

PUBLIC HEARING FOR BYLAW 02-26 – THUNDER STONE JUNCTION NEIGHBOURHOOD AREA STRUCTURE PLAN

Purpose

The purpose of Bylaw 02-26 is to adopt the Thunder Stone Junction Neighbourhood Area Structure Plan to facilitate phased urban development of approximately 187.58 hectares (463.52 ac) in the northeast quadrant of Okotoks.

Readings

Depending on the outcome of the public hearing this Bylaw is ready for second and third reading.

Report, Analysis and Financial Implications

Background

The Town utilizes two (2) types of statutory planning documents to guide future development. An Area Structure Plan (ASP) provides a broad-based high level planning framework to guide new community development on approximately two to five (2-5) quarter sections of greenfield land. The subsequent level is the Neighbourhood Area Structure Plan (NASP) which encompass a smaller portion of land within an approved ASP. The application before Council for first reading is the NASP for lands that falls within the Trilogy Plains ASP and North Point ASP, which were previously adopted by Council.

This application is unique as it falls within two separate Area Structure Plans (ASPs). It encompasses the eastern quarter-section of the Trilogy Plains ASP as well as the southern most lands within the North Point ASP.

Trilogy Plains ASP

The Trilogy Plains ASP encompasses approximately 129.5 ha (320 ac) of land directly north of the existing built-out Crystal Green neighbourhood / Crystal Ridge Golf Course and the Air Ranch neighbourhood / Airport. The east quarter-section of the Trilogy Plains ASP has an approved NASP already in place known as the Ridgemont NASP approved in 2024. This is under development for a residential community. The eastern quarter section of Trilogy Plains, which is part of this NASP was approved for industrial/commercial development due to its proximity to the Okotoks Airport and ideal access to 338th Ave and a future interchange off of this road at Highway 2. Furthermore, it worked to fulfill Okotoks goal of increasing the non-residential tax base and expanding local employment options within the community which will be expanded on later in this report. Trilogy Plains was a developer-led ASP to allow Lamont Land to proceed with their residential community of Ridgemont. While they did not own the land holdings on the eastern quarter-section, as per Town discussions and higher-level policies, they were required to plan the eastern lands as part of their ASP.

North Point ASP

The North Point ASP encompasses approximately 246 ha (607.9 ac) of land in the northeast portion of Okotoks adjacent to 48th Street and Highway 2 and transected by 338th Avenue. As a whole, it is envisioned to become a prominent business park that features lands targeted for industrial development and employment, and includes areas that could accommodate eco-industrial development. The Thunder Stone Junction NASP forms a portion of the southerly lands within this ASP. The North Point ASP was a Town-led ASP in alignment with Council's objectives to diversify the non-residential tax base and provide more employment opportunities and economic development within the Town boundaries.

Connection

NASP boundaries are ideally formed by connecting lands within existing boundaries that have logical connections. The lands that are the subject of this NASP encompass two NASPs given that they link shared employment-related land uses, are bordered by 338th Ave to the North and share a quarter-section boundary line along the southern edge. Furthermore, as will be explained later in this report, connections to servicing from Ridgmont that can run from the west through to the east to service Thunder Stone Junction and North Point as a whole

Process

Similar to the North Point ASP, the development of the Thunder Stone Junction NASP was a Town-led project. As it involves allowing for expansion of the existing business of Integrity Post, located adjacent to the Plan Area, they were a contributing financial partner to the project. Public-Private partnerships are a fiscally responsible way for the Town to move forward on critical projects such as this one to unlock additional economic opportunity and growth for employment-related land uses within the Town. A Request for Proposals (RFP) was created and multiple submissions were reviewed to select the successful Proponent, Tetra Tech. Tetra Tech was the planning consultant who drafted the NASP in co-ordination with various sub-consultants who worked on the required technical studies. They also took the lead on the public engagement required for a plan of this nature and worked to incorporate feedback into the overall drafting of the plan. All of this work was done collaboratively with Town Administration to ensure a draft that met the project goals, aligned with higher-level Town planning documents such as the MDP and higher-level aforementioned ASPs as well as the overall strategic direction of Council.

Location and Site Context

The Thunder Stone Junction NASP is bordered to the north by 338 Avenue and by the community of Air Ranch / Rancher's Rise, agricultural lands and country-residential development along its southern edge. The developing community of Ridgemont is located to the west and the eastern edge of the plan area is bordered by the Town's municipal boundary in proximity to Highway 2. The existing plan area lands include agricultural lands and associated homesteads as well as some country residential development. Some limited storage/industrial development is already occurring in the eastern-most quarter section of the plan area.

Required Studies

Biophysical Impact Assessment:

A desktop BIA was completed by Tetra Tech in May 2025. This noted the plan area consists primarily of disturbed agricultural areas, one intermittent watercourse, several ephemeral watercourses, one dugout pond, marshes and tree stands around the few residential dwellings on the parcel. The assessment found no wetlands within the Plan Area to be permanent or claimable by the Crown.

The BIA identifies two important connected watercourses and seasonal marsh lands that span across adjacent lands beyond the Plan Area. These watercourses have been set apart from the surrounding cultivation activity and are good candidates for restoration activities and integration into the NASP design and stormwater management plan as natural infrastructure. Incorporation of major natural drainage features helps to maintain natural drainage patterns and hydrological inputs and outputs. The report recommends that further analysis be conducted through field survey prior to development to verify study findings including existing wetlands and watercourses, infrastructure, vegetation, and any sensitive wildlife conditions in the Plan Area and a 100 m buffer.

Historical Resources:

A desktop Statement of Justification (SoJ) for historical resources was completed by Soriak Consulting in August 2025. The SoJ is a desktop-based review that outlines potential archaeological and historic structure constraints relative to the Town of Okotok's proposed Thunder Stone Junction NASP. The review found general archaeological potential for the region to be high with 22 previously recorded archaeological sites located within 2.5 km of the NASP (19 prehistoric and 3 historic) and 222 sites located within 5km of the NASP.

Based on the SoJ, Application to the Province for the NASP footprint was submitted with recommendation for Historical Resources Act (HRA) approval for all portions of the plan located within low archaeological potential areas (i.e., heavily disturbed or cultivated lands) which make up most of the site. Future assessment may be required for the identified areas within the NASP that have elevated archaeological potential, and recommendations are provided in the SoJ.

Phase 1 ESA:

A Phase 1 ESA was conducted for the Trilogy Plains and North Point ASPs. These studies identify potential past or present environmental threats or impacts to the ASP lands that may require further environmental assessment. In preparation of the Thunder Stone Junction NASP, the above ESAs were reviewed by Tetra Tech Canada and a report was prepared with recommendations for each existing parcel within the NASP that may warrant a Phase II ESA prior to development. A future Phase II ESA is recommended to assess conditions on three (3) of the parcels within the Plan Area.

Without expected date(s) for land ownership change or development, there is potential risk of changes to conditions or areas of concern prior to that development which would require redoing all or a portion of the assessment. As a result, further environmental assessment as noted for each parcel is recommended to occur at the land use amendment or subdivision stage to ensure accuracy and relevance

Traditional Knowledge & Use Assessment:

The Town of Okotoks Traditional Knowledge and Land Use Assessment (TKLUA) describes the cultural significance of the area in which the Town is located and identifies important traditional resources and land use sites within the Town. The TKLUA was a collaborative effort engaging Elders and experts from the Blackfoot Confederacy, Tsuut'ina and Stoney Nakoda First Nations, facilitated and compiled by Arrow Archaeology Limited and supported by the Town of Okotoks. Based on the findings of the TKLUA, no further site specific assessment is required for the Thunder Stone Junction NASP.

Geotechnical Evaluation:

A Geotechnical Desktop Study was completed for the Thunder Stone Junction lands in June 2025 to assess geotechnical conditions of the Plan Area and identify constraints. The desktop study included a review of historical information and subsurface information based on geology maps and geotechnical borehole database.

The desktop study provides preliminary overview of soil and groundwater conditions and potential geotechnical risks across the NASP; however, further geotechnical evaluations (i.e., subsurface exploration, geophysical) should occur at the land use amendment or subdivision stage to refine and confirm findings of the desktop study.

Appropriate geotechnical investigation is required to provide the anticipated thickness and depth of each soil and rock layer for the purpose of design and construction work.

Land Use Concept Overview

The Land Use Concept for Thunder Stone Junction focuses on providing varied parcel formats and sizes, to attract a range of business opportunities as well as encourages clustering of compatible uses and provides a well-connected internal road network with adjacent collector roadways. Open space is utilized to provide an increased buffer between adjacent residential lands to the south as well as to provide open space corridors and connections that run North-South to connect with the broader North Point area as it builds out.

Additional interface overlays are incorporated into the flex area to require private developers to limit building heights, locate parking, minimize lighting and incorporate landscaping buffers into their overall site plan design at the development permit stage. This further increases the buffering between residential and future employment related land uses in addition to the green space buffers that are incorporated into the land use concept.

Lighter industrial and commercial uses (minimal off-site nuisances) are planned to be located in proximity to the higher-density built out residential areas such as Ridgemont and Air Ranch while more industrial uses are planned closer to the highway and away from higher density residential. The open space network incorporates the planned stormwater ponds that will service the development and integrates them with potential environmental reserve (ER) areas and other open space connections both east-west and north-south.

Overall, the land use concept for Thunder Stone Junction results in a well-planned employment-lands business park that is integrated into the overall Town, provides appropriate buffering from adjacent uses and is strategically situated to maximize opportunity from future provincial investment in an interchange and Town investments in expanding 338th Avenue and driving servicing up to this portion of Town.

Types of Employment-Related Uses

The objectives and policies of the NASP are to provide both regional -scale destination retail as well as flexible business and industrial employment opportunities to North Okotoks. Initial projections estimate full build-out would result in 3, 565 jobs for the area, however given changing needs and an evolving economic landscape, this is hard to quantify over the lifespan of the plan.

More commercially focused uses are planned for the lands west of 48th Street while more industrial-focused uses are planned for the lands east of this key road. Commercial lands are intended for commercial, retail and business service uses. This area includes policies speaking to higher standards for architectural controls, urban design, landscaping and overall site design to effectively integrate with the adjacent residential areas.

The “business flex” area identified in the land use concept is for larger format commercial and offices with light industrial as an option at the discretion of the Town. This area has interface policies built into the parcels in proximity to residential neighbourhoods.

Finally, the industrial lands east of 48th are to accommodate logistics, warehousing, distribution, advanced manufacturing and other light industrial uses that require larger parcels and efficient access to the regional road network. These areas are strategically located in proximity to the future interchange, with direct arterial connections as well.

Overall, the employment-related land uses are designed to encourage flexibility, innovation and opportunity for a range of businesses while ensuring development is done responsibly within the Town’s overall policy framework.

Parks and Open Space / Interface Considerations

The parks and open space network is designed to provide buffering of commercial/industrial uses from adjacent communities, while also providing larger park areas for employees of the business park and open space multi-modal connections for both commuters and recreational users alike.

The Employment-Residential Interface Area ensures new employment uses are sensitive to the transition to adjacent neighbourhoods. This includes a 20.0m wide linear Municipal Reserve (MR) strip that provides a pathway and plantings. In addition to this, the parcels that are adjacent to this MR strip within the interface area will be required through NASP policy to provide parking, landscaping, berms, stormwater or other screening techniques within that portion of their parcel to further buffer residential from employment uses.

As noted in the BIA section earlier in this report, there are some areas that may qualify as Environmental Reserve (ER) as functioning watercourses. These areas are integrated into the overall open space network with potential path connections to surrounding areas and the overall open space network.

The stormwater ponds are planned as park spaces with surrounding pathways and as further buffering between commercial and industrial areas. There are some identified future MR spaces as large parcels in the plan area. These are not designed in detail given the lifespan of this plan. Their future municipal uses will be determined as the areas build-out depending on Town public land needs at that point in time.

Transportation Network & Mobility

The driving factor in this location for the NASP and employment-related land uses is the proximity to Highway 2 and strong connections via a planned future interchange at this location. In addition to this, adjacency to 338th which further connects Highway 2A and Highway 2 and is planned for significant upgrades over the coming decades will result in this as an economically attractive location for a mix of commercial and industrial business opportunities. The application was circulated to Alberta Transportation & Economic Corridors (ATEC) for review and comment. ATEC advised that they would review circulations at future subdivision and land use redesignation stages within the plan area, but no longer give blanket approvals at the NASP stage to new developments.

338th Ave / Interchange at Highway 2

A Functional Study was conducted in partnership between The Town of Okotoks, Foothills County, and ATEC in June 2023 for a proposed interchange at Highway 2 and 338 Avenue E. Funding for the construction of the interchange is currently not in the provincial program, however, the Province has initiated the detailed design portion to identify right-of-way requirements. The Town continues to work in collaboration with Foothills County to advocate for the construction of this interchange in the short-term.

Future developments that are built in Thunder Stone Junction in advance of completion of the interchange are required to complete traffic impact assessments to ensure the interim and existing infrastructure can support these developments. This will ensure safety and appropriate and smooth traffic flow in advance of ultimate interchange completion. Once the interchange is completed, it will unlock further opportunities and development for Thunder Stone Junction as a whole. It is important to remember that the build-out is over many decades and not immediately once the NASP is proposed. Therefore, most of the development will follow completion of the interchange, but completing the planning in advance allows for a comprehensive and integrated approach to ensuring the area functions well upon ultimate completion of this key piece of infrastructure.

Until the interchange is constructed, the existing Highway 2 and 338 Avenue intersection will remain operational. Once the Highway 2/338 Avenue interchange is constructed and operational, the existing Highway 2 and 338 Avenue intersection will be closed. Road alignments and intersection locations within this NASP have been planned to reflect the recommendations of the Functional Studies and the Town's broader transportation network strategy.

External Road Network

Thunder Stone Junction was designed to align with the overall road network that was approved as part of the North Point ASP and Trilogy Plains ASP. This is within the context of being bordered by 338th Avenue to the northern edge of the Thunder Stone Junction plan area and Highway 2 to the east.

The Town has completed functional study design for 338th Avenue with the anticipation of it ultimately building out to a six-lane roadway. Over the medium-term (coming decades pending development pressures), it will build out to four lanes. The plan has been designed to have consistent connections with this roadway in alignment with the overall functional study as well as considering the high-level planning in the North Point and Trilogy Plains ASPs.

48 Street runs through the Plan Area and provides a north–south connection between 338 Avenue and Milligan Drive to the south. This corridor will serve as the primary connector for both commuter and goods movement traffic, providing direct access into the Town’s internal road network. Over time, 48 Street is expected to be upgraded to an arterial standard (36m ROW), accommodating higher traffic volumes and supporting the logistics and employment functions of Thunder Stone Junction.

Together, 338 Avenue E and 48 Street establish the framework for external mobility, ensuring the Plan Area is well connected to both the regional road system and surrounding neighbourhoods. These corridors are planned to accommodate both general traffic and truck-oriented movements, and a right-in right-out access on 52 Street onto 338 Avenue E which are consistent with the Trilogy Plains and North Point ASPs.

Internal Road Network

The internal road network for Thunder Stone Junction has been designed as a modified grid of collector and local roads that responds to the functional requirements of employment-oriented development. Roads are structured to accommodate higher-volume and higher weight truck traffic, provide full movement access to all parcels, and align with servicing and drainage infrastructure. The network has also been designed to integrate with surrounding communities while strategically limiting heavy vehicle traffic from re-entering adjacent residential neighbourhoods.

Collector roads within the Plan Area will include multi-use pathways and landscaped boulevards consistent with the Town’s Infrastructure Design and Construction Specifications. These roads will provide safe and convenient access for all modes while maintaining the heavy duty pavement standards necessary for commercial and industrial traffic.

Overall Transportation Strategy

Overall, the transportation strategy focuses on strong connections to existing investments in major transportation infrastructure such as 338th and Highway 2, while also looking towards the future when major upgrades such as a future interchange are constructed in this area.

The strategy also incorporates multi-modal transportation connections through both the road network and open space network that runs throughout the development. Detailed traffic analysis and transportation planning was undertaken by professional engineers in coordination with Town Engineering staff, discussions with Foothills County as well as Alberta Transportation & Economic Corridors.

Utility Servicing

Interim Servicing Considerations:

It is anticipated that initial development at Thunder Stone Junction will occur before municipal service connections are available, as the first stage of development will likely occur in the east portion of the Plan Area, and municipal services are currently located to the west. Provision will be made to allow for interim services which will incent early development in these areas prior to full municipal services being available. Alternate forms of servicing such as cisterns, individual water wells, and onsite treatment for water supply on individual lots will be considered at the discretion of the Town, for the first stage of development, subject to environmental and water act requirements and approvals.

Water Servicing:

The NASP area will be serviced through two trunk main connections proposed in Ridgemont. It is assumed that these connections will be available at the time of development of the NASP. Details of the trunk main connections to the Ridgemont community are still being finalized. If NASP development is to occur ahead of the connections, temporary servicing options, or extension of the mains will be required. As the entire North Point ASP area is serviced through the Thunder Stone Junction, the water network has been sized to accommodate North Point ASP demands in the Ultimate Scenario.

Sanitary Servicing:

Sanitary servicing for eastern portions of the Plan Area will be achieved by a series of gravity mains, running to a single lift station in the plan's southeast. The lift station then connects to a force main that runs west and connects to the gravity system in the planned Ridgemont community.

The western portion of the NASP will gravity drain to the Ridgemont area, bypassing the lift station. It is assumed that the Ridgemont connection point will be available at the time the development is initiated for the west stage of Thunder Stone Junction. If the Ridgemont connection is not available at that time, interim servicing solutions will be needed. The lift station will be located on a Public Utility Lot (PUL) adjacent to the east storm pond. Construction of a temporary lift station may be required depending on how staging of the development occurs

Stormwater Servicing:

Thunder Stone Junction's servicing and stormwater management strategy incorporates the Town's environmental policies, higher level planning documents, Infrastructure Design and Construction Specifications, as well as provincial requirements and regulations. The stormwater management plan includes both an underground pipe network and overland conveyance with a combination of stormwater management ponds, bioswales and conveyance channels aligned with green corridors.

The benefit of the holistic high-level planning of this large area was the ability to create an overall strategy that utilizes reconstructed wetlands, green corridors and shared opportunities to service multiple parcels which is the most financially sustainable and cost-effective manner in which to develop the area. The plan also encourages stormwater reuse, green street objectives and practices to integrate this into major collector and arterial roadways.

Development Phasing

Development within the Thunder Stone Junction NASP will proceed in a logical, staged sequence aligned with the extension of municipal infrastructure and guided by market demand for employment lands.

The first stage of development is expected to focus on lands with the most direct access to 338 Avenue East and the future Highway 2 interchange. This stage of early development will be initially serviced using interim strategies until sequenced development from the west brings municipal utilities to the eastern edge of the Plan Area.

Subsequent stages will continue in a contiguous manner, beginning at the western plan boundary and expanding eastward as utility infrastructure is extended and market absorption of earlier stages occurs. The Staging strategy allows for flexibility to respond to economic conditions while ensuring that each stage of development can be serviced efficiently and maintains logical transportation and land use connections.

Detailed infrastructure and access considerations, including water, wastewater, and transportation networks, will be refined through ongoing technical studies and in alignment with Town growth priorities. As current parcels in the Plan Area are owned by a number of private landowners, timing and continuity of development is also dependent on landowner initiative.

Regional Considerations and Legislation

The *Municipal Government Act (MGA)* prescribes minimum requirements for the content of an ASP (s. 633) and the process for preparing one (s. 636). The proposed Thunder Stone Junction NASP fully addresses the content requirements, including development phasing provisions, a detailed land use concept, the location of transportation routes, and public utilities.

This plan was circulated to Foothills County for comment as it was located within the Intermunicipal Development Plan (IDP) Referral Area. Feedback from Foothills County was incorporated into the overall document.

Municipal Development Plan (MDP)

The Thunder Stone Junction NASP was drafted to be in strong alignment with the Town's MDP. The MDP policies note that the Town should "prioritize growth for redeveloping and developing community areas according to criteria that considers the Town's strategic priorities, the logical, efficient and economic provision of services, the ability to accommodate and adapt to change over time, as well as community and landowner interests (Policy 1.2.2(a)).

This plan area is the most logical next extension area for services coming from the developing community of Ridgemont towards the north. This allows for a financially responsible approach to servicing a new commercial/industrial area as the Town. This helps keep impacts on the Town's finances lower and is the most efficient use of taxpayer funds. Increasing the opportunity of jobs within Town and trying to reduce commuting to Calgary is another key strategic priority of the Town. This plan works to create an employment area hub in a location that meets the conditions that the market wants to see – access to major transportation corridors, viable servicing and proximity to potential employee bases. Finally, landowner interests played a role in this plan moving forward given potential expansion opportunities for Integrity Post which is located within the Plan Area and was a financial partner on the development of this NASP.

The MDP speaks in Policy 1.2.2(d) to "prioritize and encourage employment-generating land uses and mixed-use development that can contribute to a more equal ratio of jobs to housing when considering proposals for new greenfield development areas. This plan furthers that ratio. Given the number of residential ASPs approved and/or NASP's underway, in order to balance the future residential, it is important that the Town takes the lead on encouraging new commercial/industrial areas to maintain a balance in land use types within the Town from a financial and jobs-generating perspective.

The overall transportation policies of connectivity, multi-modal opportunities are addressed throughout this NASP with integration of the transportation networks through open spaces and connections of roadways to adjacent networks as well.

Environmental policies and preservation of potential environmental reserve areas and integration of these spaces with open space (MR) was incorporated which aligns with the sustainability measures of the MDP. Innovation, logical servicing and the overall employment land policies of the MDP relating to flexibility, opportunity and policies ensuring attractively designed commercial/industrial areas are also all incorporated within the NASP.

Overall, the plan, in the opinion of Administration, is in strong alignment with the MDP and works to further the Town's goals as a whole.

Trilogy Plains ASP

The Thunder Stone Junction NASP was reviewed against the higher-level Trilogy Plains ASP. The land use concept, policies and infrastructure planning align with this higher-level document. It furthers the general policies and ideas in the ASP and refines them into specific and detailed policies at a level appropriate for this stage of planning. The buffer area policies are further expanded on from the ASP in the NASP to ensure a strong park-like buffer area and additional stronger policies in the NASP to ensure a cohesive integration of land uses. The major road connections and overall strategy are aligned with the higher-level ASP. One deviation is the stormwater strategy which relocates a portion of the storm pond area identified in the Trilogy Plains ASP due to more detailed information and analysis at the NASP level.

North Point ASP

The Thunder Stone Junction NASP was reviewed against the higher-level North Point ASP. The land use concept, policies and infrastructure planning align with this higher-level document. It furthers the general policies and ideas in the ASP and refines them into specific and detailed policies at a level appropriate for this stage of planning. The major road connections and overall strategy are largely aligned with the higher-level ASP, however there is some minor degree of deviation due to further analysis on the most appropriate transportation network given area constraints and the future interchange development.

Water Allocation Policy

Development of the lands will be subject to the Water Allocation Policy, which limits the land use redesignation, subdivision and development approval process based on the availability of licenced water supply. The provisions under the Policy and the associated Administrative Clarifications will guide when and how much development can be approved at any one time.

Strategic Plan Goals

<input checked="" type="checkbox"/> Responsibly Managed Growth	<input type="checkbox"/> Demonstrated Environmental Leadership
<input checked="" type="checkbox"/> Strong Local Economy	<input type="checkbox"/> Enhanced Culture & Community Health
<input type="checkbox"/> Organizational Excellence	

Community Engagement Strategy

A public participation process was put in place by the consultant in accordance with the Town's requirements for NASPs and furthermore in consultation with Administration. The strategy included information materials mailed out to property owners in proximity to the Plan Area and one (1) in-person public participation events.

With thorough engagement being undertaken at the ASP level for this plan, the overall approach for engagement on Thunder Stone Junction focused on comprehensive communication efforts to ensure everyone, from adjacent neighbours to the broader public, were informed on the project. As per the International Association of Public Participation (IAP2), this is defined as the Involve stage on their spectrum. This notes a goal of providing balance and objective information in a timely manner. Communications and the public open

house focused on education about an NASP is, the process to be involved, early plan development and draft element, and space to ask questions or provide comments. At the Inform level, it is important to be clear what is not subject to engagement. As the land uses, major transportation corridors and high-level policies surrounding this plan area were set in the previously approved North Point and Trilogy Plains ASP, these details were not subject to change at this more refined level.

The Town did engage at a "Consult" level on the IAP2 spectrum as well where it obtained feedback on analysis, issues, alternatives and decisions where appropriate. The promise to the public at this level of input on the IAP2 spectrum is that "we will listen to and acknowledge your concerns". As a result of this, the buffering policies and MR buffer between the residential and employment land uses were further strengthened, with the MR buffer doubling in size and the policies being carefully drafted to ensure minimal impact of development on adjacent residences.

On June 24, 2025, 40 people attended an open house at the Crystal Ridge Golf Course. Plan area landowners and businesses as well as adjacent landowners in Okotoks and Foothills County were recipients of a direct letter mail out inviting them to the open house. In addition to this, the open house was advertised on the Town's engagement platform, Shape Our Town; on Town social media and in the Western Wheel. Common themes of transportation, challenges with 32nd Street and water, interface concerns about residential/employment land uses and environmental policies emerged from this virtual open house. 23 survey responses were also received (9 hard copy and 14 online).

- Following receipt of a first draft in September 2025, Administration commenced formal notification of government agencies, school divisions, utility companies, plan area and adjacent landowners as per the requirements of the *MGA* for statutory plan preparation [Section 636(1)]. Formal written responses were received with no major concerns and were provided to the consultant. All comments were addressed through the NASP review.
- The second draft was prepared and provided to the Town in late November, 2025. Following this, it was published on the Town's website for public feedback from December 1st until January 19th, 2026. The draft posting was advertised across Town social media channels. 96 responses were provided as a result of this second round of online engagement.

Of the comments received during the public engagement process, one of the main themes was transportation and concerns regarding overall additional growth and impacts on water. Interface concerns between residential and employment land uses continued to be of concern. Densities and proposed housing types, park amenities and future commercial and institutional uses that might be included in the Plan Area were also noted.

The Public Hearing on March 23, 2026 was advertised in the Okotoks Western Wheel, on the Town website, and by direct mail to adjacent landowners in accordance with the requirements of the *MGA* [Section 606]. At the time of writing this report three written submissions were received prior to the deadline and are attached to the report. Any written submissions received after noon on Wednesday, March 18 and up until 6:30 p.m. on Monday, March 23 will be read into the record during the hearing.

Alternatives for Consideration

n/a

CAO Comments

The proposed NASP is consistent with the applicable requirements of the *Municipal Government Act* and aligns with Council's strategic direction to support responsibly managed growth, strengthen the local economy, and increase local employment opportunities. This will be the first NASP of the Town of Okotoks to focus solely on employment lands with no residential development. Subject to the outcome of the Public Hearing and any direction provided by Council, the Bylaw is positioned to proceed to second and third reading.

ATTACHMENTS

1. Bylaw 02-26 Thunder Stone Junction Neighbourhood Area Structure Plan – 1st Reading Version
2. Schedule A - Thunder Stone Junction Neighbourhood Area Structure Plan (NASP) – 1ST Reading Version
3. June 24, 2025 Open House – What We Learned Report
4. December 1st – January 19th What We Learned Report – Online Feedback from Draft #2 Posting
5. 2026-03-14 Mac Gillivray, Martin written submission
6. 2026-03-14 Mac Gillivray, Shannon written submission
7. 2026-03-18 Hamilton, Michele written submission

Prepared by:
Colton Nickel
Senior Planner & Intergovernmental Liaison
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