including curb details and surface materials and provisions for snow storage;*
- *Sidewalks and any other paved areas;*
- *Lot grading and drainage showing approved grades on the site;*
- *The location and size of any stormwater management facilities;*
- *Service lead-ins (storm, sanitary, water, hydro, gas and telephone);*
- *Hydro poles, transformers, meters, fire hydrants, Siamese connections;*
- *Fence and wall locations, design, height, materials and colours;*
- *Exterior lighting location, design, colour, and throw;*
- *Exterior storage areas and their screening (including garbage and recycling); and*
- *Locations of any proposed signage, and details to sufficiently describe the design and the specifics of installation.*

Policy 5.6.2.1

Future development within each lot shall implement the objectives of the H2A/IASP Design Guidelines, specifically the Site Plan Requirements.



5.6.3 Business Park Entrance Feature

The developer may construct an entrance features adjacent to the two (2) intersections providing access to The Wakeford Business Park. These entrance features will be visible from along Highway 2A and will include signage with enhanced landscaping designed to provide an attractive gateway and thereby signal arrival to the project area. The specific design, location, and maintenance requirements of the Business Park Entrance Feature will be confirmed at the subdivision stage.

Policy 5.6.3.1	The developer may construct Business Park Entrance Feature(s) adjacent to the accesses adjacent to Highway 2A.
Policy 5.6.3.2	The specific design, location, and maintenance responsibilities of the entrance feature(s) will be determined at the subdivision stage as a component of the Landscaping Plan to be prepared by a qualified professional.
Policy 5.6.3.3	If the Entrance Feature is placed on MR lands, a license of occupation for specific approval shall be required at the subdivision stage, to the satisfaction of the County.
Policy 5.6.3.4	A Roadside Development Permit shall be required from Alberta Transportation & Economic Corridors (ATEC) for Business Park Entrance Feature(s) within the Plan area.



5.6.4 Landscaped Buffers to screen adjacent commercial and industrial lots

The Outline Plan proponent supports the concept of maintaining an appropriate transition between Highway 2A and the private development within The Wakeford Business Park. Specifically, the planned commercial lots along Highway 2A and the lots situated along 498 Ave E. As part of the Landscaping Plan to be prepared at the subdivision stage, the developer shall implement specific landscaping treatments within the Plan Area as part of the lots backing onto Highway 2A and 498 Ave E in accordance with the design standards for in the Highway 2A Industrial ASP: Design Guidelines for Enhanced Areas (Gateway Interface) along Highway 2A.

Policy 5.6.4.1	The developer shall provide landscape improvements within business lots in certain strategic areas along Highway 2A and Highway 543 to provide visual buffering between the highway and proposed building sites.
Policy 5.6.4.2	The specific type, extend and location of these landscaped improvements will be determined at the subdivision stage via preparation of a Landscaping Plan.



Example Perimeter Buffer (Before)



Example Perimeter Buffer (After)

5.7 Potential Expansion of the Wakeford Business Park

The policy framework of this Outline Plan is intended to facilitate the developer proponent's objective of establishing business lots within the Plan area in accordance with the provisions of the H2AISP. However, it is acknowledged that the lands located immediately east of the Plan area have potential to build out with similar business uses. As such, the developer has created a potential 'shadow plan' to illustrate how the land use and infrastructure patterns to be established by this Outline Plan could be logically and efficiently extended onto the adjacent lands as illustrated on **Figure 17: Potential Future Development Concept**.

5.7.1 Potential Future Development Requirements

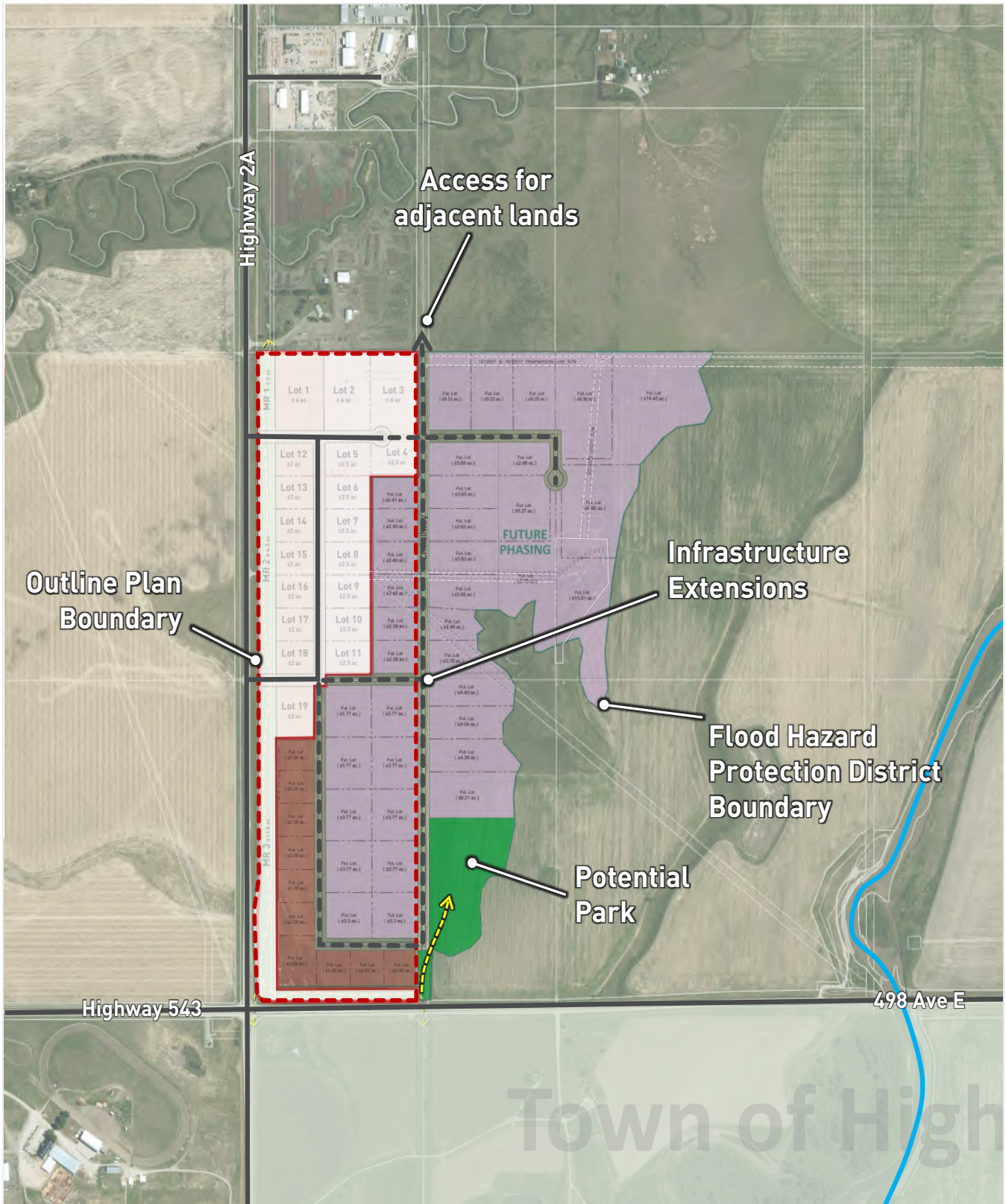
As required for **Figure 16: Future Development Concept**, the 'shadow plan' concept presented in this Outline Plan is intended to be for illustration purposes only.

It is acknowledged that no additional development within adjacent lands would be permitted without Council first adopting a new Outline Plan and subsequent land use amendment and subdivision applications.

However, the adjacent lands could 'potentially' accommodate additional development provided that:

- *An Outline Plan is prepared by the developer and adopted by Council.*
- *Business land use and subdivision is approved by the County affecting lands not impacted by the Flood Hazard Protection Overlay District.*
- *Business land use and subdivision is approved by the County within the Flood Hazard Protection Overlay District as per the associated regulatory requirements.*
- *Extension of the internal subdivision road network constructed within this Outline Plan is proposed, to the satisfaction of the County and ATEC.*
- *Extension and/or upgrading of the utility servicing infrastructure (water and wastewater) constructed within this Outline Plan is proposed, to the satisfaction of the County.*
- *Extension and/or upgrading of stormwater management infrastructure constructed within this Outline Plan is proposed, to the satisfaction of the County and Alberta Environment.*
- *Preparation of updates to existing and/or new technical reporting are provided by the developer to justify the expansion of business development onto the adjacent lands, to the satisfaction of the County.*
- *CP abandons their existing Railway ROW and it is consolidated for development purposes.*
- *Potential dedication of additional Municipal Reserve (MR) within the southern portion of the Plan area to accommodate an open space 'staging area' designed to accommodate a variety of passive recreational uses (e.g. an off-leash dog park) and provide a point of interest for those utilizing the pathway system extending out from the Town of High River.*
- *Consultation occurs with the Town of High River prior to the planning applications being presented to Council at public hearing.*

Figure 16: Potential Future Development Concept (for illustration purposes only)



6.0

Municipal Development Context

6.1 Municipal Development Plan (MDP)

The County adopted a new Municipal Development Plan (MDP) in June, 2010 which includes the following vision statement:

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

The MDP establishes a series of 'planning principles' which all future developments within the municipality are expected to respect including:

- *Preserving natural capital*
- *Planning for growth*
- *Conservation & focused development*
- *Community development*
- *Sustainable development*

The MDP aims to promote new development that respects 'rural character' through consideration of:

- *Maintaining wide open spaces & scenic vistas*
- *Respecting dark skies & limiting unnecessary light pollution*
- *Preserving historic & archaeological resources*
- *Maintaining air, water, and soil biodiversity*

The MDP includes a policy framework to facilitate the ongoing development of a variety of agricultural, open space, residential, recreational, and business land uses and supporting transportation & utility infrastructure systems that implement the MDP's planning principles.

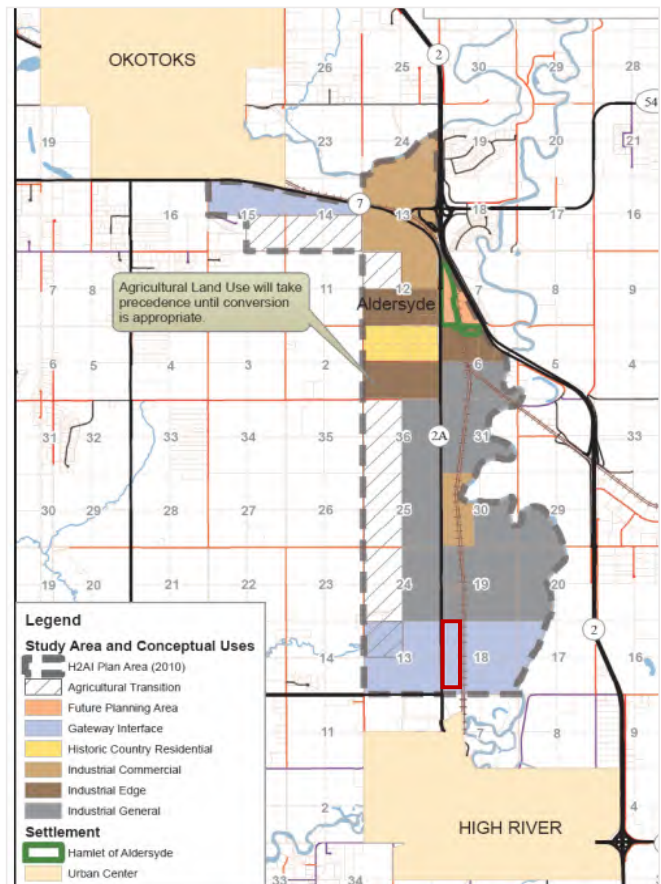
The Wakeford Business Park Outline Plan includes a focused and deliberate implementation strategy to establish a new Industrial Edge District that reflects the MDP's vision statement, planning principles, and policy framework. The Wakeford Business Park Outline Plan proposes to implement the Highway 2A Gateway Interface corridor business park concept as a model benchmark for future commercial-industrial development along Highway 2A based upon a more sustainable and environmentally sensitive development framework. This effort will demonstrate how collaborative coordination between different levels of jurisdiction can implement successful developments for the future.

6.2 Highway 2A Industrial Area Structure Plan (H2AIASP) & Plan Consistency

Foothills County adopted the Highway 2A Industrial Area Structure Plan (H2AIASP) in October 2010 to establish a development strategy for the Highway 2A corridor extending between the Town of Okotoks and High River. The objective of this ASP is to establish a sub-regional business corridor for surrounding communities, spurring economic opportunity within the area for various industries and neighbouring municipalities.

The policies of the H2AIASP direct growth within the plan area in a logical, efficient, and sustainable manner through the provision of measurable and achievable goals, objectives, and policies. The ASP looks to ensure that development in the Plan area benefits the County as a whole. Further, the H2AIASP recognizes that continued development within the corridor will occur over an unspecified period of time and therefore requires a certain level of flexibility to maintain relevance and provide the most suitable direction for the growth.

Map 3 : Land Use Concept



Highway 2A Industrial Area Structure Plan (H2AIASP), page 26

As such, the H2AASP provided significant standards and policy direction for the subject site's overall proposed land use context. Future development within this Outline Plan is expected to adhere to the H2AASP's Guiding Principles, with special attention being given to how the development can help benefit and adhere to the social/cultural, environmental, and economic goals and objectives of the ASP. This Outline Plan has looked to incorporate the following goals through its design and anticipated layout:

Social/Cultural Goals and Objectives

The Working Environment

- *Ensure a desirable setting for potential corridor employees through the provision of connected and viable recreational opportunities, open space networks, and mobility options.*

Commercial/Light Industrial Development

- *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.*

Natural Features: Riparian Areas and Open Spaces

- *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.*

Gateways

- *Ensure the unique character of the corridor and its urban neighbors to the north and south are enhanced through the development of distinct and inviting gateways into each of the three municipalities' landscapes.*

Environmental Goals and Objectives

Open Spaces

- *Careful consideration for the provision of open spaces throughout the corridor will ensure environmentally significant features are preserved and enhanced.*

Transportation Options

- *The ASP works to ensure the provision of transportation options, including public transit and viable pedestrian connections.*

Economic Goals and Objectives

Business Development

- *The ASP will work to develop a supportive and dynamic business community based upon a balance of mutually beneficial economic, social, and environmental objectives.*

Utilities and Servicing

- *To ensure safe, efficient, and cost-effective water and wastewater provision is available to the corridor's residents and businesses.*

Additionally, the Outline Plan adheres to the Gateway Interface (GI) land use concept proposed by the H2AISP to ensure that logical and complementary land uses exist throughout the corridor. The H2AISP advises that:

- *Gateway Interface policy areas should ensure the character of the corridor and its urban neighbors to the north and south are upheld and enhanced through the development of distinctive and inviting gateways into each of the three municipalities*

Provided that the Wakeford Business Park falls within the GI policy area north of the Town of High River, two measures of policy apply directly to this Outline Plan’s context:

Policy 6.2.1	Land uses and development forms within the GI policy area should be sensitive to the urban/rural transition between the Town of High River and the MD of Foothills.
Policy 6.2.2	Road and pathway alignments connecting potential corridor alignments with the Town of High River systems should be identified prior to development occurring.



6.3 Intermunicipal Development Plan: Town of High River and MD of Foothills

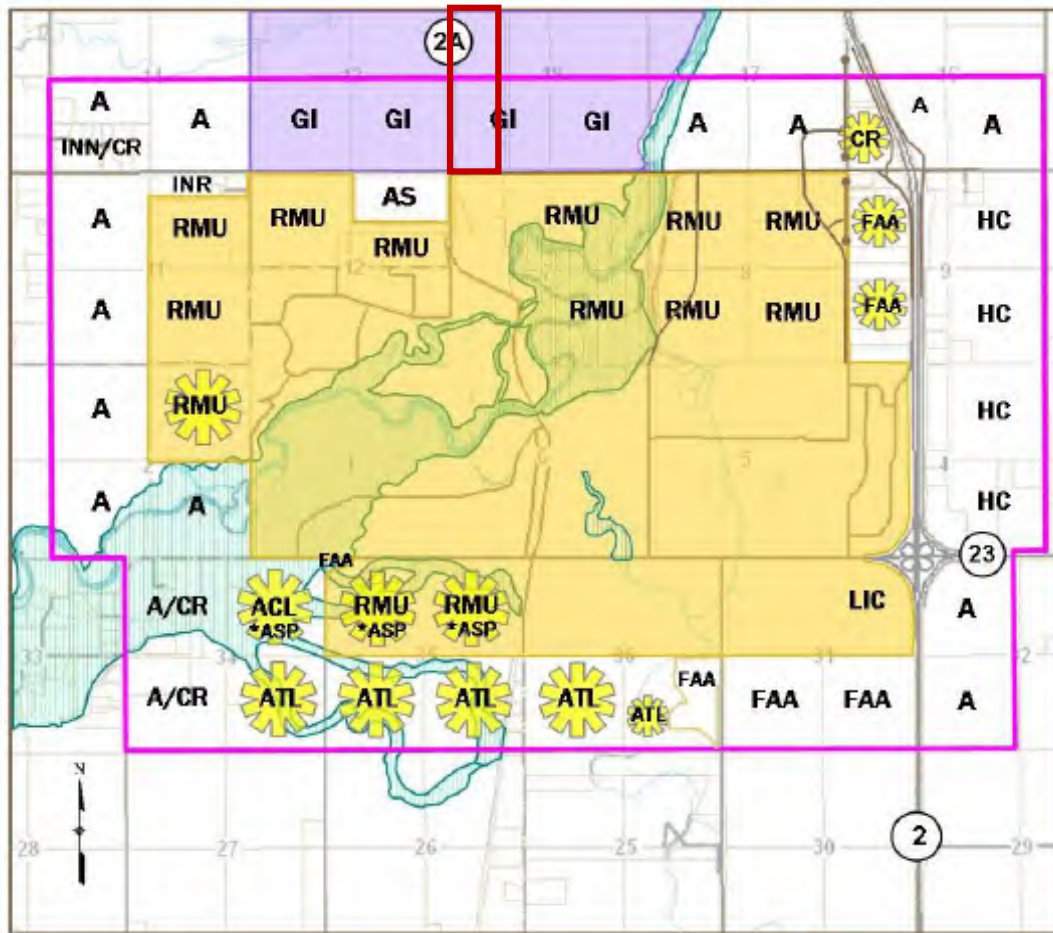
The purpose of the Intermunicipal Development Plan (IDP) is to identify and articulate municipal interests relative to lands within the Plan area and to develop policies and decision-making processes that respect the interests of both the Town of High River and the MD of Foothills.

This Plan is intended to provide broad based guidance on land use within the Plan area. It establishes a high-level policy framework for future planning. The fundamental purpose of the IDP is to provide opportunities for collaboration and communication between the two municipalities and to establish policy direction and processes to address intermunicipal issues that may arise from time to time. Both the MD of Foothills and the Town of High River in their MDP's:

- *Express a willingness to support and facilitate the provision of recreation areas and school sites that will meet the needs of community residents;*
- *Seek to maintain balanced economies and create a more diversified tax base, by encouraging commercial and industrial development while being careful to avoid conflicts with existing land uses and activities;*
- *Express a commitment to protecting and preserving the integrity of environmentally significant areas;*
- *Recognize the importance of protecting sites of historical or archaeological significance;*
- *Discuss the importance of minimizing the impact of development on agriculture;*
- *List safe and efficient transportation systems among their objectives and commit to exploring alternative modes of transportation.*
- *Encourage forward thinking and long range planning to provide sustainable and efficient servicing for future growth.*

Within the context of the Wakeford Business Park, the IDP speaks to the H2AASP in relation to collaborative efforts between the two municipalities within the Gateway Interface (GI). These efforts involve attention to “ensuring that land uses and development forms within the GI policy area be sensitive to the urban/rural transition between the Town of High River and the MD of Foothills.” The IDP also quotes the H2AASP in relation to how the GI policy area should ensure road and pathway alignments that interface with the Town of High River’s systems.

Map 5.1 Future Land Use Scenario - Amended 2018



LEGEND

- A Agriculture
- ACL Cluster Residential with ER and Agricultural Balance
- A/CR Some Country Residential with Balance Agriculture
- ATL Agricultural Transition Lands
- AS Agricultural Society
- CR Country Residential
- HC Highway Commercial
- FAA Future Annexation Areas
- GI Gateway Interface in Highway 2A Industrial ASP Area
- INR Industrial Rural (Previously Zoned)
- LIC Light Industrial Campus
- RMU Residential Mixed Use
- Special Environmental Areas (SE)
- H2A/ASP Area
- A yellow asterisk indicates that lands will be subject to further study
- *ASP indicates there is an approved area structure plan in place



Future Land Use Scenario
Intermunicipal Development Plan
Amended 2018



*Intermunicipal Development Plan - Town of High River and MD of Foothills, page 35

7.0

Community Consultation

The proponents of The Wakeford Business Park are committed to ensuring the implementation of a commercial and industrial development, as contemplated by this Outline Plan, respects the interests of adjacent landowners and local stakeholders. An outreach initiative was conducted prior to this Outline Plan being presented to Council at a public hearing to ensure that an opportunity for feedback and commentary was made available.

Prior to submitting the Outline Plan application, the landowner has engaged with key area stakeholders to give notice of the proposed development and provide an opportunity to share preliminary information.

Additionally, prior to final submission of the Outline Plan and Land Use Amendment, the developer coordinated a mail out outreach letter with the assistance of Foothills County to adjacent landowners regarding the Wakeford Business Outline Plan. Based on a 0.5-mile radius, the County circulated the outreach letter to 28 landowners. This was to facilitate a 'two-way' process of open, transparent, frequent, and meaningful engagement with adjacent landowners and interested stakeholders. This allowed for the developer to explain the planning rationale motivating the project, answer questions about specific issues relating to the development, and provide clarity regarding various development matters to be implemented as part of The Wakeford Business Park.

In response to the outreach mail out letter, the developer received one (1) letter and one (1) phone call from the same stakeholder. The neighbouring landowner requested clarification of the development's location in relation to Hwy 543 (498 Ave E) and confirmation that Lot 1 Block 1 2011371 (the Country Residential lot within the development) would remain accessible during Phase 1 development.

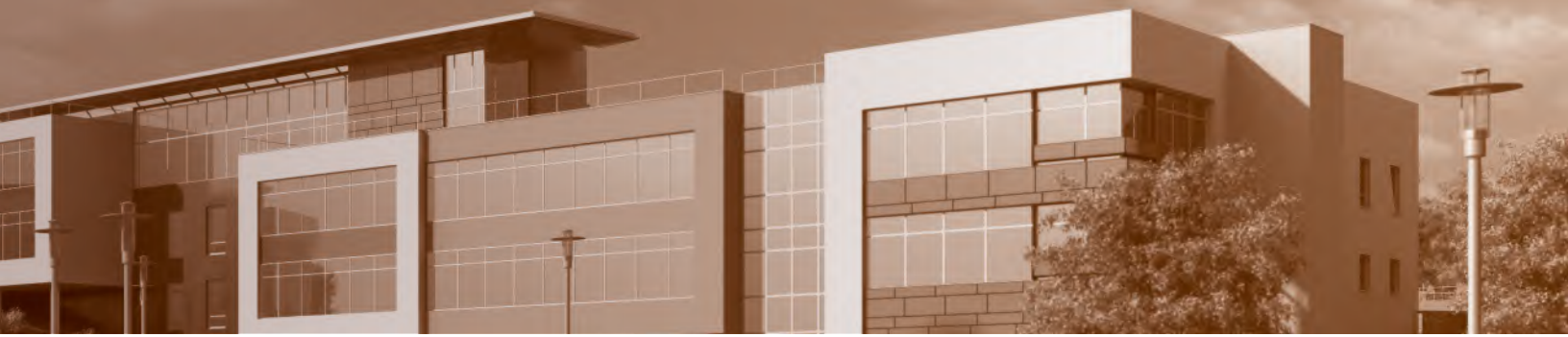


8.0

Supporting Technical Information.

Supporting Technical Information

1.	Wakeford Industrial Business Park Development Servicing and Access Strategy V2 (Sedulous Engineering Inc., December 2023)
2.	Minor Drainage Plan Wakeford Industrial Business Park (Sedulous Engineering Inc., December 2023)
3.	The Wakeford Business Park Traffic Impact Assessment (Bunt & Associates Engineering Ltd., April 2023)
4.	Flood Assessment (Aqua Resources Engineering Services Inc., March 31 2023)



OUTLINE PLAN

May 2024



WAKEFORD
BUSINESS PARK