



# North Okotoks Area Structure Plan

## Town of Okotoks

Submitted to: **Town of Okotoks**

Submitted by: **Anthem Properties**

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In Association: **Stantec and Pasquini & Associates**

DRAFT

We acknowledge Treaty 7 territory—the traditional and ancestral territory of the Blackfoot Confederacy: Kainai, Piikani and Siksika as well as the Tsuu T'ina Nation and Stoney Nakoda First Nation. We acknowledge that this territory is home to the Métis Nation of Alberta, Region 3 within the historical Northwest Métis Homeland. We acknowledge the many First Nations, Métis and Inuit who have lived in and cared for these lands for generations. We are grateful for the traditional Knowledge Keepers and Elders who are still with us today and those who have gone before us. We make this acknowledgment as an act of reconciliation and gratitude to those whose territory we reside on or are visiting.

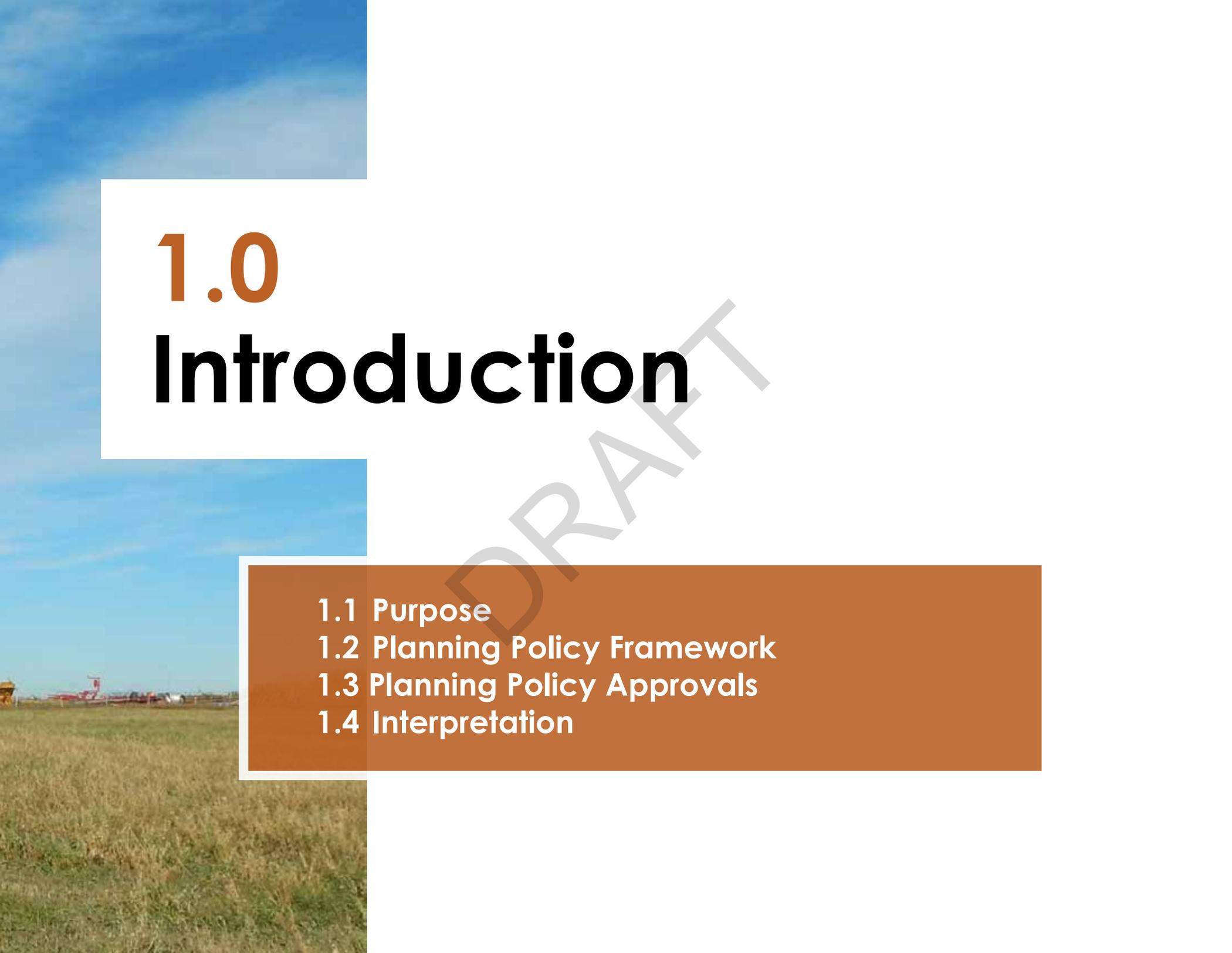
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**1.0**

# **Introduction**

- 1.1 Purpose**
- 1.2 Planning Policy Framework**
- 1.3 Planning Policy Approvals**
- 1.4 Interpretation**

## 1.1 Purpose

The purpose of the North Okotoks Area Structure Plan (hereinafter referred to as 'NOASP') is to provide a land use and servicing framework and set of policies to guide future development within the Plan Area as identified in **Map 2: Location and Regional Context** (see page 12). This long-term policy document provides direction for more detailed planning stages. To ensure it remains a living document that accounts for policy changes adopted by Town Council, it should be reviewed and updated as necessary following its adoption and until the Approving Authority considers the Plan Area fully built-out. An Area Structure Plan (ASP), as defined in section 633 of the Municipal Government Act (MGA):

“(a) must describe:

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

(b) may contain any other matters the council considers necessary.”

## 1.2 Planning Policy Framework

The NOASP shall be read in conjunction with the Town of Okotoks Municipal Development Plan (MDP) and other relevant Town of Okotoks policy and planning documents. In certain instances, the MDP will provide a greater level of policy direction for a specific topic than what is provided for in this ASP. While in other cases, this ASP will provide a greater level of detail than in the MDP. In addition to the MDP, other Town, provincial, and regional planning documents that provided direction for the NOASP and should be accounted for in the future planning and development of these lands include, but are not limited to:

- South Saskatchewan Regional Plan (2017)
- Calgary Metropolitan Region Growth Plan (2022)
- Town of Okotoks / M.D. of Foothills Intermunicipal Development Plan (2016)
- Okotoks Community Visioning 2014 (approved by Council in Jan. 2015)
- Town of Okotoks Water Conservation, Efficiency and Productivity Plan (2014)
- Okotoks Active Transportation Strategy (2015)
- Okotoks Community Sustainability Plan (2016)
- Affordable Housing Strategy & Action Plan (2020)
- Social Wellness Framework (2020)
- Recreation, Parks, and Leisure Master Plan - Update (2023)
- Environmental Master Plan (2018)
- Sanitary Master Plan Update (2020)
- Water Master Plan (2020)
- Stormwater Management Master Plan and Flood Mitigation Plan (2014)



## 1.3 Planning Policy Approvals

The Town of Okotoks MDP ("Uniquely Okotoks") was approved by Council in January 2021, and is intended to guide the long range planning and physical growth of the Town. The MDP outlines the objectives, policies and development approval process that reflect the Town's current reality and goals for future growth.

Prior to 2021, Outline Plans functioned as the non-statutory tool used to guide future development within approved ASP areas. These plans built on the high-level land use concept outlined in an ASP, but provided more detail on the distribution of land uses, open space, and road networks. Prior to 2021, Municipal Planning Commission (MPC) was the Approving Authority for Outline Plans, subdivision and development permits.

The MDP approved in 2021 outlines an approval process that replaces the Outline Plan with a Neighbourhood Area Structure Plan (NASP) and makes Town Council

the Approving Authority for NASPs. Like Outline Plans, NASPs are intended to cover a smaller area within an approved ASP, however, NASPs provide more detailed design and policy for future development including but not limited to design details for Neighbourhood Hub areas, architectural controls, utility servicing strategies, development phasing, and alignment with the Town's Sustainable Development initiatives.

An approved Outline Plan is in place for the western quarter section of the NOASP area, therefore a NASP is not required for this portion of the NOASP Plan Area. The eastern quarter section, however, will be subject to the new planning process which requires the preparation of a NASP rather than an Outline Plan consistent with the policies contained in this Plan.

[Map 1: Policy Approval Context](#), outlines the areas within the NOASP lands and their respective approval streams.

### Policy Approval Context 1



## 1.4 Interpretation

In this Plan, and any amendments made hereto, unless the context otherwise requires, the interpretation set out below shall be used.

### 1.4.1 Interpretation

**The following interpretations shall be used when interpreting policies provided for in the Plan:**

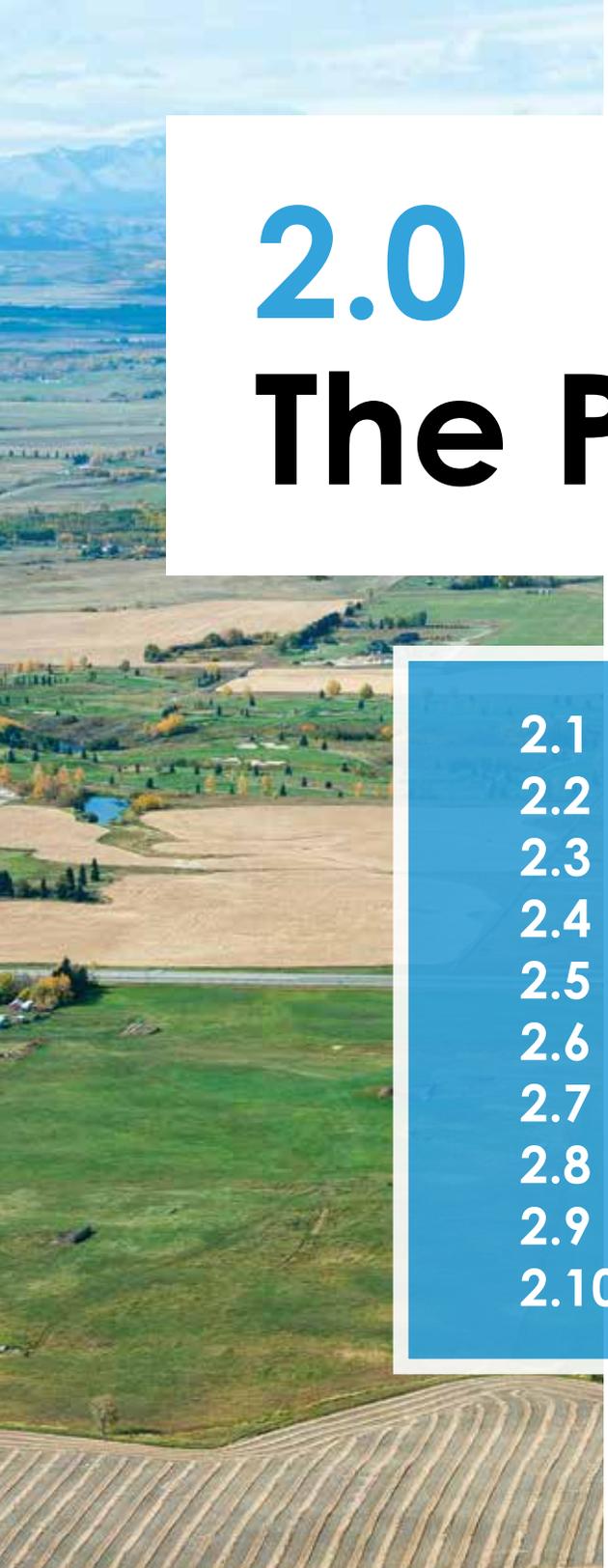
1. Where an intent statement accompanies a policy, it is provided only to illustrate the purpose of and enhance the understanding of a policy. Should an inconsistency arise between the intent and a policy, the policy will take precedence.
2. Most policies are written in the active tense, as deliberate statements or plans indicative of the direction that the Town is proposing for future development or desired outcomes. In certain ASP policies, the word 'should' is explicitly used to clarify the directional nature of the statement. ASP policies that use the active tense or 'should' will be applied to all situations, unless it can be clearly identified to the satisfaction of the Approving Authority that the policy is not reasonable, practical or feasible in a given situation. Proposed alternatives must be to the satisfaction of the Approving Authority.
3. In some cases, ASP policies are written to apply to all situations, without exception, usually in relation to a statement of action, legislative direction or situations where a desired result is required. The words 'require,' 'must,' 'will,' or 'shall' are used within these policy statements and will be applied to all situations.
4. Where 'may' is used in an ASP policy, it indicates that a choice can be made, and some discretion by the Approving Authority can be used in decision-making.

### 1.4.2 Map Interpretation

**The following guidelines shall be used when interpreting maps provided in the Plan:**

1. Unless otherwise specified in this ASP, the boundaries or locations of any symbols or areas shown on a map or figure are approximate only, not absolute, and will be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or road or utility rights-of-way. The precise location of these boundaries, for the purpose of evaluating development proposals, will be determined by the Town at the time of application.
2. No measurements of distances or areas shall be taken from the maps or figures in this ASP.
3. All proposed Land Use Areas, neighbourhood boundaries, intersections and road alignments may be subject to further study and will be further delineated at the Outline Plan/Neighbourhood Area Structure Plan stage. No amendment to this ASP will be required as long as the intent of the applicable policies is maintained.





# 2.0

# The Plan Area

- 2.1 Location & Plan Boundaries
- 2.2 Existing Uses
- 2.3 Topography
- 2.4 Municipal Boundaries & Growth
- 2.5 Water
- 2.6 Biophysical Overviews
- 2.7 Oil & Gas Assessment
- 2.8 Historical Resources
- 2.9 Phase 1 Environmental Site Assessments
- 2.10 Drainage Constraints

## 2.1 Location & Plan Boundaries

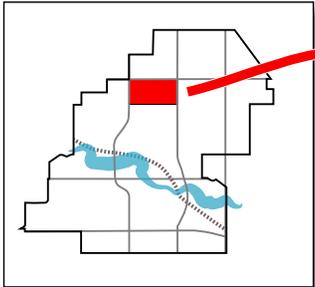
The Plan Area consists of approximately 126.33 ha (312.18 ac) and is located within the north portion of the Town of Okotoks as illustrated in [Map 2: Location and Regional Context](#). The lands that make up the Plan Area are legally described as NW-33-20-29-W4 and NE-33-20-29-W4 (hereinafter referred to as the 'Eastern Quarter Section'). The following features bound the Plan Area:

- The quarter section legally described as NW 34-20-29-W4 (contained within the Trilogy Plains Area Structure Plan) to the east;
- Existing communities of Tower Hill, Suntree and Crystal Shores to the south;

- Northridge Drive (Highway #2A) and residential/commercial in the community of D'Arcy to the west; and
- 338th Avenue and rural residential properties in Foothills County to the north.

The Eastern Quarter Section, consisting of approximately 63.90 ha (157.90 ac), was annexed into the Town of Okotoks in 2017 and is now included in the NOASP.

### Location and Regional Context 2



- TOWN OF OKOTOKS BOUNDARY
- AREA STRUCTURE PLAN BOUNDARY

## 2.2 Existing Uses

Lands within the Plan Area were traditionally used as pasture with a rural farmstead consisting of two houses and series of associated outbuildings occupying the southwest corner.

The Plan Area has two operating pipelines by ATCO Gas and Pipelines Ltd. (South) that cut across the eastern half of the Plan Area. There is also one gas regulator site that occupies a relatively small site of 0.19 ha (0.7 ac) in the north portion of the Plan Area, directly south of 338<sup>th</sup> Avenue along the western edge of the two operating pipelines. These existing oil and gas land uses have implications for future development as each pipeline will be subject to setback provisions of the Okotoks Land Use Bylaw (LUB) and Alberta Energy Regulator requirements.

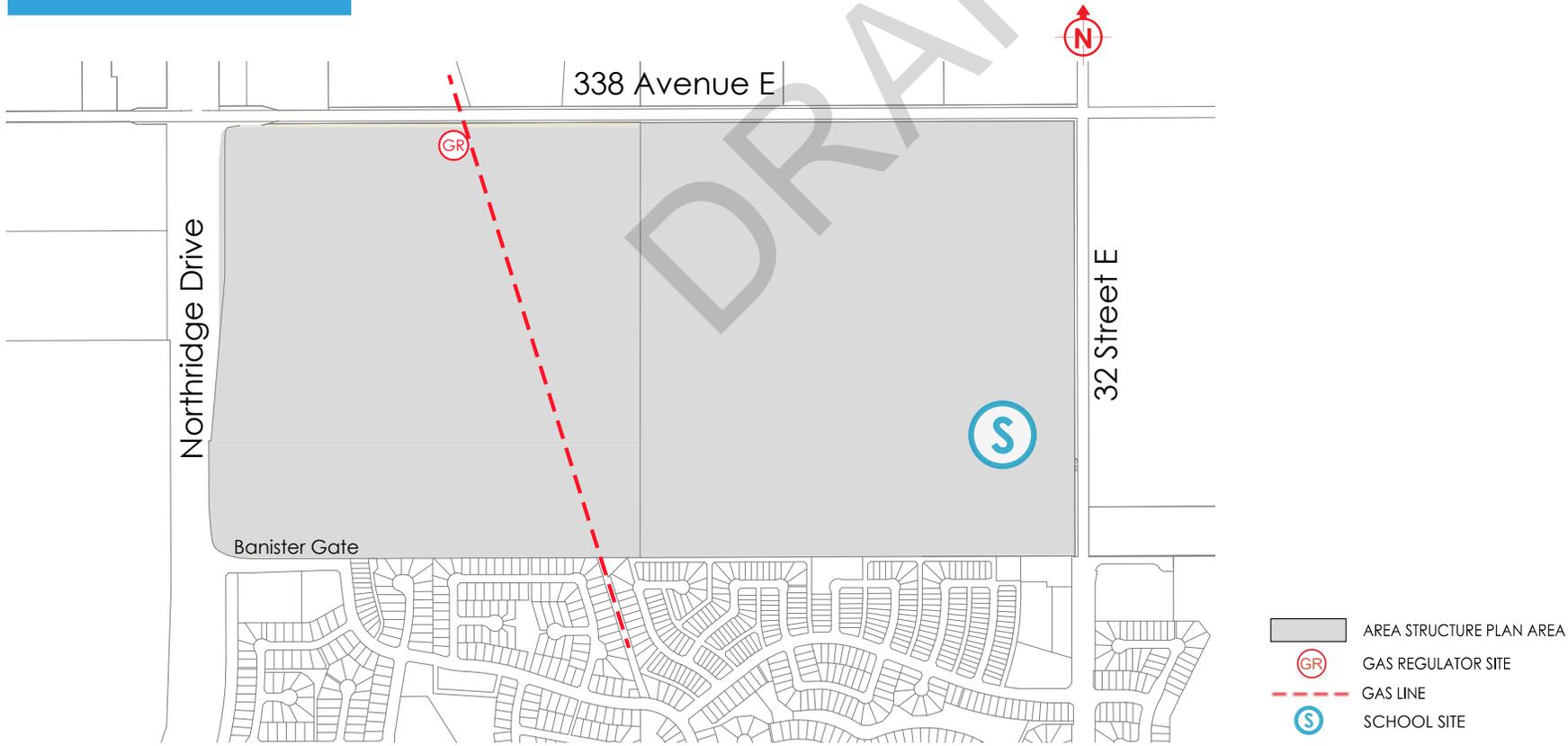
Meadow Ridge School offering academic programs for Kindergarten to Grade 9 is included in the southeast portion of the Plan Area with access from 32nd Street.

*Map 3: Plan Area Constraints* illustrates the features that constrain development.

## 2.3 Topography

Lands within the Plan Area slope from the northeast corner and gradually towards the southwest, with the lowest portion of the Plan Area along its southern border. This gradual change in elevation allows for views of the Rocky Mountains.

### Plan Area Constraints 3



## 2.4 Municipal Boundaries & Growth

The Town of Okotoks annexed 4,900 acres of land from Foothills County in 2017, including the lands that make up the Eastern Quarter Section (NE-33-20-29-W4), which forms a logical neighbourhood unit with the NOASP Plan Area and existing residential neighbourhoods to the south.

The Town is pursuing the development of a regional water system with Foothills County to support a continued growth model and accommodate the Town's long-term growth needs. Given the current water licenses and production capacity of the Town, any implementation of this Plan would require interim water supply servicing strategies until the regional pipeline is completed.



## 2.5 Water

Lands within the Plan Area slope from the northeast corner and gradually towards the southwest, with the lowest portion of the Plan Area along its southern border. This gradual change in elevation allows for views of the Rocky Mountains.

The Town of Okotoks annexed 4,900 acres from Foothills County in 2017, including the lands that make up the Eastern Quarter Section (NE-33-20-29-W4), which forms a logical neighbourhood unit with the NOASP Plan Area and existing residential neighbourhoods to the south.

The Town is pursuing the development of a regional water system with Foothills County to support a continued growth model and accommodate the Town's long-term growth needs. The implementation of this Plan will be subject to water availability, currently addressed under the Water Allocation Policy.

## 2.6 Biophysical Overviews

Two Biophysical Overviews (BO) were completed for the Plan Area by Stantec Consulting Ltd. The first BO was completed in 2015 for the Western Quarter Section of the Plan Area (NW-33-20-29-W4), while the second BO was completed in 2022 for the land owned by Anthem in the Eastern Quarter Section (NE-33-20-29-W4).

The Plan Area is within the Foothills Parkland Natural Subregion in the transition zone between the Foothills Parkland Subregion and the Foothills Fescue Subregion. Both BOs indicate that there are no Provincially Environmentally Significant areas within or immediately adjacent to the Plan Area.

Vegetation within the Plan Area consists of primarily shrubland and modified pasture which is consistent with the area's former agricultural use. No rare plants or rare plant communities were identified within the Plan Area as the majority of the land has experienced a high amount of agricultural disturbance.

In terms of hydrological features, the western half of the Plan Area contains ten wetlands, one permanent stream and one ephemeral drainage, while the eastern portion contains seven wetlands, one intermittent stream, and one ephemeral drainage. The Plan Area contains low to moderate quality habitat for wildlife including but not limited to waterbirds, songbirds, and some mammal species such as coyotes and deer.



## 2.9 Phase 1 Environmental Site Assessments

Several Phase 1 Environmental Site Assessments (ESA) have been completed for Plan Area which provide an overview of historical on-site environmental considerations. The first ESA was completed by AMEC in 2014 for a private landowner to support the development of the Western Quarter Section of the Plan Area. A similar Phase 1 ESA was completed in 2015 by Sphere Environmental for the Town of Okotoks prior to construction of the Meadow Ridge School, and in 2022 Stantec completed an ESA on behalf of a private landowner for the remaining portion of the Eastern Quarter Section of the Plan area.

According to these studies, no evidence exists of potential or actual environmental contamination in connection with the area as a result of current or past activities on the land or neighbouring properties.

Based on the findings of these reports, no further investigation (i.e. Phase II ESA) is warranted. If staining, unusual odours, or buried debris is encountered within the Plan Area during construction, further assessment by an environmental consultant may be warranted at that time.

## 2.7 Oil & Gas Assessment

An Oil and Gas Assessment was produced in May 2015 (Stantec Consulting Ltd., 2015b) based on available information of oil and gas activity within and adjacent to the Plan Area. Two operating pipelines by ATCO Gas and Pipelines Ltd. (South) and one gas regulator site owned by ATCO Gas and Pipelines Ltd. (South) were identified in the area. No wells or oil and gas facilities were located within the Site or within one quarter section adjacent to the site.

## 2.8 Historical Resources

A historical resources overview was conducted for the Western Quarter Section in 2015 and for the Eastern Quarter Section in 2022 (refer to section 8.0 of the Biophysical Overview prepared by Stantec. Both studies indicate there are no recorded historical resource sites within the Plan Area.

## 2.10 Drainage Constraints

A Stormwater Master Drainage Plan was submitted to the Town in September 2015 (Stantec Consulting Ltd., 2015c). The report identified that drainage in the Plan Area generally runs from north to south and ultimately to the Sheep River. A major objective of the NOASP is to manage overland drainage holistically through a series of natural systems as part of the land use concept. A Staged Master Drainage Plan will be completed at the NASP stage of the planning process.

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# **3.0** Vision and Guiding Principles

- 3.1 Vision Statement
- 3.2 Guiding Principles
- 3.3 Land use Concept
- 3.4 Innovation & Sustainable Design

## 3.1 Vision Statement

The Plan Area will offer a mix of housing and employment options in a dynamic multi-generational community, where residents and citizens can enjoy an exceptional quality of life and sense of community. The range of land uses and amenities will be integrated with a diversity of open spaces and pathways, enabling residents to connect with each other and the great outdoors and the Town's existing open space system. Residents will be able to move actively and comfortably throughout the Plan Area and into adjacent neighbourhoods with direct, safe and attractive connections via a mobility network incorporated into the design and layout of the community.

Ultimately, by focusing on establishing a livable and inclusive community, the Plan Area, guided by the policies presented in the NOASP, will mature into a unique community within Okotoks and the region at large.



## 3.2 Guiding Principles

The guiding principles for the NOASP are grounded in and support the overall vision of the *Okotoks Community Visioning 2014*, approved by Town Council in January 2015.

***“The Town of Okotoks is resilient, where people, businesses, ideas and sense of community thrive. Grounded by the Sheep River valley and supported by thoughtful planning and design, a strong local economy and a vibrant civic culture, Okotoks offers exceptional quality of life at every stage of life. Respect for each other and the natural environment makes Okotoks home.”***

*Town of Okotoks, Okotoks Community Visioning 2014*

### 3.2.1 Places to Live and Work

Through a diversity of housing types and tenures, provision of focal points and community destinations, and an appropriate mix of land uses, residents will live and thrive in a complete and inclusive neighbourhood area.

### 3.2.2 Places to Connect

By providing for a range of parks and pathways, community amenities, open spaces, prominent viewsapes and natural connections, residents will create lasting bonds with their neighbours and the surrounding environment.

### 3.2.3 Places to Discover

The thoughtful planning and design of the NOASP as well as the places and the spaces in between will reflect the local context, animate and anchor neighbourhoods, and establish a unique sense of character.

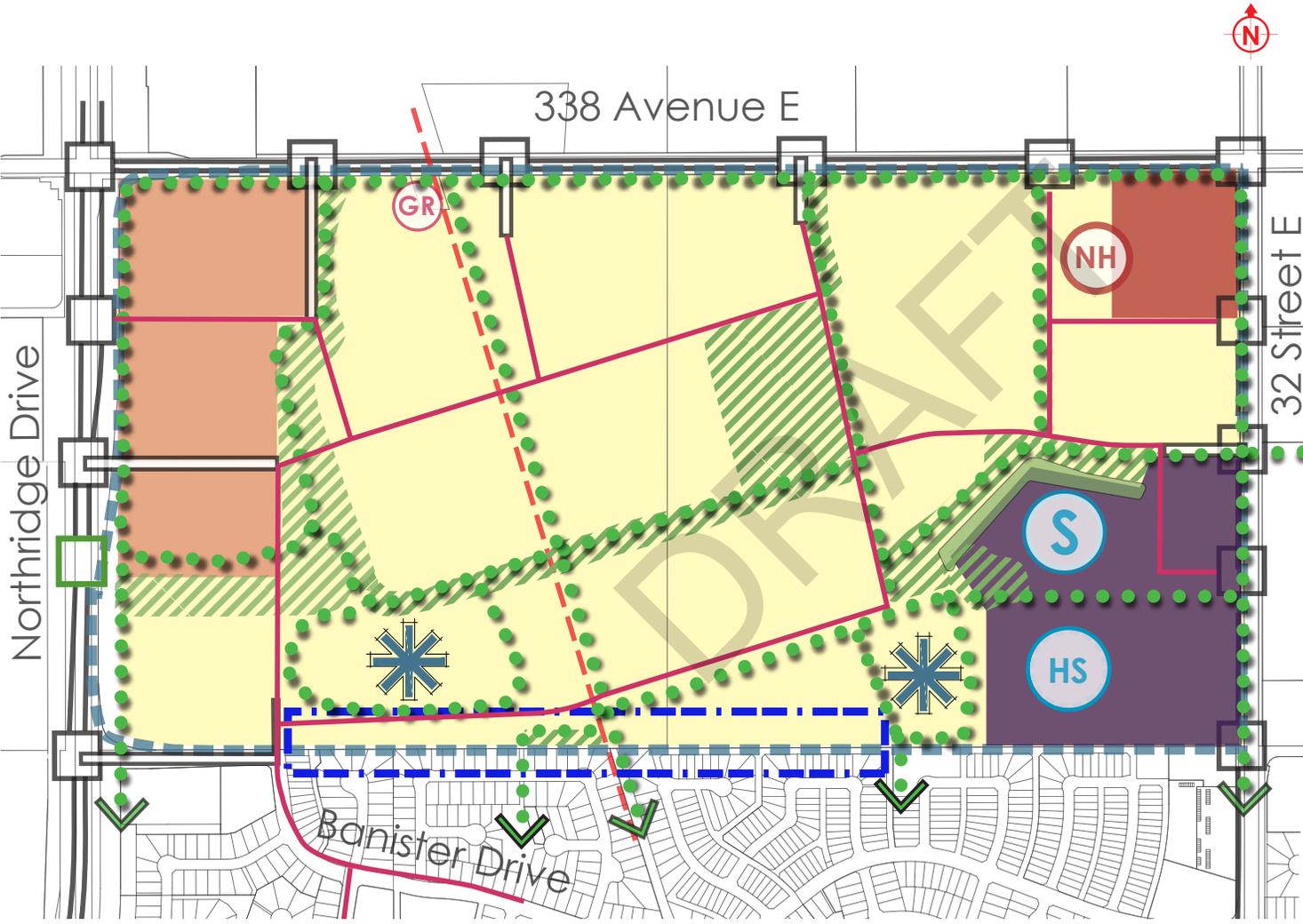
### 3.2.4 Places to Move

By integrating regional and local pathway connections, future transit networks, safe school routes, active transportation infrastructure, and prioritizing safety, quality, comfort and complete active transportation networks, residents will enjoy an active lifestyle unique to Okotoks.

## 3.3 Land Use Concept

The Land Use Concept is shown on **Map 4: Land Use Concept** and illustrates the general location of proposed land uses, major streets and public open spaces and environmentally sensitive areas throughout the Plan Area. It also highlights how the NOASP will integrate the lands to the east in future. Not all intersections identified in the land use concept are intended to be all-turns. The scale and type of intersection will be determined through more detailed transportation planning.

**Land Use**  
Concept 4



- LEGEND**
- AREA STRUCTURE PLAN BOUNDARY
  - ARTERIAL ROADS
  - ENTRY ROADS
  - COLLECTOR ROADS
  - GAS LINE
  - REGIONAL PATHWAYS
  - OPEN SPACE
  - ENVIRONMENTALLY SIGNIFICANT AREA
  - RESIDENTIAL DEVELOPMENT INTERFACE AREAS
  - INTERSECTIONS
  - PEDESTRIAN CROSSING
  - S SCHOOL SITE K-9
  - HS POTENTIAL HIGH SCHOOL SITE
  - GR GAS REGULATOR SITE
  - NH NEIGHBOURHOOD HUB
  - NEIGHBOURHOOD AREA
  - GATEWAY AREA
  - COMMERCIAL AREA
  - COMMUNITY CAMPUS SITE
  - STORMWATER POND

**CONCEPT ONLY**  
Precise location of plan elements are subject to refinement at the NASP stage of development.

## 3.4 Area Structure Plan Statistics

### 3.4.1 Land Use Statistics

Table 1 outlines the land use statistics for the Plan Area. These statistics are based on the land uses illustrated on **Map 4: Land Use Concept** and represent a high level account of the general land uses anticipated in the Plan Area.

Subsequent NASPs should reflect the general land uses, open spaces and primary road network shown on **Map 4**. Minor variances to the land use concept at the NASP, land use amendment or subdivision stage will not require an amendment to this Plan.

**Table 1: Plan Area Statistics**

	Area (ha)	Area (ac)	% of Plan Area
 Neighbourhood Area	82.72	204.41	65.5%
 Gateway Area	10.15	25.08	8.0%
 Neighbourhood Hub (Commercial Area)	3.35	8.28	2.7%
 Open Space (incl. Potential Environmental Reserve)	14.0	34.59	11.1%
 Community Campus Site	16.10	39.18	12.8%
<b>Total Plan Area</b>	<b>126.33</b>	<b>312.17</b>	<b>100.0%</b>

### 3.4.2 Population & Jobs Projections

Table 2 shows the calculation for the gross developable and gross residential area which are the foundation for density targets (refer to section 4.1) and the approximate population and job projections for the Plan Area.

The minimum residential density target identified in the former Calgary Metropolitan Plan was 8 units per gross developable residential acre. This Plan was replaced in 2022 by the Calgary Metropolitan Region Growth Plan, which identified a minimum residential density requirement of 12 units per gross residential area. A blended density target is identified in this Plan (policy 4.1.2.1) as an Outline Plan for the western quarter section of the NOASP area was approved under the earlier density target, however, it achieved a higher density than what was required at the time.

This excess density will be applicable to the minimum density calculations associated with the development of the eastern quarter section which will be subject to the higher 12 upa target.

**Table 2: Gross Residential Area Calculation**

	Area (ha)	Area (ac)
<b>Total Plan Area</b>	<b>126.33</b>	<b>312.17</b>
Less Potential Environmental Reserve	1.33	3.29
<b>Gross Developable Area</b>	<b>125.00</b>	<b>308.88</b>
Less Commercial Area (>4 ha/10 ac)	4.51	11.14
Less Potential High School Site	8.10	20.02
<b>Gross Residential Area</b>	<b>112.39</b>	<b>277.72</b>

**Table 3: Population & Jobs Projections**

<b>Gross Residential Area:</b>	<b>126.33 ha/312.17 ac</b>
Town of Okotoks density targets:	Blended Density Target for Plan Area - Min. 10 units per acre (or 24.71 uph) <ul style="list-style-type: none"> <li>West Qtr. Section (Min. 8 upa/19.77 uph)</li> <li>East Qtr. Section (Min. 12 upa/29.66 uph)</li> </ul>
<b>Approximate minimum no. of units: (Total Plan Area)</b>	<b>2,777 units</b>
Approximate no. of people per dwelling	2.9
<b>Minimum population projection</b>	<b>8,054</b>
Minimum job projection	627
<b>People &amp; jobs per gross developable hectare</b>	<b>77</b>

Note: Population and job projections are based on the following assumptions:

- Commercial area in the Gateway and Neighbourhood Hub = 13.5 ha
- Approximate commercial gross floor area is 31,375m<sup>2</sup>
- Employment ratio assumption is: 1 job per 50m<sup>2</sup> of commercial gross floor area.

## 3.5 Innovation & Sustainable Design

### 3.4.1 Intent

Innovation in community design and buildings will be incorporated into the North Okotoks Plan Area. Community design innovation can be achieved by creating a framework of streets and public open spaces that enable Low Impact Development (LID) systems and passive solar design of buildings.

### 3.4.2 Policies

In addition to the policies set out in the MDP, the following policies help guide innovation in community, building and landscape design:

1. Low Impact Development (LID), such as bioretention areas and bioswales, is encouraged in the public realm.
2. LID is also encouraged in Gateway and Neighbourhood Hub areas by incorporating elements like bioswales, rain gardens, pervious pavements and absorbent landscaping.
3. Sustainable building design, landscape design and construction practices are encouraged. Examples include but are not limited to: passive solar design of housing forms, application of greywater systems, xeriscaping and construction practices that minimize waste and consider durability and sustainable sourcing of materials.





# 4.0 Community Framework

- 4.1 General Development
- 4.2 Neighbourhood Area
- 4.3 Gateway Area
- 4.4 Neighbourhood Hub
- 4.5 Environmental Open Space System
- 4.6 Parks & Pathway System
- 4.7 Community Campus Site
- 4.8 Spaces in Between
- 4.9 Sense of Place & Identity
- 4.10 Historical Elements

## 4.1 General Development

### 4.1.1 Intent

The intent of this section is to set out policies that will provide direction on neighbourhood-level design features, encourage a high standard of development, and promote development that aligns with “Uniquely Okotoks”, the Town’s Municipal Development Plan.

### 4.1.2 Policies

1. A minimum density of 10 units per gross residential acre ( $\pm 25$  units per gross residential hectare) shall be achieved across the NOASP Plan Area. The approved Outline Plan for the Western Quarter Section represents a minimum density of 8 units per acre which was consistent with the planning framework in place at the time of Outline Plan approval. The Eastern Quarter Section should aim to achieve higher densities consistent with the current MDP target of 12 units per gross residential acre ( $\pm 30$  units per gross residential hectare).
2. The Plan Area should be designed to encourage a high degree of access and connectivity for residents using active modes of transportation.
3. Landscaping concepts within the Plan Area should consider drought resistant design and water conservation techniques in accordance with the *Town of Okotoks Water Conservation, Efficiency, and Productivity Plan (2014)*.
4. Decisions relating to neighbourhood design, regional and local pathways, public open spaces, access, street networks, the pipeline right-of-way, and the general built environment should use Crime Prevention through Environmental Design (CPTED) to create a safe and secure community.
5. Dark sky principles, particularly designing all fixtures to direct light downwards, should be considered in the planning of lighting in the Plan Area.
6. All public spaces and pathways within the Plan Area should be designed to encourage a diversity of activities and active modes of transportation during all four seasons.
7. All residential developments shall have a minimum setback of 15 m from the centre line of the existing high pressure pipelines operating in excess of 690 KPA in accordance with the Okotoks Land Use Bylaw.
8. Pathways and other recreational uses may be permitted on pipeline rights-of-way at the discretion of the Approving Authority and utility owners.

## 4.2 Neighbourhood Area

### 4.2.1 Intent

The intent of this section is to set out policies to facilitate the design of a complete and inclusive neighbourhood area with diverse housing types, and an adequate population base to support schools, parks, focal points, community amenities and future transit.

### 4.2.2 Policies

1. The Neighbourhood Area shall be designed with a series of focal points and community destinations to support community activity and is identified in [Map 4: Land Use Concept](#).
2. The Neighbourhood Area should accommodate a diversity of housing types and tenures to meet the needs of residents of all ages, income levels and lifestyles throughout the Plan Area.
3. The layout and design of the Neighbourhood Area should integrate significant environmental features and prominent viewscales.
4. Multi-family residential developments should be located throughout the Plan Area and are encouraged to:
  - i. Be adjacent or in close proximity to major roadways
  - ii. Be integrated into the active transportation network; and
  - iii. Be adjacent to a public open space, pathway network, public amenities and/or commercial development
5. Multi-family residential developments should be integrated with appropriate transitions to ensure compatible interfaces with surrounding neighbourhoods.
6. Future Neighbourhood Area Structure Plans should accommodate alternative housing forms throughout the neighbourhood.
7. Connectivity and mobility throughout the Neighbourhood Area shall be facilitated through the development of permeable street and active transportation networks.
8. Civic uses, institutional uses and neighbourhood scale commercial and/or services may be provided in the Neighbourhood Area.

## 4.3 Gateway Area

### 4.3.1 Intent

The Wedderburn Gateway Area (WGA) will be planned as a transit supported development and accommodate a range of uses to support Okotoks as a distinct, walkable and complete community within the Calgary Region. The WGA supports and complements the D'Arcy Gateway Area (DGA) as outlined in the Northwest Okotoks ASP.

The intent of the WGA is to form a high-quality village-like pattern of development within the larger Plan Area with this area acting as a distinct, cohesive and visually related centre and focal point for residents.



### 4.3.2 Policies

1. The WGA will be located generally as shown on [Map 4: Land Use Concept](#). The exact boundary and location of this district may be refined at the Outline Plan/Neighbourhood Area Structure Plan/Land Use Amendment stage.
2. The WGA will comprise a minimum of 10 net hectares (25.2 net ac) in accordance with the MDP targets.
3. The WGA should support and complement the adjacent residential and public use areas by transitioning from commercial uses in the northern parcels to mixed-use development in the southern parcel.
3. Within the WGA, a minimum of 23,000 m<sup>2</sup> of gross commercial floor space shall be planned for and achieved overtime.
4. The WGA will endeavour to intensify over time through redevelopment to achieve an intensity of 140 people and jobs per gross developable hectare to accommodate local employment opportunities and support the long-term direction of the Town.
5. The specific gross commercial floor space target in the GA shall be achieved through non-residential employment generating uses, including, but not limited to retail and service commercial, offices, cultural, institutional or employment uses.
6. The WGA will be designed to function over time as a highly connected and pedestrian-focused, vibrant destination for Wedderburn and regional residents.
7. Desired build-out of the WGA should be comprised of a mix of land uses to facilitate retail uses and services, employment, and medium and high density multi-family development. Uses in the northern portion of the WGA may be more commercial-oriented, while parcels in the southern portion may include a broader mix of uses including multi-family residential uses.
8. Medium and high density multi-family developments must account for and contribute to the diversity of public plazas and gathering spaces within the larger Plan Area through thoughtful planning and design considerations.
9. In addition to retail and service commercial, employment and multi-family residential developments, the WGA may include a range of compatible neighbourhood-oriented uses such as, but not limited to day care facilities, community facilities (e.g. seniors' housing and/or assisted living complexes), civic uses, institutional uses, as well as cultural uses as deemed appropriate by the Approving Authority.

## 4.3 Gateway Area

10. Development in the WGA should be designed in a manner that supports intensification and an increase in diversity and range of uses over time. Opportunities to mix uses vertically and/ or horizontally should be explored at the detailed planning stage.
11. The WGA should provide for a permeable grid-like pattern street layout and position buildings and infrastructure, such as pipes and roadways, to accommodate future intensification and a higher intensity of use at full build-out. The siting of infrastructure will be determined at the Outline Plan/Concept Plan stage to support future intensification over time.
12. Interim uses while the WGA intensifies over time may include, but are not limited to, landscaped surface parking lots, public plazas, gathering spaces and open spaces.
13. The WGA will support direct and easily accessible active transportation connections to Northridge Drive, the commercial area directly north, and to the DGA to the west.
14. The conceptual layout and potential mix of land uses for parcels in the WGA shall be determined at the Outline Plan/Neighbourhood Area Structure Plan stage through the submission of a Development Concept Plan. A Development Concept Plan will be required for each parcel in the WGA prior to NASP, land use or subdivision approval.
15. While the Wedderburn Gateway Concept Plan has been approved by Council, any future changes to this Plan shall continue to demonstrate the following:
  - i. Land use concepts;
  - ii. Internal street network;
  - iii. Public plazas and gathering spaces location and concepts;
  - iv. The integration of the WGA to the larger open space network;
  - v. Future transit routes and centrally located and easily accessible stops for residents walking to and from the surrounding neighbourhood;
  - vi. Proposed urban design features that contribute to the distinct, cohesive, and visually related identity of the area;
  - vii. Internal and external integration of the larger Plan Area's active transportation network through design considerations and strategies; and,
  - viii. A phasing and intensification strategy to maximize employment uses over time and enhance the diversity of uses.



## 4.4 Neighbourhood Hub

### 4.4.1 Intent

**The Neighbourhood Hub will incorporate a mixture of uses, activities, and housing types, supporting the overall walkability of the community by providing additional amenities in the eastern portion of the Plan Area.**

### 4.4.2 Policies

1. The Neighbourhood Hub should include a variety of amenities, services and uses intended to meet the daily needs of residents (e.g. food stores, local retail and community services).
2. 90% of residences should be no more than 800 metres from the Neighbourhood Hub, representing a comfortable 10-minute walk.
3. The Neighbourhood Hub should generate and prioritize pedestrian activity. Clear on-site and off-site pedestrian connections should be provided that minimize the potential for vehicular and pedestrian conflicts.
4. Outdoor public amenity spaces are required in the Neighbourhood Hub area, which integrate with adjacent public spaces and residential developments.
5. Public transit, including potential fixed route transit service, should be supported by the Neighbourhood Hub.
6. Buildings are encouraged to be oriented towards adjacent collector roads and provide an attractive interface to adjacent streets.
7. Large surface parking lots should be avoided or, if necessary, located internally to the site with significant screening and vegetation to provide visual interest from the street.
8. Visual impacts of large format commercial buildings should be minimized through architectural form and massing considerations to break up long facades and create human-scaled environments.
9. Larger-scale commercial areas should incorporate pedestrian-scale lighting, raised crosswalks, public art, street furniture, parklets, naturalized features, urban trees and gardens, and other human-scale aspects into the design to provide a more attractive, safe and comfortable public realm.
10. Design guidelines will required at the Neighbourhood Area Structure Plan stage of the planning process.
11. Drive-thru businesses are generally discouraged within the Neighbourhood Hub; however, consideration for a drive-thru business(es) may be granted where suitable design solutions can be provided to the satisfaction of the Approving Authority. Drive-thru policies to minimize disruption to pedestrian connectivity through appropriate design solutions shall be explored and refined at the NASP stage in alignment with the MDP and Land Use Bylaw.
12. Buildings in the Neighbourhood Hub should be oriented towards the street including major roadways like 32 Street and 338 Avenue. Buildings should exhibit a high level of architectural detail on sides fronting or backing onto these roadways.



## 4.5 Environmental Open Space System

### 4.5.1 Intent

The Okotoks Environmental Master Plan was considered in preparing the NOASP and Biophysical Overviews (BO) for the Plan Area were submitted to the Town of Okotoks which identified wetlands, natural drainage courses, native tree stands, vegetation communities, wildlife habitat and potential Environmentally Significant Areas (ESA) on the site as identified in *Map 5: Biophysical Features*. Planning considerations were included in the studies which informed the development of the Land Use Concept.

The intent of this section is to provide policy that will ensure an integrated environmental open space system within the Plan Area incorporating the findings of the BOs. The Open Space system should preserve regional ecosystem function, contribute to ecosystem resiliency, maintain watershed functionality, contribute to urban biodiversity, integrate ESAs or features into the larger system and provide residents an opportunity to connect with nature.

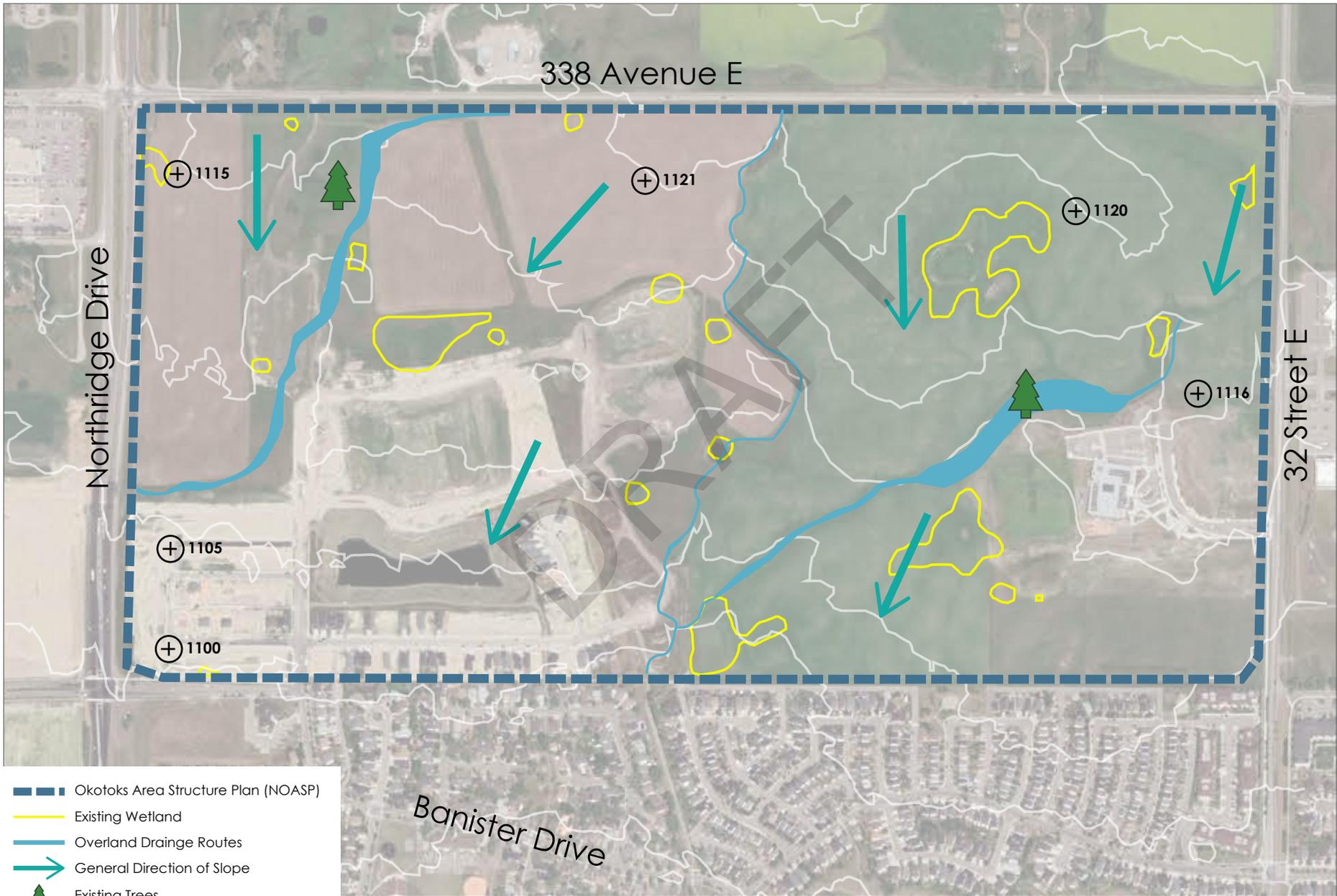
### 4.5.2 Policies

1. The environmental open space system should contribute to biodiversity in the Town and seek to integrate, existing environmental features, including, but not limited to overlands, drainages and other shown in *Map 5: Biophysical Features*.
2. The environmental open space network shall contribute to passive recreation opportunities and provide citizens opportunities to connect with nature.
3. Connections to regional drainages, and associated habitats in adjacent areas should be accommodated at the Outline Plan/Neighbourhood Area Structure Plan stage.
4. Connections should be identified between the environmental open space and the greater ecological network during the Outline Plan/Neighbourhood Area Structure Plan stage.
5. Select overland drainages, wetlands and environmental features should form the skeleton of the environmental open space network and guide land use decisions made at the Outline Plan/Neighbourhood Area Structure Plan stage.
6. Other environmental features not afforded protection through Environmental Reserve as defined in the Municipal Government Act may be preserved through purchase as conservation reserve or inclusion as part of the 10% Municipal Reserve dedication, where desirable within the larger urban context.
7. Linkages between environmental open space should be established to reduce habitat fragmentation. Design of road crossings for drainages / watercourses should consider permeable environmental design techniques to maximize environmental connectivity.
8. Natural overland drainages should be considered into the Plan Area in order to contribute to watershed health, biodiversity and the resiliency of the larger open space network.
9. The use of native trees and shrub stands in developed open spaces should be investigated and implemented to complement the natural landscape and contribute to biodiversity in the Town.
10. The use of buffers adjacent to significant natural areas and features should be considered into the Plan Area at the Outline Plan/Neighbourhood Area Structure Plan stage.
11. When environmental features are being considered for retention, viability and maintenance requirements within an urban environment should be evaluated.
12. To comply with federal and provincial regulations, should vegetation be cleared for construction activities during the migratory bird breeding window (approximately April to August), a pre-clearing wildlife nest sweep shall be completed by a qualified biologist. If pre-clearing wildlife nest sweeps indicate any potential disturbance to species of management concern, a qualified biologist will determine a course of action in consultation with the proponent and provincial and/or federal regulators.
13. Existing tree stands should be preserved where feasible and incorporated into the overall neighbourhood design at the NASP stage.



Biophysical  
Features

5



-  Okotoks Area Structure Plan (NOASP)
  -  Existing Wetland
  -  Overland Drainage Routes
  -  General Direction of Slope
  -  Existing Trees
- 5m Contours are Represented

# 4.6 Parks & Pathway System

## 4.6.1 Intent

The intent of this section is to set out policies that support the establishment of a parks and pathway system that promotes healthy active lifestyles, accommodates a range of high quality recreational amenities and activities, and entices residents to utilize active transportation modes for functional and recreational based trips.

## 4.6.2 Policies

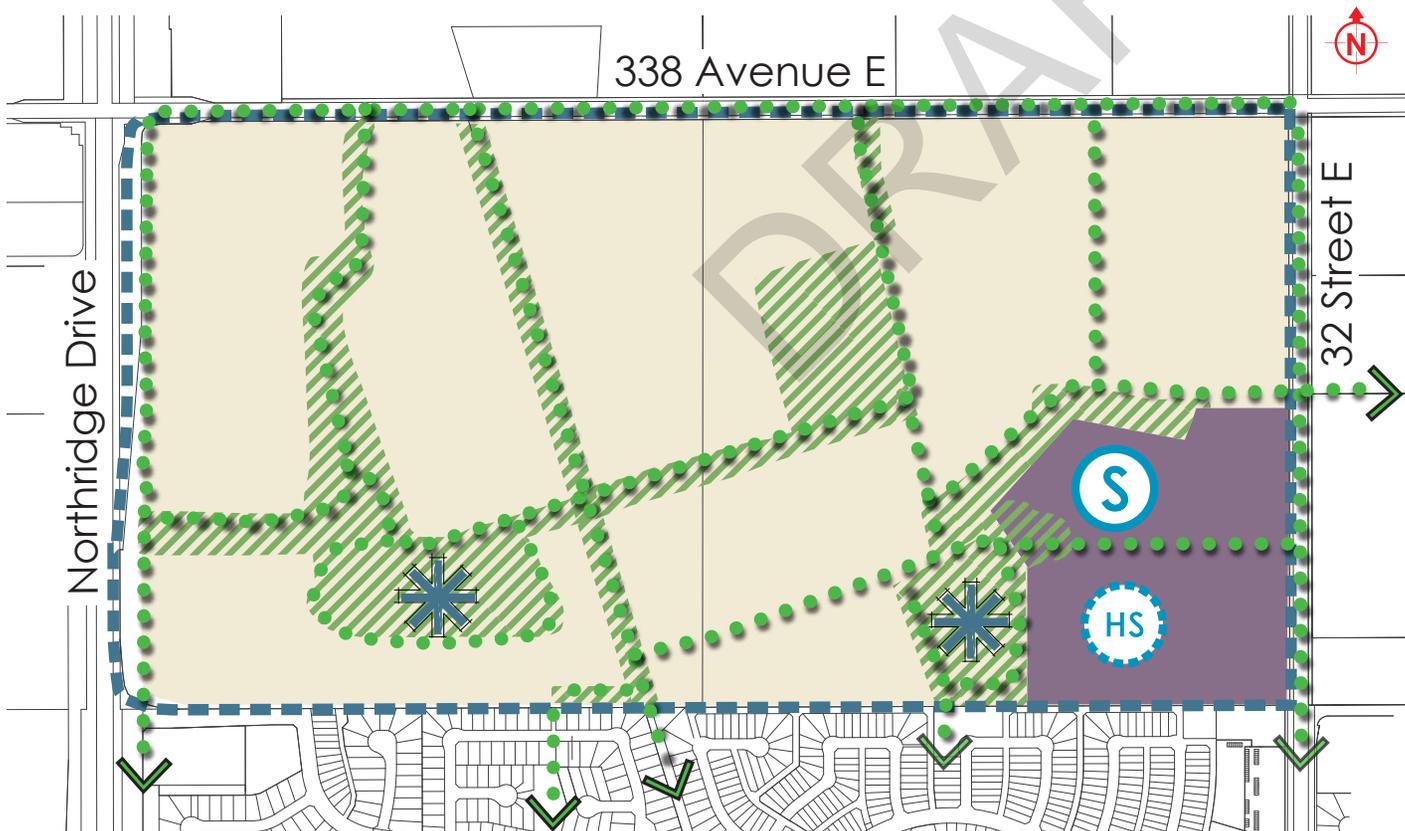
1. Regional pathways and environmental open spaces as part of the parks and pathway system shall connect people to the surrounding environment and

neighbourhoods, and community destinations, as shown conceptually in *Map 6: Open Space Plan*. Alignment of the regional pathways may be refined at the Outline Plan/Neighbourhood Area Structure Plan stage.

2. The parks and pathway system will be composed of a clear hierarchy and diversity of open spaces with differing roles and functions designed to be multi-generational community focal points. The conceptual details of this system shall be determined at the Outline Plan/Neighbourhood Area Structure Plan stage.

3. Regional pathways shall be provided to ensure the Plan Area is connected to surrounding neighbourhoods and other areas of greater Okotoks.

### Open Space Plan 6



LEGEND	
	AREA STRUCTURE PLAN BOUNDARY
	AREA STRUCTURE PLAN AREA
	COMMUNITY CAMPUS SITE
	STORMWATER POND
	PRIMARY REGIONAL PATHWAYS
	OPEN SPACE NETWORK
	SCHOOL SITE K-9
	POTENTIAL HIGH SCHOOL SITE

**CONCEPT ONLY**  
 Precise location of plan elements are subject to refinement at the NASP stage of development.

## 4.6 Parks & Pathway System

4. In addition to regional pathways and sidewalk connections, connections that link residential areas to community destinations shall be provided. Connections may include, but are not limited to, multi-purpose trails, local trails, internal pathways, on-street bike paths and greenways.
5. Native species and natural landscaping should be encouraged throughout the parks and pathway system.
6. Design considerations, including planning for four seasons use, integration of heritage resources, and accounting for dark sky principles in outdoor lighting for the parks and pathway network should be considered to create distinct spaces that provide additional variation and interest.
7. The Town's standard wayfinding should be incorporated into the community, and the parks and pathway network shall have consistent and innovative wayfinding signage to draw attention and users to different focal points and public spaces along and adjacent to the network, subject to the regulations for signage located under Part 4 of the Town of Okotoks Land Use Bylaw.
8. The parks and pathway network shall be considered in the planning of cohesive and connected safe routes identified at the Outline Plan/Neighbourhood Area Structure Plan stage.
9. The recreation needs of the Town as identified in the Town of Okotoks Recreation, Parks & Leisure Master Plan (2023) should be considered in designing of the parks and pathway systems.



## 4.7 Community Campus Site

### 4.7.1 Intent

The intent of this section is to provide policies that will guide the appropriate location and integration of the Community Campus Site within the Plan Area's residential fabric to promote an efficient use of reserve land and ensure that future schools evolve into accessible neighbourhood focal points.

### 4.7.1 Policies

1. The general location of the Community Campus Site is illustrated in *Map 4: Land Use Concept* and may be subject to further refinement during the Outline Plan/Neighbourhood Area Structure Plan stage. Any changes to the location will not require amendments to the NOASP. Any changes to the type or number of schools within the Plan Area will require an amendment to the NOASP.
2. School sites within the Community Campus Site shall be identified at the Outline Plan/Neighbourhood Area Structure Plan stage and dedicated at the subdivision stage. The size of school sites should be in accordance with any agreement between the Town of Okotoks and the applicable school divisions.
3. School buildings should be designed and encouraged to integrate a variety of uses that benefit the community and reinforce the role of the school as the social, educational and activity centre for surrounding residents.
4. School buildings are encouraged to be multi-storey to reduce the amount of land required for the school site and to allow for Municipal Reserve lands to be equitably distributed across the Plan Area.
5. School buildings shall be located adjacent to a collector street and should be integrated along the active transportation network with a set of accessible and direct safe routes to encourage active transportation amongst students.
6. The transportation network supporting new development in the Plan Area shall integrate with the Community Campus site by providing vehicular and active transportation connections to the campus site.
7. School sites are encouraged to be co-located and/or integrated with other institutional, civic or recreational uses in the Plan Area, resulting in a shared site, at the Outline Plan/Neighbourhood Area Structure Plan stage.
8. Opportunities for school sites to be integrated with the environmental open space system including, but not limited to overland drainage are encouraged to be explored.



## 4.8 Spaces in Between

### 4.8.1 Intent

'Spaces in between' refer to the spaces within the public realm along streets within a neighbourhood that contribute to the liveability and identity of the place. The intent of this section is to set out policies that will support a diversity of public gathering spaces, and an active public realm along streets in the Plan Area. Focusing on the 'Spaces in between' throughout the design and planning of the NOASP neighbourhoods will ensure that the Plan Area contributes a walkable and pedestrian-friendly community and by extension a vibrant and liveable Okotoks.

### 4.8.2 Policies

1. A diversity of public gathering spaces should be considered in the design and planning of neighbourhoods at the Outline Plan/Neighbourhood Area Structure Plan in order to ensure a diversity of focal points and community destinations or places that can be identified by residents.
2. Engaging lighting, vibrant colours, and the use of passive solar design are encouraged in public spaces and other community destinations, including, but not limited to, parks, educational and community facilities, commercial nodes, and future transit stops.
3. Strategic lighting to activate the spaces in between while minimizing misdirected light is encouraged.
4. Buildings along streets should explore opportunities for smaller setbacks, street orientation, and active frontages to create a pedestrian-friendly built environment and promote a human scale and enhanced public realm.
5. Where appropriate, buildings should be located and oriented so that they define and reinforce public spaces and other community destinations, including, but not limited to, parks, educational and community facilities, commercial nodes, and future transit stops.

## 4.9 Sense of Place & Identity

### 4.9.1 Intent

The intent of this section is to set out policies that will achieve a distinct sense of place and identity within the Plan Area.

### 4.9.2 Policies

1. Street names and innovative wayfinding signage should draw on the Plan Area's historical context, geographical or topographical layout, and/or the Town's heritage and reinforce the identity of the community. Naming is subject to Council Approval.
2. Streetscapes should be enhanced through complimentary design elements including, but not limited to innovative lighting, wayfinding, paving, street furniture and street trees along entry roads, collectors and other major streets.
3. A high quality of architecture and urban design is encouraged to create an attractive public realm and distinct streetscapes unique to Okotoks.
4. Architectural Controls for the Neighbourhood Area shall be prepared by the Applicant and accepted at the Tentative Plan stage to ensure a unified and attractive sense of place and interfaces between the streetscapes and built form.
5. Public buildings should be located in prominent locations within the neighbourhood to create landmarks.
6. Public art is encouraged in focal points and community destinations in the Plan Area.
7. Natural areas, such as overland drainage should be considered as feature elements defining the sense of place within the Plan Area.



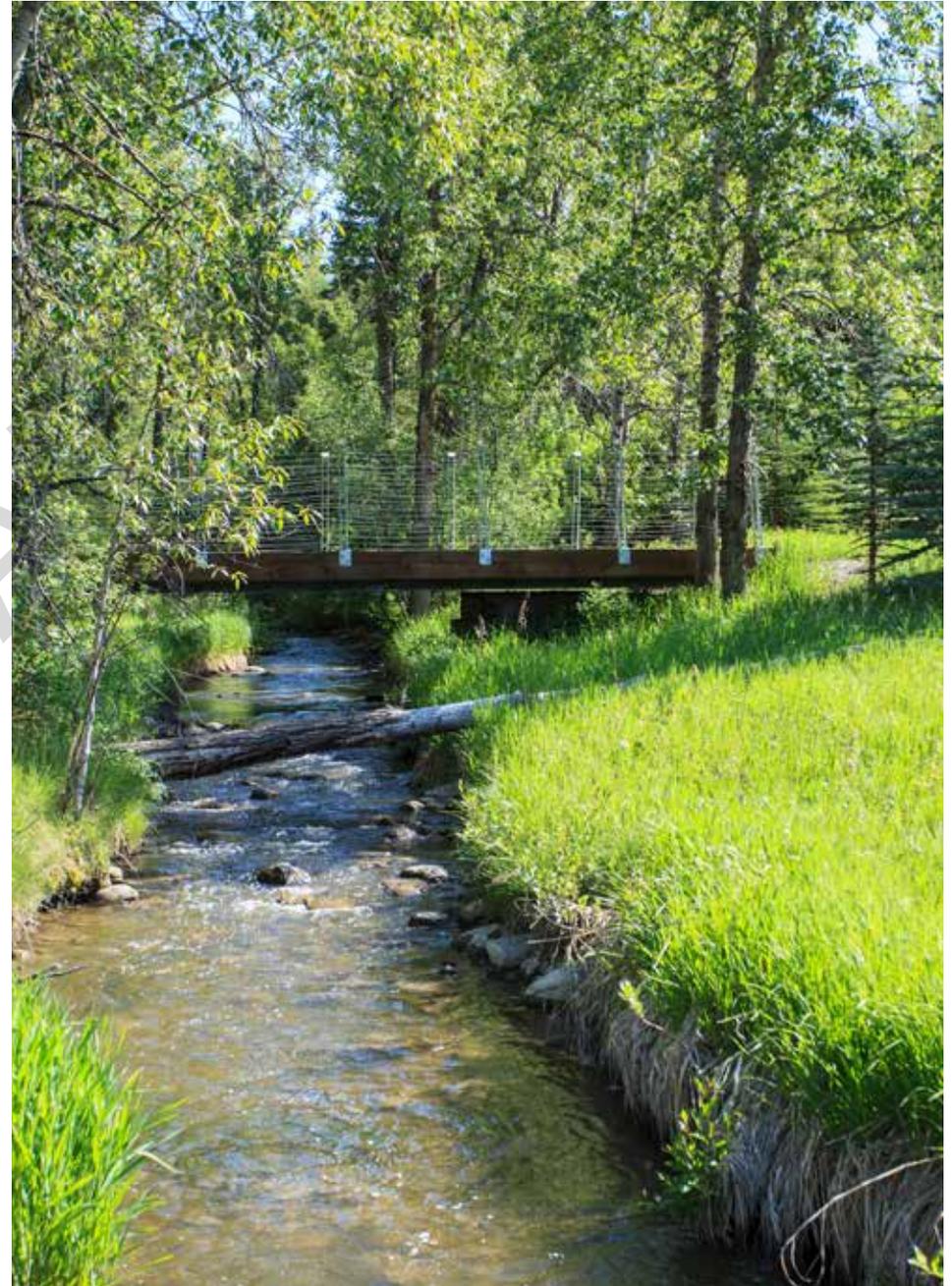
## 4.10 Historical Elements

### 4.10.1 Intent

The Plan Area and land surrounding Okotoks have a long history of Indigenous practices, agricultural use, and homesteading traditions. The area's historical elements will be incorporated into the overall community design in alignment with the policies in the MDP as a way to acknowledge and pay homage to the land's varied history.

### 4.10.2 Policies

1. Where appropriate, references to the area's history should be incorporated into key locations throughout the community. This may include street names, park names, design features, and other public amenities. These locations and specific historical ties shall be included at the NASP stage.





# 5.0 Interfaces

- 5.1 Primary Corridors
- 5.2 Residential Development Interface Areas
- 5.3 Fencing
- 5.4 Community Gateways and Viewsheds

## 5.1 Primary Corridors

### 5.1.1 Intent

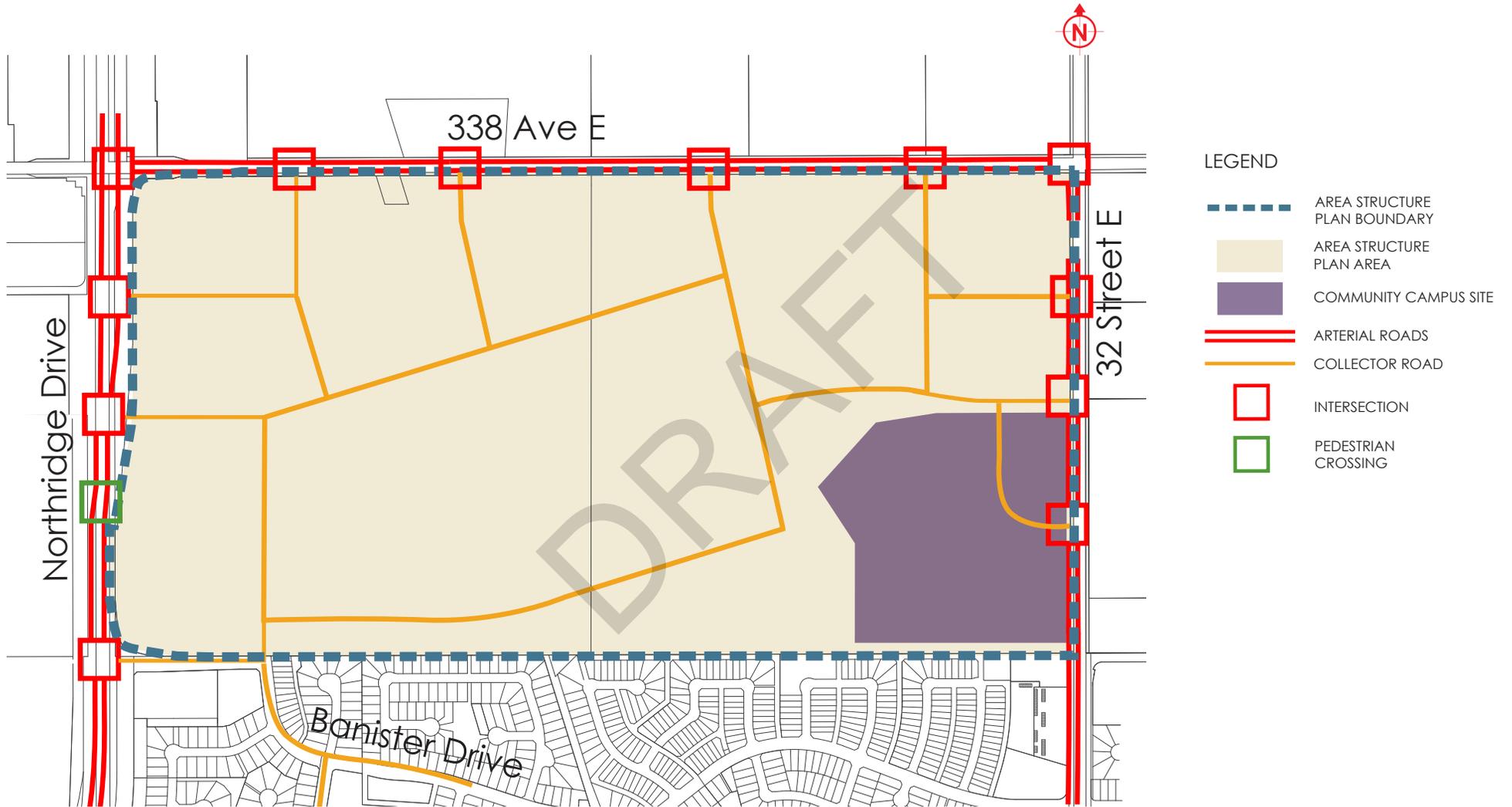
The Primary Corridors referred to in this section are Northridge Drive, 338 Avenue and 32 Street. With the future build-out of the Plan Area likely to occur in phases and concurrently with the D'Arcy Ranch Lands within the NWOASP, it is important that details ranging from intersections to land uses along the Northridge Drive are grounded in strong planning principles and establish a cohesive identity. It is also vital that future residents to the north, east and west of the Plan Area have enhanced opportunities to move between communities and across these Primary Corridors.

The intent of this section is to identify policies that will facilitate direct access into the Plan Area from the 338th Avenue Corridor Study Area as well as multi-modal movement along the corridor.

### 5.1.2 Policies

1. Land uses along each side of Northridge Drive are encouraged to be similar in their character and general scale as well as orientation.
2. The number and general location of intersections should be similar to what is illustrated in [Map 7: Corridor Areas](#). The nature and specific location of these intersections is subject to further refinement and study through a supporting Transportation Impact Assessment (TIA) at the Outline Plan/Neighbourhood Area Structure Plan stage. Modifications to the location of these intersections would not constitute an amendment to the NOASP.
3. Appropriate and well-defined at-grade crossings should be provided across Northridge Drive to minimize conflicts between vehicular traffic and other modes of travel and enhance permeability between communities on either side of Northridge Drive.
4. Regional pathway connections should extend beyond the boundaries of the Plan Area to other communities through marked and well-defined crossings and connections. Regional pathways should be generally located along both sides of Northridge Drive, as illustrated in [Map 7: Corridor Areas](#) to allow residents from southerly and easterly neighbourhoods to connect and move through the Plan Area.
5. Any Outline Plan/Neighbourhood Area Structure Plan applications that border Northridge Drive should include a preliminary Concept Plan showing the full width of Northridge Drive.
6. As part of the Outline Plan/Neighbourhood Area Structure Plan application process the applicant is required to submit design drawings to the Town, cross-sections and plan views showing the design of Northridge Drive and related features.
7. The 338<sup>th</sup> Avenue Corridor is intended to be a multi-modal corridor that equitably accommodates vehicular traffic, future transit service, and active modes of transportation.
8. Improvements to 338th Avenue should align with the 338 Avenue Functional Study.
9. Any Outline Plan/Neighbourhood Area Structure Plan applications that border 338<sup>th</sup> Avenue should include a preliminary Concept Plan showing the full width of 338<sup>th</sup> Avenue.
10. As part of the Outline Plan/Neighbourhood Area Structure Plan application process the applicant is required to submit design drawings, cross-sections and plan views showing the design of 338th Avenue and related features.

# Primary Corridor 7 Areas



## 5.2 Residential Development Interface Areas

### 5.3.1 Intent

**The Residential Development Interface Areas encompass lands within the Plan Area that are directly adjacent to existing residential areas to the south. The intent of this section is to identify policies that will ensure new development within the Residential Development Interface Areas will have compatible and complementary land uses, massing and scale.**

### 5.3.2 Policies

1. The general location of the Residential Development Interface Areas is located as shown on *Map 4: Land Use Concept*, along the southern edge of the Plan Area.
2. The future development within the Residential Development Interface Areas should be of a similar massing and scale as well as architectural articulation to existing residential areas to ensure an appropriate interface condition.
3. Additional interface treatments that may include innovative landscaping conditions, stormwater management infrastructure, and low impact development (LID) infrastructure within the Residential Development Interface Areas should be considered conceptually at the Outline Plan/Neighbourhood Area Structure Plan stage and, at the discretion of the Approving Authority.



4. Incompatible land use, including but not limited to, outside storage facilities, and auto-oriented commercial uses shall not be acceptable within the Residential Development Interface Areas.
5. A noise mitigation analysis will be required by the Approving Authority for development within 30 metres of an arterial road. The timing of this analysis will be at the discretion of the Approving Authority; for example, at the NASP, subdivision or development permit stage.

## 5.3 Fencing

### 5.4.1 Intent

**Policies in this section are intended to provide sensitive fencing strategies that will contribute to the overall theme and character of the community.**

### 5.4.2 Policies

1. Where appropriate, fencing along the periphery of the Plan Area should be high-quality with low-maintenance finishes. Specific fencing design and details should be included at the NASP stage.
2. When sound fencing is required, it should be visually attractive and consistent with the theme and character of the community while providing connection points to future pedestrian paths and/or sidewalks along 32 Street and 338 Avenue.

## 5.4 Community Gateways

### 5.4.1 Intent

Community gateways, or entrances, have a dual purpose – they mark entries to assist wayfinding and include features with a consistent design aesthetic that contribute to the community's unique identity. Policies in this section identify gateways to help establish coherent transitions into the community and facilitate wayfinding for users of all modes of transportation. This section also identifies key sightlines to local public spaces that enhance the sense of entry and should be acknowledged in community design.

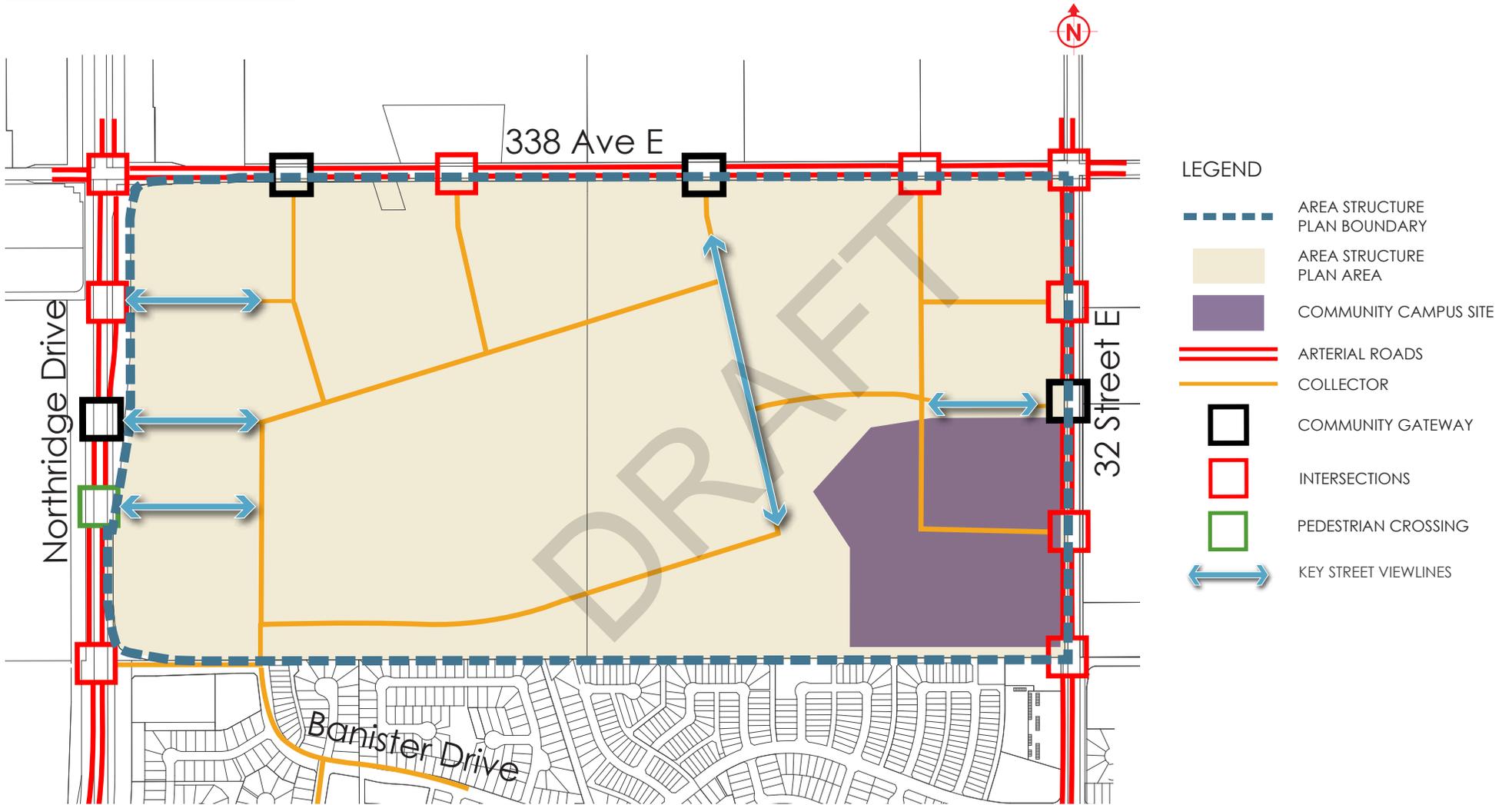
### 5.4.2 Policies

1. Gateways are the main entrances to the community and shall be designed using consistent forms so they contribute to the overall identity of the neighbourhood.
2. A hierarchy of gateways may be defined at the NASP stage including descriptions of characteristics that differentiate large and small gateways while contributing to a consistent community identity and character.
3. Enhanced lighting, signage, landscaping, architecture or public art may be incorporated into gateways to create a "sense of place" and entry into the community.
4. Buildings, streetscapes and public realm features should be designed to enhance sightlines from key streets identified in [Map 8: Gateways and Viewsheds](#).



# Gateways and Viewsheds

8



A person wearing a red shirt and a white cap is riding a bicycle away from the camera on a paved path. The path is lined with trees, and the background is slightly blurred. The image is split into two parts: the top part shows the upper half of the cyclist and the trees, while the bottom part shows the lower half of the cyclist and the path.

# 6.0 Mobility

- 6.1 Active Transportation Network**
- 6.2 Safe Routes**
- 6.3 Transit Service**
- 6.4 Street Network**

## 6.1 Active Transportation Network

### 6.1.1 Intent

The Active Transportation Network is vital to health and wellbeing of future residents of the Plan Area as everyone, regardless of age or ability, should have the opportunity to use active modes of transportation comfortably and safely within the larger community. The intent of this section is to identify policies that will provide an integrated Active Transportation Network that allows for direct and convenient circulation for all active modes. Emphasis will be placed on safety, quality, comfort and completing the network in the implementation of the Active Transportation Network.

### 6.1.2 Policies

1. Active transportation modes are encouraged throughout the Plan Area and should be supported by a complete and connected Active Transportation Network. This network is to be identified at the Outline Plan/Neighbourhood Area Structure Plan stage.
2. The Active Transportation Network should provide connections to community destinations, including, but not limited to, major parks, educational and community facilities, commercial nodes, and future transit stops throughout the Plan Area.
3. Community destinations within the Plan Area should provide appropriate bike storage facilities to encourage greater use of the Active Transportation Network for functional based trips.
4. The Active Transportation Network should establish direct connections through and between the Plan Area and surrounding neighbourhoods to enhance the community's permeability and promote opportunities for future residents to easily use active modes.
5. The Active Transportation Network may utilize on-street and off-street corridors, including the Regional Pathway Network, in order to establish a high-quality permeable and attractive network for all active modes. Emphasis should be placed on achieving a safe, comfortable, and connected network.
6. Slow Design Principles to manage vehicular speeds are encouraged to be integrated into the design of communities at the Outline Plan/Neighbourhood Area Structure Plan stage to ensure an environment that is safe, secure and comfortable for active modes. Measures may include, but are not limited to roundabouts, raised crosswalks, raised medians, traffic buttons, diagonal diverters, chicanes and narrow streets.

## 6.2 Safe Routes

### 6.2.1 Intent

With a greater awareness in recent years of the value of active transportation use for daily trips of school aged children, the NOASP provides strong policies to support the development and implementation of Safe Routes in subsequent Outline Plans/Neighbourhood Area Structure Plans. As noted in the *Okotoks 2015 Active Transportation Strategy*, a Safe Route “is an established, defined route that is designed to allow children to safely use active transportation to get to major facilities and to get to and from school daily”.

In conceptual planning and design of Safe Routes, the following should be considered as core features:

- i. Routes should be as direct as possible between facilities and schools;
- ii. The number of street crossings should be minimized in the identification of Safe Routes conceptually; however, if crossings are required on collectors they should be marked and use design elements to ensure high visibility and sightlines of the crossing;
- iii. Where routes are located along collector roads, sidewalks on both sides should be considered. Routes should be visible and accessible in their location within the residential neighbourhood;
- iv. Innovative lighting and signage should be integrated along Safe Routes as a means to clearly delineate their location in the community; and
- v. Routes are encouraged not to be located on streets with front drive garages on both sides to minimize potential pedestrian-vehicle conflicts through driveways.

### 6.2.2 Policies

1. Within residential areas, Safe Routes should be prioritized and identified at the Outline Plan/Neighbourhood Area Structure Plan stage conceptually in order to encourage children to walk or bike to school safely and reduce traffic congestion in and around schools.



## 6.2 Safe Routes

2. A safe active transportation route from Wedderburn through the Community Campus Site must be prioritised to provide access to 32nd Street and the lands east of Wedderburn.
3. The Safe Routes concept plan submitted during the Outline Plan/Neighbourhood Area Structure Plan stage should identify the following:
  - i. The general delineation of Safe Routes within the Transportation Network;
  - ii. Details into the design consideration of streets to minimize pedestrian-vehicle conflicts along Safe Routes, which may include, but are not limited to, use of off-street pathways, limited driveways, raised crossings, signage, innovative lighting, and housing with rear lanes; and
  - iii. The planning rationale for the location of individual Safe Routes.
2. The Neighbourhood area transit service conceptually should be designed at the Outline Plan/Neighbourhood Area Structure Plan stage to optimize convenient access and support high ridership.
3. Future transit routes within the Neighbourhood Area are encouraged to minimize the number of turns, where possible, while providing the maximum community coverage.
4. Future transit stops should have direct pedestrian connections.
5. Major educational and community facilities and commercial nodes adjacent to future transit stops shall supply suitable locations for active transportation infrastructure such as, but not limited to, bike racks and storage.

## 6.3 Transit Service

### 6.3.1 Intent

The intent of this section is to identify a set of policies that will provide direction on the establishment of future convenient and efficient transit service to connect the Plan Area to the rest of Okotoks and the surrounding region.

### 6.3.2 Policies

1. Future transit routes and stops should be conceptually identified as part of Outline Plan/Neighbourhood Area Structure Plan applications. Locations conceptually identified may be subject to further refinement and change following implementation of a future transit service.



## 6.4 Street Network

### 6.4.1 Intent

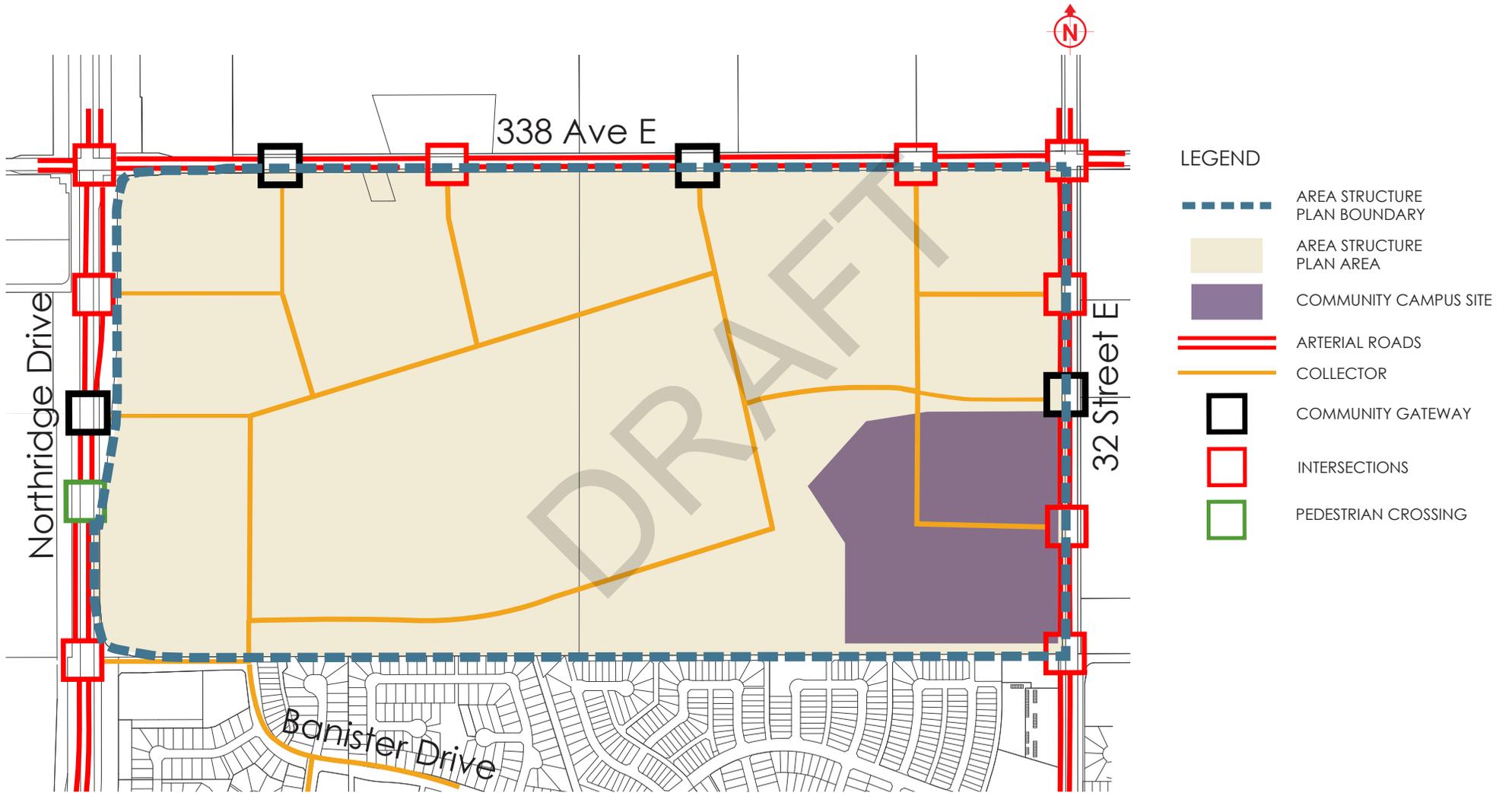
The intent of this section is to provide policies that will ensure the development of a comprehensive street network that ensures multiple routes and connections. This network balances the need for motor vehicle movement and parking with the needs of active modes of travel.

### 6.3.2 Policies

1. A network of arterial and collector streets shall be generally located as shown on *Map 9: Street Network*.
2. Development on arterial and collectors streets should provide a diversity of design treatments for residential and commercial building types to keep visual interest and enhance walkability.
3. Local streets are not shown on *Map 9: Street Network* but shall be located and identified as part of each Outline Plan/Neighbourhood Area Structure Plan.
4. The layout of the local road system should provide direct connections, multiple route choices, connectivity between all parts of the community, and allow for efficient future transit.

Street Network

9





# **7.0** Utility Infrastructure & Servicing

- 7.1 Utilities
- 7.2 Water Services
- 7.3 Sanitary Services
- 7.4 Stormwater Management
- 7.5 Oil and Gas Infrastructure

## 7.1 Shallow Utilities

### 7.1.1 Intent

The intent of this section is to identify a set of policies that will ensure adequate shallow utility infrastructure is provided and ideally aligned to serve the future development and intensification of the Plan Area.

### 7.1.2 Policies

1. The location of proposed utility rights-of-way must be identified at the Outline Plan/Neighbourhood Area Structure Plan stage.
2. Utilities should be aligned to avoid existing environmental features within the Plan Area unless otherwise permitted by the Approving Authority due to unique circumstances.
3. The planning of utility servicing and associated infrastructure of the GA should account for future intensification of the subarea over time.



## 7.2 Water Services

### 7.2.1 Intent

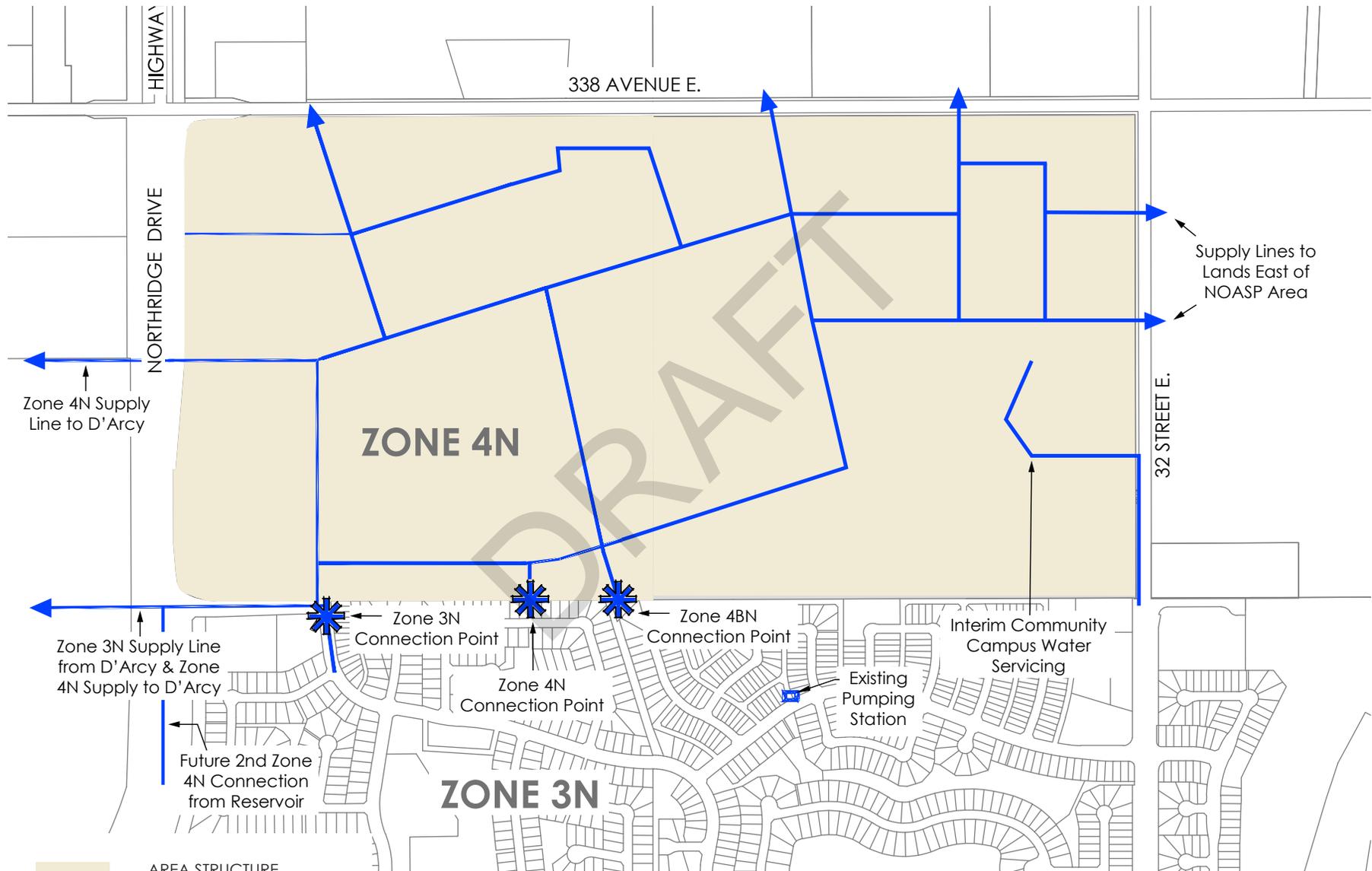
The intent of this section is to ensure that water servicing utilities are provided at a standard acceptable to the Town. To service the Plan Area and additional development lands, a new pressure zone (4N) has been created through improvements to the existing reservoir and pump station in Tower Hill. As the Town is currently reviewing water servicing strategies for the Plan Area, these policies may be revised during subsequent Outline Plan/Neighbourhood Area Structure Plan stages.

### 7.2.2 Policies

1. Upgrades to water services will create pressure zone 4N and this new pressure zone will service the entire Plan Area as tentatively shown in **Map 10: Water Services**. Interim and ultimate pressure zone boundaries will be confirmed by Town Administration.
2. To ensure fire protection and looping water requirements for zone 4N, two distribution mains connecting the upgraded reservoir will be required.
3. Pressure Control Valve (PCV) and network design should consider the future servicing scenario of a new reservoir being built north of the Plan Area, likely post build-out of the NOASP.
4. Water network design for the Plan Area shall consider fire protection and looping requirements for future development lands.

Water Services

10



-  AREA STRUCTURE PLAN AREA
-  WATER SERVICING
-  WATER DISTRIBUTION SYSTEM CONNECTION POINT

## 7.3 Sanitary Services

### 7.3.1 Intent

The intent of this section is to ensure an appropriate and efficient sanitary system is provided to serve the Plan Area at full build-out.

### 7.3.2 Policies

1. Wastewater from the Plan Area will be accommodated by the existing sanitary system located in the lane directly north of Crystal Shores Grove as shown in **Map 11: Sanitary Services**.
2. Offsite upgrades necessary to service the Plan Area and their implementation timeframe shall align with the Town of Okotoks Sanitary Master Plan Updates currently underway. As such, further refinement of the sanitary servicing strategy may be required during the Outline Plan/Neighbourhood Area Structure Plan stage and does not require an ASP Amendment.
3. Outline Plan/Neighbourhood Area Structure Plan submissions shall identify the location of proposed infrastructure utility rights-of-way.
4. Sanitary servicing utility alignment should minimize adverse impacts to ESAs.
5. Alternative and more cost efficient alignments of the sanitary sewer system and associated infrastructure may be considered at the Outline Plan/Neighbourhood Area Structure Plan stage.



## 7.4 Stormwater Management

### 7.4.1 Intent

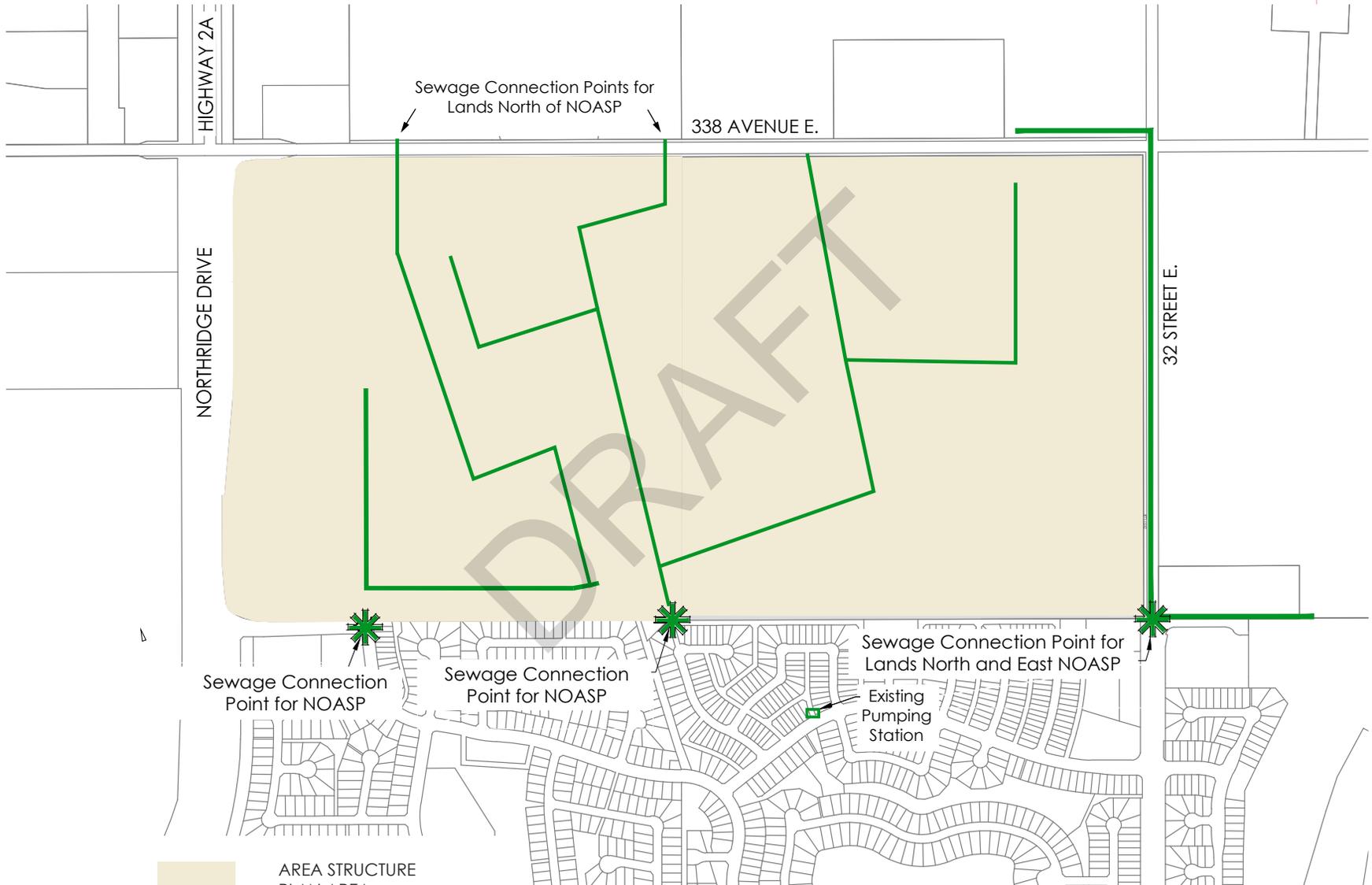
The intent of this section is to provide an appropriate and efficient stormwater management system to serve the Plan Area at full build-out. The stormwater drainage strategy should be designed in a manner that serves the Plan Area, in accordance with Alberta Environment and Parks as well as Town of Okotoks Standards, while maintaining watershed features where possible, including but not limited to existing topography and overland drainage patterns.

### 7.4.2 Policies

1. The Staged Master Drainage Plan for the Plan Area must be approved prior to the approval of Outline Plan/Neighbourhood Area Structure Plan with the NOASP Plan Area.
2. Land use decisions made at the Outline Plan/Neighbourhood Area Structure Plan stage should minimize adverse impacts on watershed health and functionality. Accordingly, integrated stormwater management concepts, including naturalized stormwater retention pond, should be implemented to:
  - i. Maintain predevelopment hydrology
  - ii. Protect water quality
  - iii. Manage water quantity
  - iv. Minimize erosion potential
  - v. Contribute to urban biodiversity
3. Stormwater management systems should be planned at the Outline Plan/Neighbourhood Area Structure Plan stage in an integrated manner in order to contribute to and complement environmental open space.
4. The general location of a naturalized stormwater retention pond to service the future community of the Plan Area should be generally located as identified on **Map 12: Stormwater Management**.
5. Overland drainage patterns and watercourses should be maintained and integrated into post-development plans, as identified in the approved Staged Master Drainage Plan.
6. The use of LID and innovative measures to stormwater management will be explored during the Outline Plan/Neighbourhood Area Structure Plan and detailed design stages, and may be included if deemed suitable and agreeable to the applicant and Town of Okotoks Administration.

Sanitary  
Services

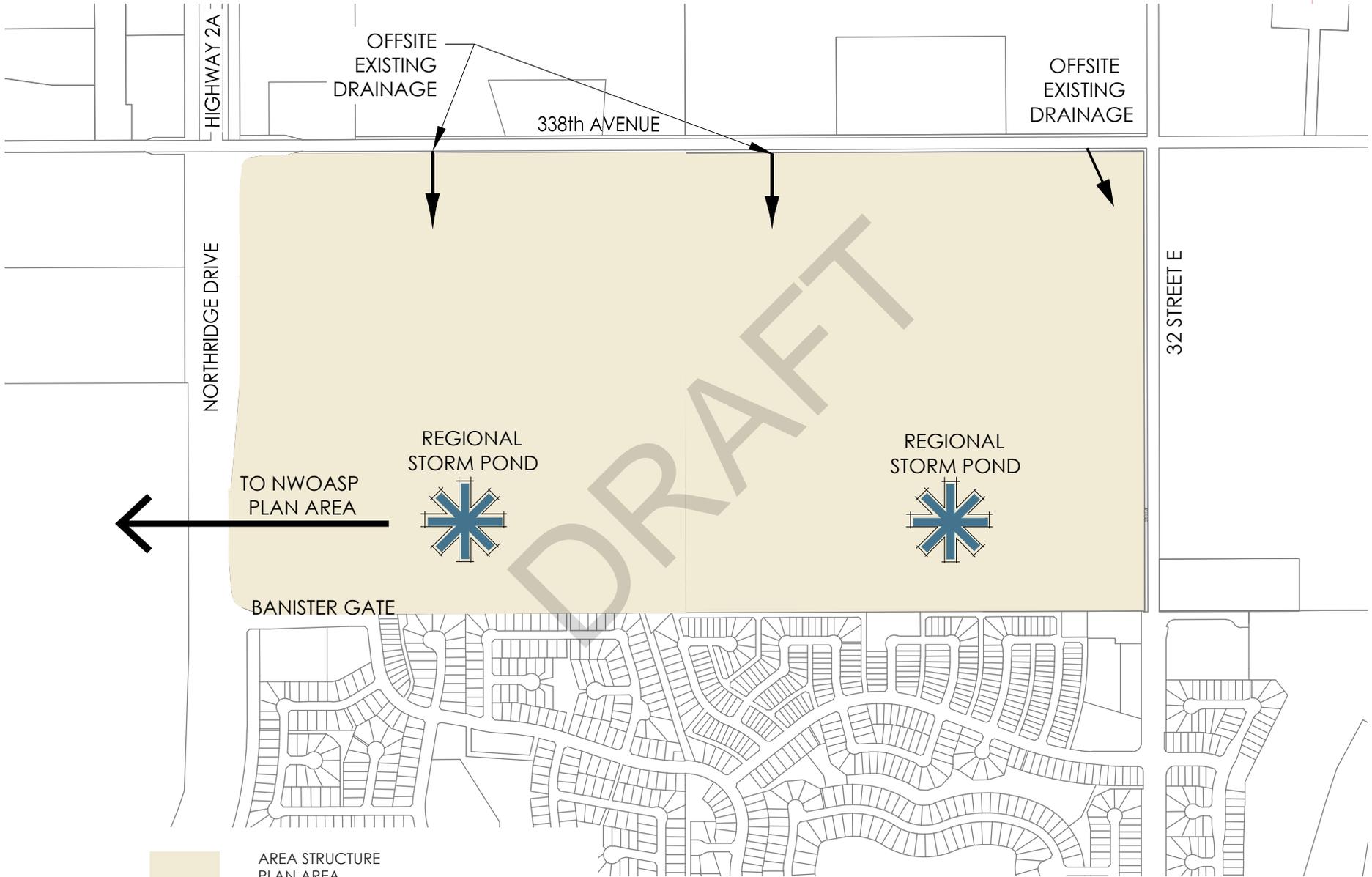
11



-  AREA STRUCTURE PLAN AREA
-  SANITARY SERVICING
-  WATER DISTRIBUTION SYSTEM CONNECTION POINT

Stormwater Management

12



AREA STRUCTURE PLAN AREA



MAJOR (PIPED) STORM COLLECTION SYSTEM



REGIONAL STORM POND



# 8.0

# Implementation

- 
- 8.1 Plan Adoption
  - 8.2 Plan Implementation
  - 8.3 Development Staging
  - 8.4 Intermunicipal Coordination
  - 8.5 Plan Amendment

## 8.1 Plan Adoption

The NOASP, passed in accordance with Part 7 of the Municipal Government Act, shall become a statutory planning document of the Town of Okotoks.

## 8.2 Plan Implementation

### 8.2.1 Intent

**This section is intended to ensure that future development in the Plan Area conforms with strategic-level Town of Okotoks planning documents.**

### 8.2.2 Policies

1. A detailed Concept Plan for the GA in accordance with 4.3.2(15) is to be prepared and approved prior or concurrent with Outline Plan/Neighbourhood Area Structure Plan approval.
2. Architectural Controls for the Neighbourhood Area shall be prepared and accepted at the Tentative Plan stage.
3. An Outline Plan/Neighbourhood Area Structure Plan and Land Use Amendment application shall be approved for a specific land area prior to subdivision and development of the land.
4. All subdivision and development shall conform to the Town of Okotoks MDP, LUB, and approved Outline Plan/Neighbourhood Area Structure Plan(s).
5. All subdivision and development permit applications are to be consistent in intent with the GA Concept Plan, or shall be required to apply for an amendment to the Concept Plan. Amendments to the Concept Plan are at the discretion of the Development Authority.



## 8.3 Development Staging

### 8.3.1 Intent

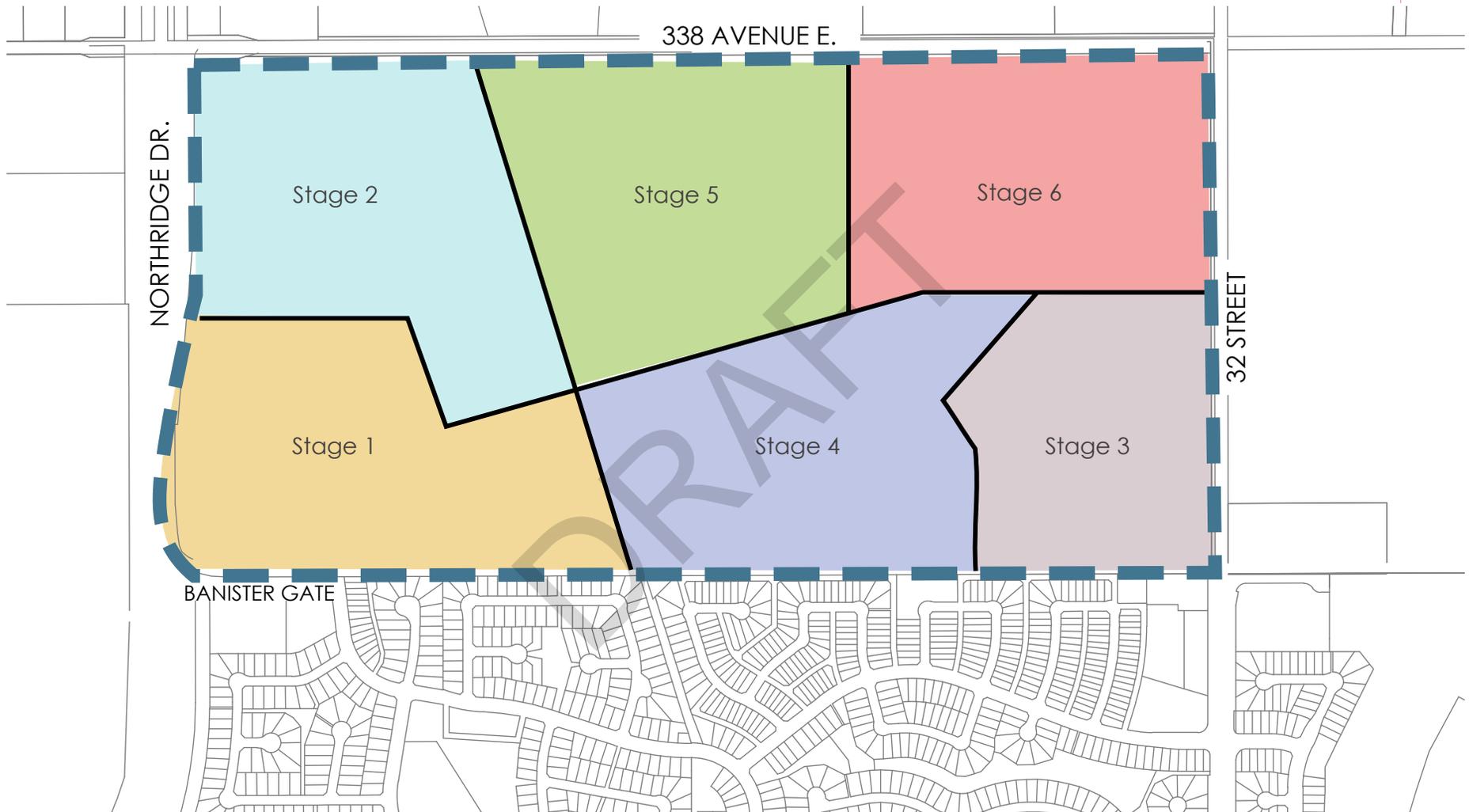
**The intent of this section is to provide a set of policies that will enable the Plan Area to develop in a logical manner to ensure servicing efficiencies.**

### 8.3.2 Policies

1. Staging of residential development within the Plan Area should be implemented in an efficient and logical manner to ensure a contiguous urban form and servicing efficiencies.
2. Any discrepancies between the anticipated general direction of development staging or location as illustrated in **Map 13: Staging Plan** and the actual planning and development of the Plan Area shall be addressed at the Outline Plan/Neighbourhood Area Structure Plan stage and would not constitute an amendment to the NOASP.
3. Staging will be consistent with the current *Water Allocation Systems for Planning Approvals Policy* with respect to allocation of water service capacity and be consistent with the direction of future development outlined in **Map 13: Staging Plan**.
4. The minimum density target of twelve units per gross residential acre ( $\pm 30$  units per gross residential hectare) should be achieved upon full build-out of the Plan Area.

Staging  
Plan

13



**CONCEPT ONLY**

Staging boundaries are approximate and subject to refinement at the NASP stage of development.

## 8.4 Intermunicipal Coordination

### 8.4.1 Intent

**The intent of this section is to ensure circulation to Foothills County and enable mutually beneficial collaboration between both municipalities as identified in the Town of Okotoks/Foothills County Intermunicipal Development Plan (IDP).**

### 8.4.2 Policies

1. To address Intermunicipal interests, the Town of Okotoks shall work with Foothills County to coordinate planning processes and ensure continued and effective communication between both entities.
2. The Town of Okotoks and Foothills County shall collaborate to ensure the adjacent municipality and their residents are aware of the subsequent planning applications within and adjacent to the Plan Area.
3. The Town of Okotoks will endeavour to inform and consult Foothills County on major matters that may arise within the Plan Area, including but not limited to planning and transportation, which are Intermunicipal in nature to support long-term mutually beneficial relations and outcomes.
4. All proposed amendment applications to this ASP and Outline Plan/Neighbourhood Area Structure Plan applications within the Plan Area shall be circulated to Foothills County in accordance with the Town of Okotoks / M.D. of Foothills IDP.
5. Unless otherwise agreed to by the Administration of both entities, Foothills County shall have thirty (30) days to reply to Intermunicipal circulations in accordance with the Town of Okotoks / M.D. of Foothills IDP. If no response is received within the identified timeframe, it will be deemed no comment or objection to the proposed amendment to the ASP.

## 8.5 Plan Amendment

### 8.5.1 Application-Based Plan Amendments

Any changes to the text or maps within the NOASP may require an amendment unless otherwise state or deemed necessary by the Approving Authority. Applicants shall submit all necessary supporting information to evaluate and justify the potential amendment.

### 8.5.2 Plan Limitations

With an evolving planning policy context in the Town of Okotoks, this ASP may be amended from time to time in order to remain current and up-to-date. Any significant changes to the Town of Okotoks Municipal Development Plan as well as other statutory Town planning document that hold implications for the future of the Plan Area should be accounted for in future amendments. When proposing amendments, priority should be given to the most strategic-level plans in the Town's respective planning hierarchy.



# 9.0 Glossary

## 9.1 Abbreviations

ASP	Area Structure Plan
BO	Biophysical Overview
CPTED	Crime Prevention through Environmental Design
DGA	D'Arcy Gateway Area
EOS	Environmental Open Space
ER	Environmental Reserve
IDP	Intermunicipal Development Plan
LID	Low Impact Development
LUB	Land Use Bylaw
MDP	Municipal Development Plan
MGA	Municipal Government Act
MR	Municipal Reserve
NASP	Neighbourhood Area Structure Plan
NOASP	North Okotoks Area Structure Plan
NWOASP	Northwest Okotoks Area Structure Plan
PCV	Pressure Control Value
TIA	Transportation Impact Assessment
WGA	Wedderburn Gateway Area

## 9.2 Definitions

The following definitions apply for terms used in this ASP. Definitions for other terms can be found in the Town of Okotoks Municipal Development Plan (MDP). In any case where a definition differs with the Okotoks Land Use Bylaw (LUB) (Bylaw 40-98; consolidated version July 2015), the LUB shall prevail.

“Active Transportation” means any form of human-powered transportation, including but not limited to walking and cycling.

“Biophysical Overview” means a report outlining the biophysical features and resources present within the Study Area, including terrain, soils, vegetation, water features and wildlife.

“Community Destination” means a focal point of community activity and interest within the Plan Area.

“Council” means the Council of the Town of Okotoks. “Community Destinations” means a focal point of community activity and interest within the Plan Area.

“Development Concept Plan” means a plan for a cohesive development involving multiple land holdings or a logical development area that is intended to establish more detailed development guidelines related to the layout, building design styles and compatibility, parking, and access. These plans are used to evaluate future development and subdivision applications within the Plan Area. Development Concept Plans are approved by the Development Authority.

“Gross Residential Area” means the total developable area planned for general residential development. It is also used as a base measurement for density.

“Land Use Amendment” means the amendment of the Okotoks Land Use Bylaw, as amended, to support urban development by redesignation or textual amendment.

“Low Impact Development” means an approach to land development that uses various innovative land planning and design practices to conserve and protect natural resource systems while reducing infrastructure costs.

“Neighbourhood Area Structure Plan (NASP)” means a land use concept plan that must be prepared prior to the development of any large undeveloped parcel of land. It is a statutory plan requiring Council approval.

“Outline Plan” means an intermediate plan between an Area Structure Plan and a Tentative Plan that encompasses the entire contiguous land holding of a developer. Such plans provide information on the allocation of reserves and the mix of land uses proposed throughout the Outline Plan area. An Outline Plan should also show the entire road system proposed within the Plan area including sidewalks and pathways, information regarding servicing, proposed Land Use Bylaw Districts and proposed Reserve parcels. Outline Plans are no longer used by the Town, and have been replaced by the NASP, which is a statutory plan approved by Council.



**10.0**

# **Appendices**

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# REFERENCES

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## References:

AMEC Environment + Infrastructure (AMEC) (2014). Phase I Environmental Site Assessment Portion of NW 1/4 33-020-29 W4M Okotoks, Alberta.

Sphere Environmental Ltd. (September 21, 2015). Phase 1 Environmental Site Assessment - Portion of the NE-020-29 W4M 1/4 Section (Community Campus Lands).

Stantec Consulting Ltd. (2015a). North Okotoks Area Structure Plan Biophysical Overview.

Stantec Consulting Ltd. (2015b). North Okotoks Area Structure Plan and D'Arcy Lands within the Northwest Okotoks Area Structure Plan Upstream Oil and Gas Status Report.

Stantec Consulting Ltd. (2015c). North Okotoks Stormwater Master Drainage Plan Report.

Stantec Consulting Ltd. (2014). Historical Resources Impact Assessment - Wedderburn Lands, NW 1/4 33-20-29 W4M.

Stantec Consulting Ltd. (May 2022). North Okotoks Area Structure Plan Amendment: Biophysical Overview (NE 1/4 33-20-29-W4M).

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# North Okotoks Area Structure Plan

Town of Okotoks

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April 2024