




WEST
 **KOTOKS**
AREA STRUCTURE PLAN

APRIL 2020





WEST
 **KOTOKS**
AREA STRUCTURE PLAN

WEST OKOTOKS

Area Structure Plan

FINAL VERSION

BYLAW NO: 06-20

DATE OF APPROVAL: APRIL 28, 2020

Prepared for: **The Town of Okotoks**

Prepared by: **B&A Planning Group**

On behalf of:



Contents & Figures

1.0 INTRODUCTION	01	4.8 Community Nodes	63
1.1 Purpose and Objectives	02	4.9 Public Services/ Institutional Uses	66
1.2 Policy Direction	04	5.0 OPEN SPACE	69
1.3 Interpretation	05	5.1 Environmental Reserve	70
1.4 Interpretation	10	5.2 Municipal Reserve Requirements	72
2.0 PLAN AREA & BACKGROUND INFORMATION	11	5.3 School Sites	74
2.1 Location and Plan Boundaries	14	5.4 Park Spaces	76
2.2 Legal Description & Ownership	14	5.5 Naturalized Parks	77
2.3 Existing Site Conditions & Constraints	16	5.6 Potential Cemetery Expansion Area	78
2.4 Surrounding Area Conditions	32	6.0 MOBILITY	81
3.0 VISION AND GUIDING PRINCIPLES	37	6.1 Regional Pathway & Active Modes Network	82
3.1 Vision	38	6.2 Safe Routes	85
3.2 Guiding Principles	40	6.3 Transit Service	86
3.3 Land Use Concept	42	6.4 Internal Road Network	87
3.4 Area Structure Plan Statistics	44	6.5 Regional Road Network	88
4.0 COMMUNITY & NEIGHBOURHOOD FRAMEWORK	47	6.6 Sheep River Crossing Functional Planning Study	92
4.1 Complete Community	48	6.7 Road Closure Areas	94
4.2 Neighbourhood Boundaries	50	7.0 SERVICING	97
4.3 Neighbourhood Area	52	7.1 Water	98
4.4 Special Policy Area	53	7.2 Sanitary	100
4.5 Residential Interface Area	54	7.3 Stormwater	102
4.6 Highway Interface Area	59	7.4 Shallow Utilities	107
4.7 Neighbourhood Hub	61		

8.0 IMPLEMENTATION	109
8.1 Plan Adoption	110
8.2 Intermunicipal Coordination	111
8.3 Phasing	112
8.4 Plan Amendment	115
APPENDIX A: Stakeholder & Public Engagement Summary	118
APPENDIX B: Referenced and Technical Studies	121

List of Figures

01. Location	03
02. Regional Context	06
03. Land Ownership	15
04. Existing and Adjacent Land Use	17
05. Topography	19
06. Biophysical Conditions & Environmentally Significant Areas	21
07. Floodway & Flood Fringe Delineation	23
08. Historical Resources	25
09. Plan Area Constraints	27
10. Adjacent Community Infrastructure & Amenities	33
11. Existing Transportation Network	35
12. Land Use Concept	43
13. Neighbourhood Boundaries	51

14. Interface Areas	55
15. Open Space	73
16. Pathways	83
17. Road Network	89
18. Potential Sheep River Crossing Locations	93
19. Future Road Closure Areas	95
20. Water Servicing Concept	99
21. Sanitary Servicing Concept	101
22. Stormwater Management- Option 1: Preferred	104
23. Stormwater Management- Option 2	105
24. Stormwater Management- Option 3	106
25. Development Phasing	113

List of Section Drawings

Section A: Highway No. 7 Interface Area - Conceptual Section	56
Section B: Westland Street Interface Area - Conceptual Section	57
Section C: Sheep River Ridge Interface Area - Conceptual Section	58
Section D: Future Collector Street - Conceptual Section	90
Section E: Future Arterial Street - BRT- Conceptual Section	91



SECTION 1.0

Introduction



1.0 Introduction

1.1 Purpose and Objectives

The West Okotoks Area Structure Plan (hereinafter referred to as ‘WOASP’) is a statutory planning document that provides a conceptual land use and servicing framework for approximately \pm 428.6 hectares (\pm 1059.0 acres) of land on the west side of Okotoks, identified on

Figure 1: Location.

The WOASP is a long-term statutory policy document that provides direction for more detailed planning stages including subsequent Outline Plan, Land Use Amendment, and Subdivision applications.

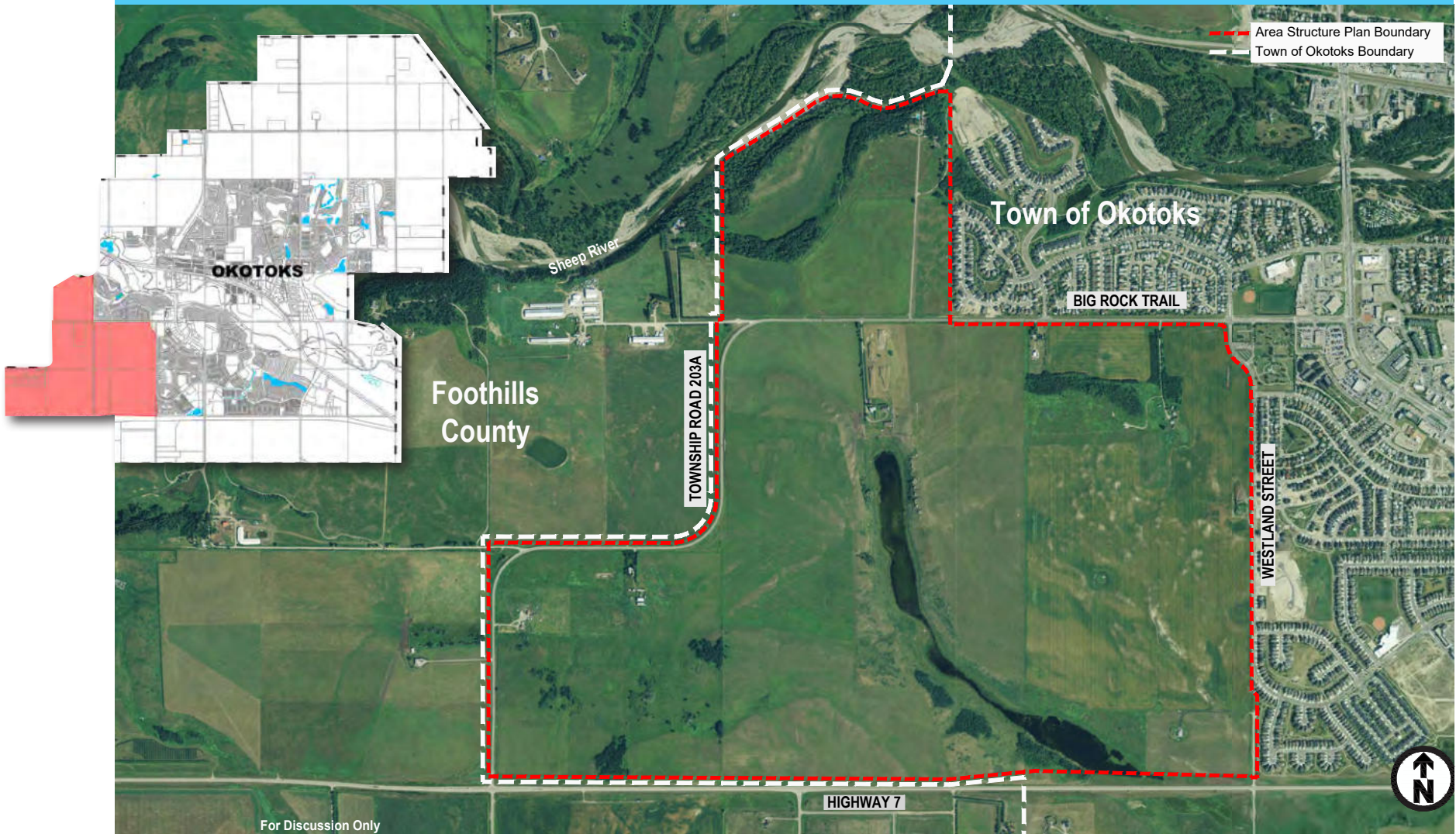
As outlined in Section 633 of the Municipal Government Act (MGA), the WOASP describes, at a conceptual level of detail, the following:

- Proposed land uses;
- Proposed density and population statistics;
- Transportation and servicing frameworks;
- Proposed sequence of development;
- Policy statements which will help ensure the intent of the WOASP is achieved over time.

The development of the WOASP has been undertaken concurrently with the recent annexation of the plan area from the Municipal District of Foothills No. 31 to the Town of Okotoks. The Government of Alberta issued an order in Council approving the annexation of the plan area and other lands effective July 1, 2017.



Figure 1 | Location





1.2 Plan Limits

The WOASP covers a significant area of the future developable lands within Okotoks, which is not contemplated by the 1998 Municipal Development Plan (MDP), or the “Legacy Plan” as it is also known. In accordance with Section 633(3)(b) of the MGA, an area structure plan must be consistent with any Municipal Development Plan.

In the absence of MDP policy direction for the plan area, the WOASP must be read as a conceptual development framework until a new MDP is in place for the Town. The conceptual development framework of the WOASP lands has been carefully considered under the direction established in Town of Okotoks Growth Study and Financial Assessment (2014) and subsequent annexation of the WOASP area into the Town of Okotoks.

Notwithstanding the above, more detailed planning of the lands shown as **Phase 1 on Figure 24 - Development Phasing**, including submission of an Outline Plan application, may occur in advance of the new MDP being adopted subject to the Implementation Policies as noted in Section 8.3.

In accordance with the policies in Section 8.3, Outline Plan and Land Use applications for lands beyond Phase 1 will not be accepted by the Town until the WOASP is comprehensively reviewed and updated to align with the policy directions established in the new MDP as adopted by Council. Phase 1 lands and subsequent outline plan, land use amendment, subdivision and development permit applications for these lands may proceed upon WOASP approval subject to adequate servicing in compliance with Town water allocation policy.



1.3 Policy Direction

The WOASP must be read in conjunction with other relevant statutory and non-statutory plans. The following plans provide overarching policy direction and objectives that have helped guide the preparation, land use, servicing and policy directions of the WOASP:

1.3.1 REGIONAL PLANNING

INTERIM REGIONAL GROWTH PLAN (2018): Prior to preparation of the Future Regional Growth Plan by 2021, the Calgary Metropolitan Regional Board (CMRB) has prepared and approved an Interim Growth Plan (IGP) to guide land use, growth and infrastructure planning on an interim basis. Most new statutory plans and certain amendments to statutory plans will be subject to the Interim Regional Evaluation Framework (IREF) to ensure they are consistent with long-term regional interests identified in the IGP.

The WOASP has been developed in accordance with regional planning principles, objectives and policies as outlined in the IGP and in consideration of the IREF. An amendment to this Plan may be required once the future Calgary Metropolitan Region Growth Plan is approved to ensure statutory plan alignment.

FUTURE REGIONAL GROWTH PLAN (TARGET FOR COMPLETION 2021):

The Future Regional Growth Plan will replace the previously voluntary Calgary Metropolitan Plan (CMP) and will focus on the coordination of land use and servicing in order to reduce the cost of infrastructure and create a compact and contiguous urban growth pattern in the region. The Calgary Metropolitan Region Board (CMRB) was created to manage the growth of the region in a strategic and coordinated way, ensuring the preparation and implementation of the Future Regional Growth Plan by 2021.

All statutory plans within the region will be subject to a regional evaluation and all Municipal Development Plans will be required to show how they meet the goals of the region.

Figure 2 - Regional Context illustrates the relationship of the WOASP area to the regional transportation and transmission corridors and regionally significant features within 1.6 km of the plan area as identified within Section 5: Schedules of the Calgary Metropolitan Regional Board (CMRB) Interim Regional Growth Plan.

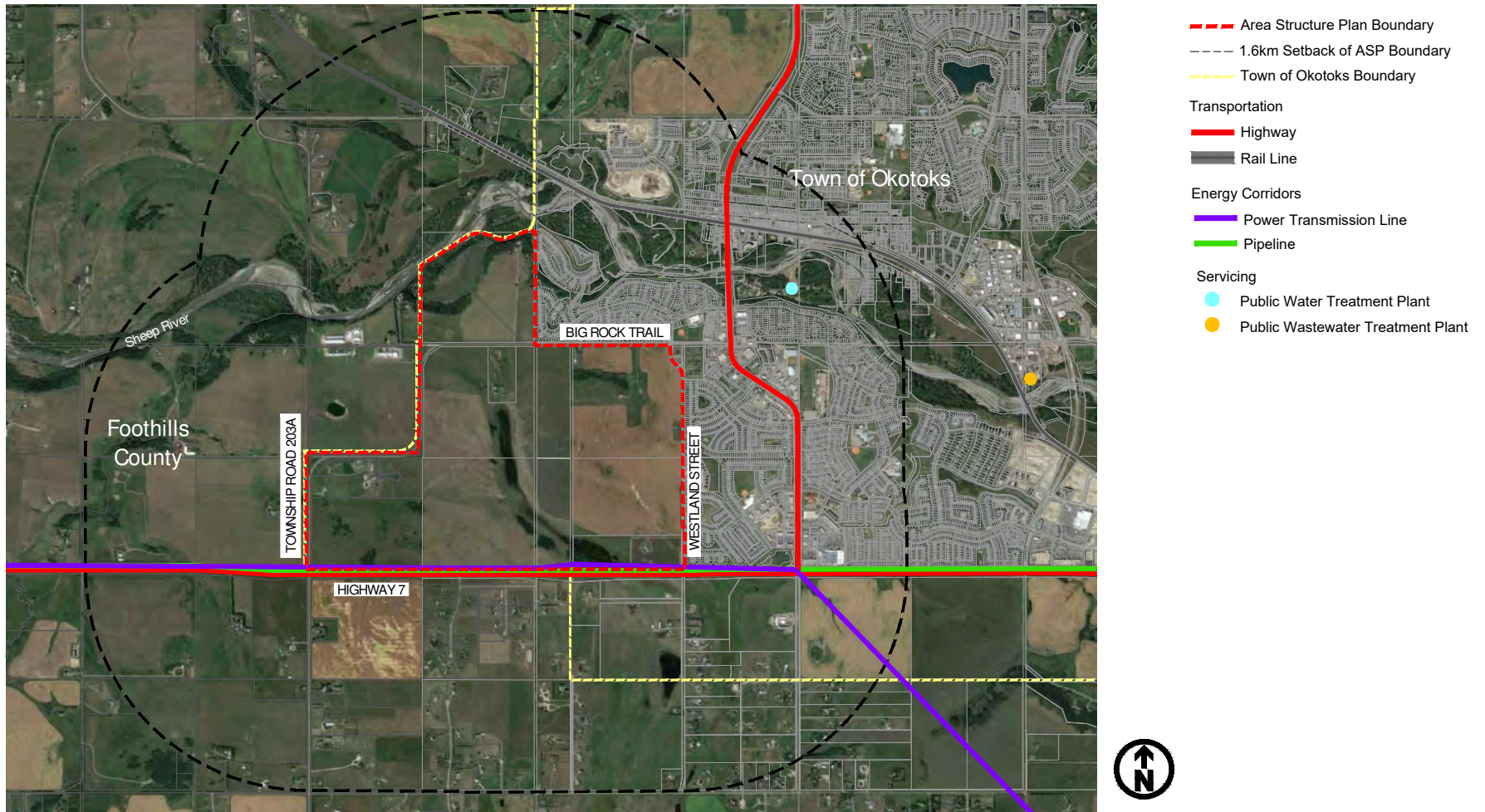
Regionally significant features include the Sheep River, an east-west power transmission line, an east-west pipeline, and east-west and north-south Highways (Level 2).

POLICIES

1.3.1(a) The WOASP must align and conform to the Future Regional Growth Plan once the regional plan is adopted. An amendment to the WOASP may be required to ensure alignment with the Regional Growth Plan as the regional plan will take precedence over the WOASP.



Figure 2 | Regional Context





1.3.2 LOCAL PLANNING- STATUTORY PLANS

TOWN OF OKOTOKS MUNICIPAL DEVELOPMENT PLAN (MDP): Is the primary long range planning document that establishes a holistic vision and guides overall growth and development for the Town. At this time, the current MDP in effect for the Town of Okotoks was adopted in 1998 and does not contemplate development of the Plan Area as it was predicated on a finite growth boundary of 25,000 to 30,000 people. Council has since adopted a continued growth model and annexed the Plan Area and other lands surrounding the community into the Town.

At this time, Council is currently in the process of creating a new MDP that aims to establish a 60-year vision to guide the growth of the community to a population of 80,000. Once the new MDP is adopted the WOASP must be comprehensively reviewed and updated to ensure it aligns with Council's vision for the growth and development of the community.

TOWN OF OKOTOKS & M.D. OF FOOTHILLS INTER-MUNICIPAL DEVELOPMENT PLAN (IDP)(2016): Is a long range planning document that identifies inter-municipal planning relationships and the nature of land use integration between the municipalities. The joint IDP was updated in July 2016 to reflect the proposed annexation between Okotoks and Foothills County, which includes the WOASP lands. The majority of the WOASP lands are located within the existing “referral area” between the two municipalities, meaning that any planning information with respect to the WOASP must be available to Foothills County if requested. Future planning applications within the WOASP will adhere to the circulation and referral process and any other direction contained within the IDP as it relates to the subject lands.

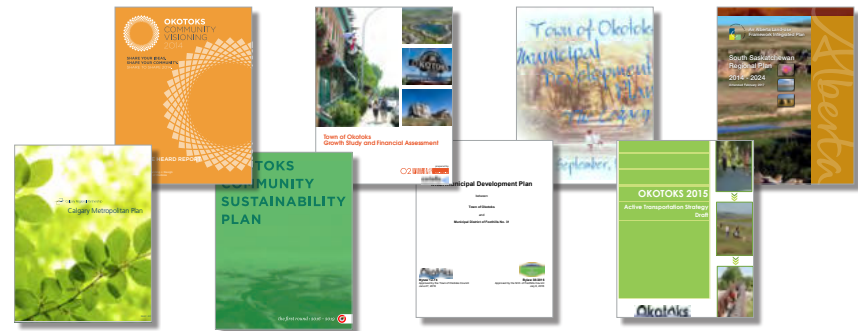
POLICIES

1.3.2(a) The WOASP must comply with the Town of Okotoks Municipal Development Plan (MDP). The WOASP will be reviewed and amended as required, to ensure alignment with the most recent and updated Town of Okotoks MDP once approved by Council.

POLICIES

1.3.2(b) Subsequent planning applications within the WOASP must comply with the direction contained within the Town of Okotoks-M.D. of Foothills Intermunicipal Development Plan in effect at the time of the application.

Multiple plans have provided direction for the West Okotoks Area Structure Plan.





1.3.3 LOCAL PLANNING- NON-STATUTORY PLANS

OKOTOKS COMMUNITY VISIONING 2014 & COMMUNITY SUSTAINABILITY PLAN (2016): The *Okotoks Community Visioning 2014* was a town-wide visioning process to define a clear vision for the future of Okotoks. Using extensive community engagement, the project helped define the characteristics that will be important to consider as the community grows. A vision statement and guiding principles were created to outline key overall community values. The Community Visioning document currently guides Council decision-making and the development of future plans, policies and programs for growth in the Town.

The *Okotoks Community Sustainability Plan* provides guiding principles, actions and objectives to guide the implementation of sustainable initiatives in Okotoks. The Sustainability Plan is supported by the 2014 Community Visioning Process, using the community vision and guiding principles as the basis for the Plan.

The Community Visioning & Sustainability Plan have helped guide the WOASP by providing the general guiding principles for a vibrant and sustainable community. The WOASP has embodied these principles throughout the ASP document and within the policy framework to ensure the Plan Area supports Okotoks community values and goals.

OKOTOKS ENVIRONMENTAL MASTER PLAN (2018): The plan provides a comprehensive plan for Okotoks to achieve its vision as a thriving, sustainable community. The plan provides criteria for sustainable development and growth, climate change mitigation and adaptation, ecological protection and enhancement, urban landscape design, water conservation, waste reduction, and green economic growth.

OKOTOKS ACTIVE TRANSPORTATION STRATEGY (2015): Provides guidance to Council, Administration, and other stakeholders in setting priorities to create a healthy and active community. The focus is to develop local capacity and support for multiple modes of sustainable, safe, and accessible active transportation choices that connect people to neighbourhoods, open spaces, recreation, schools and businesses. The WOASP supports active transportation throughout the Plan Area by providing a comprehensive network of pathways, safe routes, and open spaces that connect key destinations across the community.

RECREATION, PARKS, AND LEISURE PLAN (2016): is a strategic level plan that provides long-term direction for the delivery of recreation, parks, and leisure services in the community. The West Okotoks community will achieve the objectives of the Recreation, Parks, and Leisure Plan by providing an open space system that is diverse and multi-functional, applies environmental stewardship, and is accessible to all Okotoks residents. The development of park spaces within the WOASP will align with the classification system identified in the *Recreation, Parks, and Leisure Plan*.



TOWN OF OKOTOKS SHEEP RIVER CROSSING STUDY (2018): The Town of Okotoks has undertaken a technical assessment of the possibility of constructing a 'west bypass' Sheep River crossing to the west of Northridge Drive. The study has assessed the suitability of multiple crossing locations and corresponding road alignments to assess the impact these crossing locations would have on traffic congestion on Northridge Drive. Further regional study in conjunction with CMRB partner municipalities and discussions with Alberta Transportation, Foothills County, and other stakeholders is required prior to determining whether the crossing is warranted and if so, the optimal crossing location, corresponding road alignment and timing of construction. It is anticipated that these additional studies and stakeholder consultation should be completed prior to the end of 2021.

Based on the preliminary technical assessment completed as part of the Sheep River Crossing Study, the preferred crossing locations of the Sheep River to accommodate a west bypass are shown on Figure 18, in order to preserve the alignment opportunity for a future potential bridge crossing. The preferred crossing locations will be evaluated and refined when further regional evaluation of the crossing locations is concluded, and more detailed information is available through the Transportation Master Plan.

Other Plans and policy documents that have helped shape the WOASP include:

- *Cultural Heritage and Arts Master Plan*
- *Town of Okotoks Social Wellness Framework*
- *Water Allocation System for Planning Approvals Policy*
- *Flood Plain Policy*
- *Sheep River Valley Management Plan*
- *Town of Okotoks Transportation Master Plan*

These Plans are referenced throughout the document as they relate to the planning for the WOASP, and will continue to guide development until such time as new policies and plans replace them.





1.4 Interpretation

1.4.1 POLICY INTERPRETATION

The following interpretations must be used when interpreting policies within this Plan:

- 1 ASP policies that contain the words “must” or “will” outlines mandatory compliance with a given statement.
- 2 Policy statements that include the word “should” indicate that compliance is encouraged and recommended. However, “should” statements may not be practical in some circumstances and flexibility is provided. Should statements will be applied 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.
- 3 Where “may” is used in policy statements, there is no obligation to undertake what is proposed, but implies that the Approving Authority must give due consideration to the policy and has some discretion on decision-making.

1.4.2 MAP INTERPRETATION

The following interpretations are to be used when interpreting maps within this Plan:

- 1 Unless otherwise specified within this ASP, the boundaries or location of any symbols or land use areas shown on a map 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 existing legal property lines, existing roads, or existing utility rights-of-way.
- 2 No measurements of distances or area are to be taken from the maps or figures in the ASP.
- 3 The precise location of land use boundaries will be evaluated at the time of an Outline Plan, Land Use Amendment and Subdivision applications. No amendments to the maps within the ASP are required as a result of further delineation at the Outline Plan stage, as long as the intent of the applicable policies is maintained.
- 4 This ASP provides broad policy direction relative to the intended uses and development of an area. The ultimate definition and approval of land uses will be further delineated at the Outline Plan, Land Use Amendment, and Subdivision stages



ASPEN GROVE LOOKING EAST





SECTION 2.0

Plan Area & Background Information



2.0 Plan Area & Background Info

2.1 Location and Plan Boundaries

The Plan Area comprises approximately ± 428.6 hectares (1059.0 acres) of land located on the western limit of the Town of Okotoks, illustrated on Figure 1: Location.

The plan area is defined by:

- **Sheep River to the north** -The Sheep River, associated escarpments and treed areas define the northern boundary of the site.
- **Big Rock Trail to the northeast** - Big Rock trail is an important east-west road that connects the Plan Area to Highway 2A.
- **Westland Street to the east** - Westland Street is an existing collector road that forms the eastern boundary of the plan area and provides an interface with the existing residential communities of Westridge and Westmount.
- **Highway 7 to the south** - Highway 7 is an east-west Provincial Highway that begins in Black Diamond, passes through the Town of Okotoks and connects to Highway 2, just south of Okotoks. Highway 7 is currently a two-lane highway south of Southridge Drive.
- **Township Road 203A & 16 Street West to the west** - Township 203A and 16 Street West form the western boundary of the ASP area, connecting Big Rock Trail to Highway 7 and defining the municipal boundary between the Town of Okotoks and Foothills County.

2.2 Legal Description & Ownership

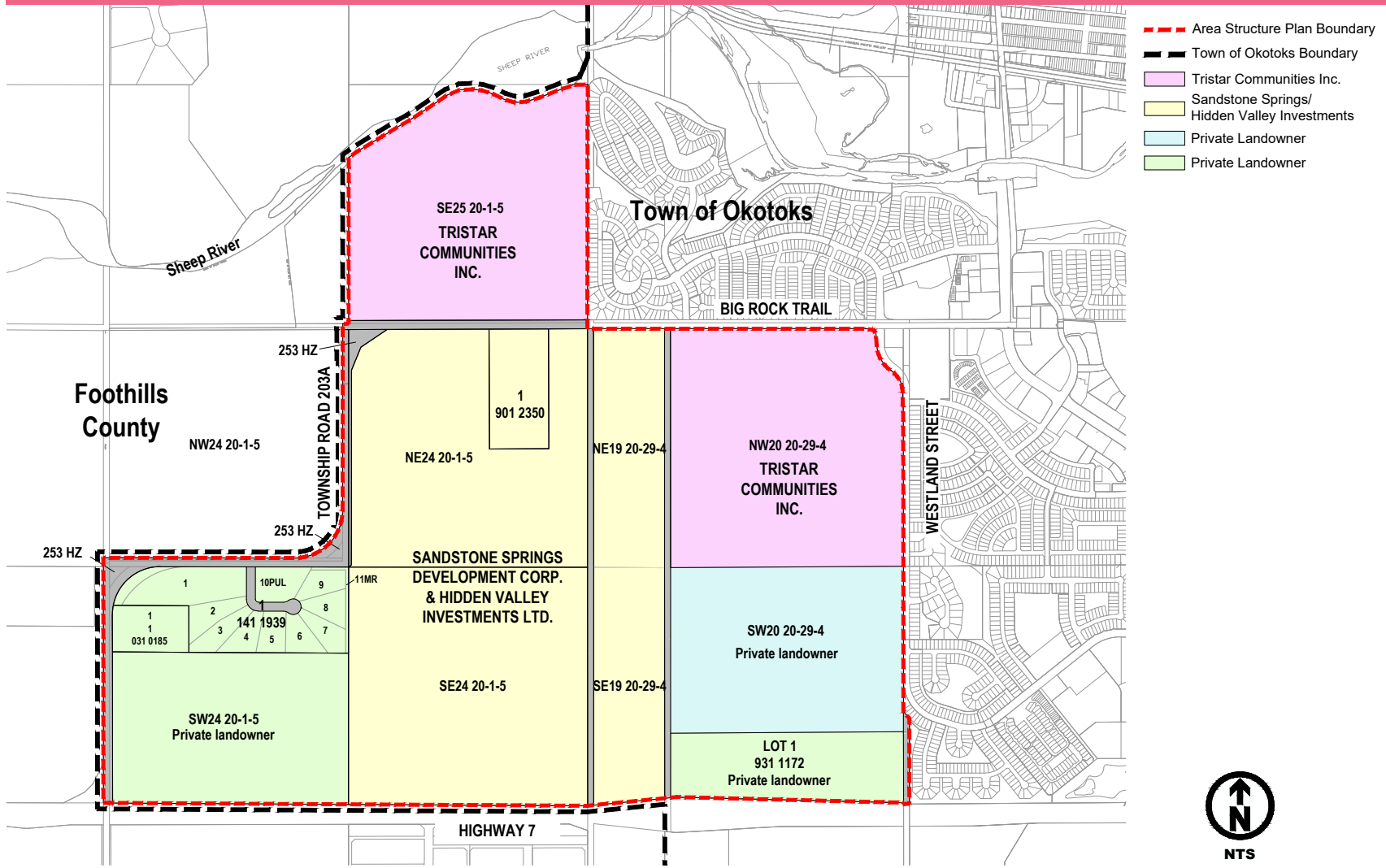
The plan area is owned by a number of different landowners with a variety of legal parcels and ownership areas. Land ownership within the ASP area is illustrated on Figure 3: Plan Area Ownership and detailed in Table 1: Legal Description & Ownership.

Table 1 | Legal Description & Ownership

Land Owner	Legal	Area (ha)	Area (ac)
Tristar Communities Inc.	SE 25-20-1-5 and NW 20-20-29-4	119.73	295.85
Sandstone Springs Development Corp. & Hidden Valley Investments Ltd.	1; 901 2350, NE 24-20-1-5, SE 24 20-1-5, SW 20-20-29-4, NE & SE 19-20-29-4	166.39	411.14
Private Landowner	SW 20-20-29-4	42.83	105.82
Private Landowner	1;931 1172	17.81	44.01
Private Landowner	SW 24 -20-1-5	40.95	101.18
Multiple Landowners (Subdivision)	1;1;031 0185 & Multiple Parcels	22.47	55.40
Road Right-of-Way		18.44	45.56
TOTAL AREA		428.6	1059.0



Figure 3 | Land Ownership





2.3 Existing Site Conditions & Constraints

2.3.1 EXISTING & ADJACENT LAND USE

The WOASP is comprised of predominantly agricultural lands for crop production and cattle grazing. Other uses include a number of residential farmyards and an acreage subdivision on the west side of the site. The existing zoning of the subject property and surrounding area is denoted in **Figure 4: Existing & Adjacent Land Uses.**

Adjacent land uses to the east, within the town of Okotoks, consist of a mix of residential uses, predominantly Residential - Single Detached District (R1), within the communities of Sheep River Ridge, Westridge, and Westmount. Other land uses include Environmental Protection (EP), Public Service (PS), and a range of Commercial Districts (CSC, CGATE, and CHWY).

Land uses to the south and west of the Plan Area, within Foothill County, consist of Country Residential (CR) and Agricultural (A). As well, there is Agriculture Business (AB) District located immediately to the west of the WOASP, containing a poultry feeding and processing operation and a bakery mix plant.



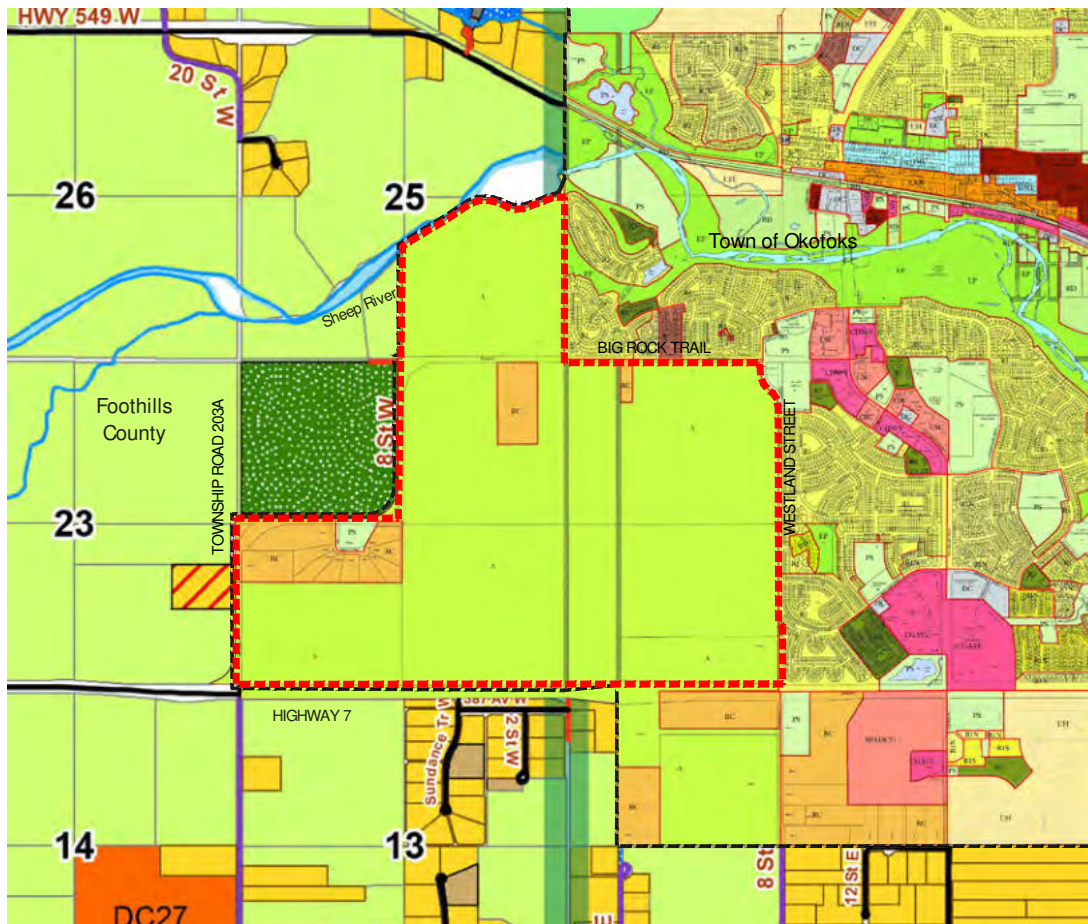
LOOKING WEST FROM WESTLAND STREET



BEDROCK OUTCROP & EXISTING ACREAGE



Figure 4 | Existing and Adjacent Land Use



--- Area Structure Plan Boundary

Foothills County Land use Map Legend

- Hard Surface (Chip/oil)
- Gravel
- Pavement
- A- Agricultural
- AA- Agricultural Sub A
- AB- Agriculture Business
- CR- Country Residential
- CRA- Country Residential Sub A
- DC - Direct Control
- EP- Environmental Protection
- PUL- Public Utility
- ER- Environmental Reserve
- MR- Municipal Reserve

Okotoks Land use Map Legend

- (R1) Residential-Single Detached District
- (R1N) Residential-Narrow Lot Detached District
- (R1S) Residential-Small Lot Detached District
- (R1ST) Residential-Studio Suite District
- (R1E) Residential-Estate Single Detached District
- (R1AR) Residential-Air Ranch Single Detached District
- (R2) Residential-Low Density Multi-Unit District
- (R3) Residential-Medium Density Multi-Unit District
- (R3AR) Residential-Air Ranch Medium Density District
- (R3NAR) Residential-Air Ranch Narrow Lot District
- (RMD) Residential-Mixed Dwelling District
- (RMI) Residential-Manufactured Home District
- (RC) Country Residential District
- (HML) Heritage-Mixed Use District
- (MUM) Mixed Use Medium Density District
- (CCB) Central Business Commercial District
- (CSC) Shopping Centre Commercial District
- (CSO) Special Development Commercial District
- (CGATE) Gateway Commercial District
- (CHWY) Highway Commercial District
- (I1) Business Industrial District
- (I1S) South Business Industrial District
- (I2) General Industrial District
- (I3) Industrial District
- (DC) Direct Control District
- (AD) Aerodrome District
- (UH) Urban Holdings District
- (RD) Restricted Development District
- (PS) Public Service District
- (GC) Golf Course District
- (EP) Environmental Protection District
- (A) Agricultural District
- (MD-DC21) Direct Control District





2.3.2 TOPOGRAPHY

Terrain conditions within the plan area are variable, ranging in elevation from 1047.4 metres at the low point to 1207.5 metres at the high point, as illustrated in **Figure 5: Topography**. The highest elevations occur in the southwest corner while the lowest elevations occur at the Sheep River and the central wetland.

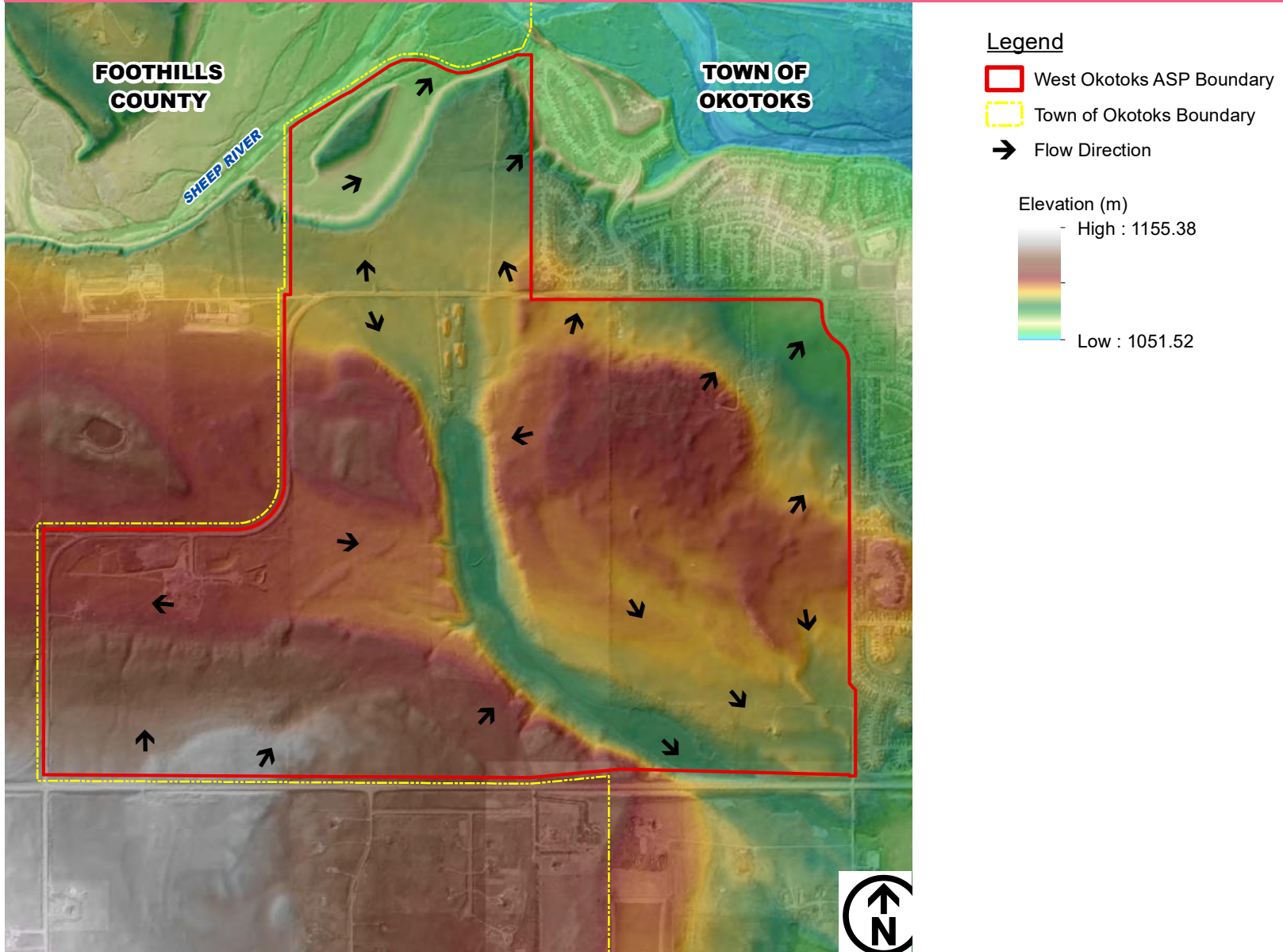
In the north portion of the WOASP, the Sheep River and the historic meandering of the river channel has influenced local terrain. The Sheep River is the low point, with adjacent escarpments transitioning to upland conditions to the south. Further south, the landscape of the central plan area is influenced by rolling uplands with a valley and a large permanent shallow open-water wetland. Associated escarpments adjacent to the wetland have slopes of approximately 15-25% and greater.

The south portion of the WOASP drains into the central wetland and then proceeds south through a culvert across Highway 7. The northern portion of the plan area drains to the Sheep River.





Figure 5 | Topography





2.3.3 BIOPHYSICAL OVERVIEW

A Biophysical Overview was completed by Westhoff Engineering Resources Inc. in February 2017. The study describes the existing environmental conditions within and adjacent to the plan area and the general recommendations for mitigation measures to reduce, eliminate or compensate for potential impacts related to proposed land uses. The report also provides high level recommendations for areas that may be considered for conservation and retention within the development.

As shown in **Figure 6: Biophysical Conditions & Environmentally Significant Areas**, the WOASP contains a number of biophysical conditions for consideration. There are three (3) wetlands and two (2) ephemeral water bodies within the plan area. The two ephemeral water bodies and temporary marshes generally only hold surface water for a few weeks after snow melts or for a few days after a heavy rainfall. The large central wetland is a Permanent Shallow Open Water wetland and holds surface water throughout the year. This central wetland has been Crown-claimed, meaning the provincial government owns the naturally occurring bed and shore of this water body. Ephemeral water bodies occur when the water table is near, at, or above the ground surface for a short period of days but water is not present long enough to promote formation of water altered soils or vegetation. These water bodies are subject to Water Act approvals and the Alberta Wetland Policy, wherein avoidance and minimization of impacts is expected, but not subject to compensation if removal is necessary and approved to support development.

The Environmentally Significant Areas (ESA's) illustrated on **Figure 6** have been defined through provincial criteria. The Sheep River and adjacent forest escarpments are identified as ESA's because the river is a major drainage that provides aquatic and riparian habitat and the escarpments provide diverse habitats that support wildlife species. The central wetland and the associated valley provides habitat for a diversity of species and may act as a seasonal staging area for waterfowl. The valley is also where rare plants, several natural springs, and unique bedrock formations are located.

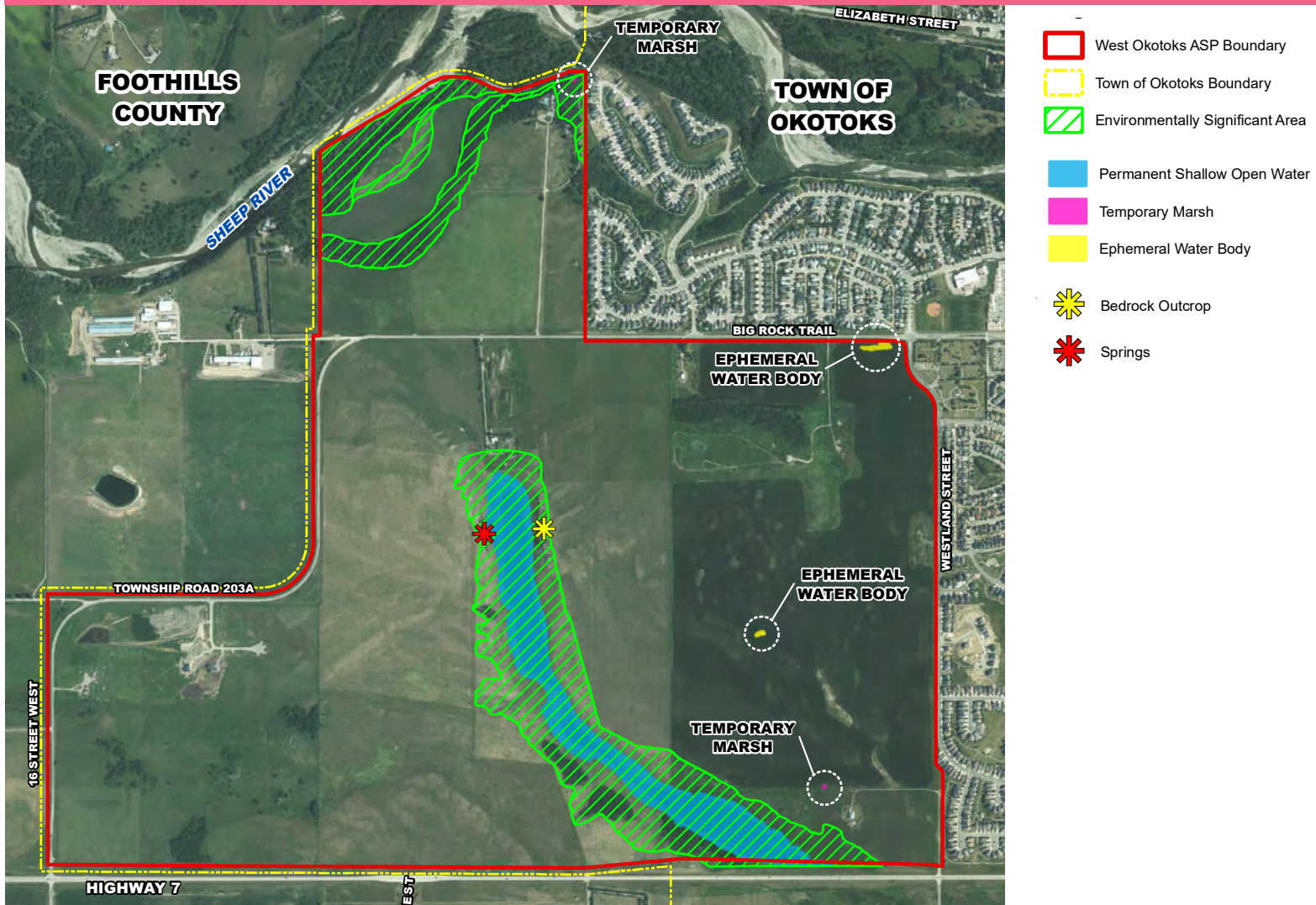
Further analysis at the time of an Outline Plan and Land Use Amendment will help to determine the exact boundary of the ESA's. These areas may be dedicated as Environmental Reserve (ER) and retained as natural open space. Building development setbacks should be determined using Provincial guidelines and policies and regulations located within the Okotoks Municipal Development Plan and Land Use Bylaw.

POLICIES

- 2.3.3(a) As a prerequisite for Outline Plan approval, the Town may require further analysis of the Environmentally Significant Area's identified on **Figure 6: Biophysical Conditions & Environmentally Significant Areas** and may require that ESA's be dedicated as Environmental Reserve (ER) at the time of subdivision.
- 2.3.3(b) The development setbacks from escarpments and water bodies within the plan area will be determined at the Outline Plan and Land Use Amendment stage.
- 2.3.3(c) The minimum development setbacks for ESAs will be determined by the Town of Okotoks with consideration of Provincial regulations and recommendations such as those found in the South Saskatchewan Regional Plan and *Stepping Back from the Water: A Beneficial Management Guide For New Development Near Water Bodies in Alberta's Settled Region*.
- 2.3.3(d) Additional lands that are deemed to be environmentally significant but do not qualify as ER under the Municipal Government Act may be dedicated as Conservation Reserve (CR) subject to an agreement on compensation being reached between the landowner and the Town.



Figure 6 | Biophysical Conditions & Environmentally Significant Areas





2.3.4 SHEEP RIVER FLOODWAY AND FLOOD FRINGE DELINEATION

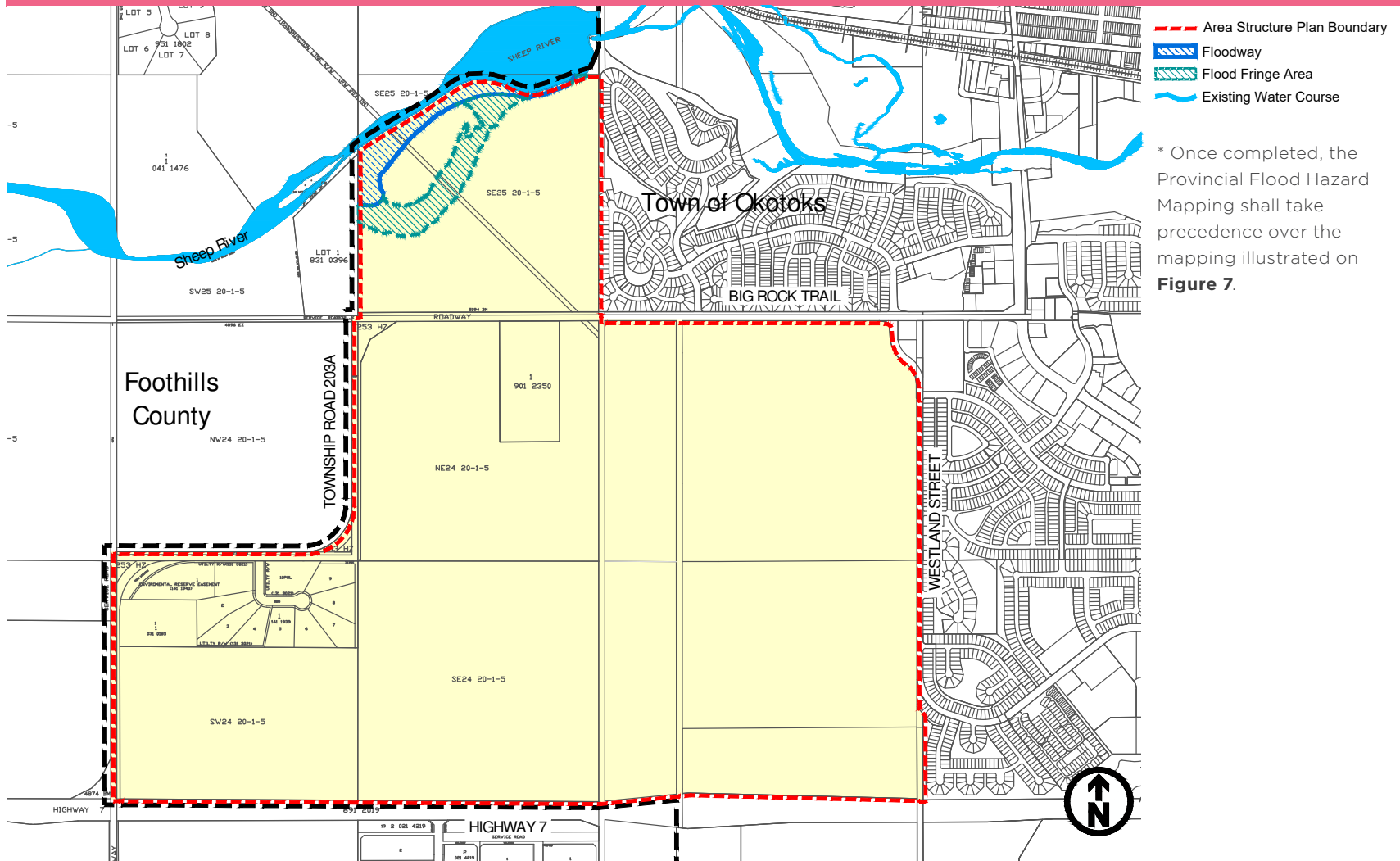
A Flood Hazard Assessment for the Sheep River was completed by Matrix Solutions Inc. in March 2017. The objective of the assessment is to provide an understanding of the potential flood-related hazards within the plan area associated with the 1:100-year flood event. At the time of this report, Alberta Environment and Parks (AEP) are completing a new river hazard study, which is an enhanced version of a flood hazard study, for this portion of the Sheep River. Once completed, the Government of Alberta river hazard study will take precedence over the assessment completed by Matrix Solutions. Please refer to **Figure 7: Floodway & Flood Fringe Delineation** for the projected 1:100 year floodway and flood fringe area within the WOASP. No development is permitted within the floodway area.

POLICIES

- 2.3.4(a) The lands located within the Sheep River floodway are considered undevelopable and must be dedicated at the time of subdivision as Environmental Reserve (ER) in accordance with the provisions of the *Municipal Government Act* (MGA).
- 2.3.4(b) The lands located within the Sheep River flood fringe may be considered developable depending on the provisions of provincial requirements, the MDP, and any updated flood plain development policies that are in effect for the lands.
- 2.3.4(c) If the lands are deemed developable subject to 2.3.4(b), then any development will be subject to design and implementation of mitigation measures under the Government of Alberta flood plan best practices.
- 2.3.4(d) Should development be approved within the Sheep River flood fringe it must consider guidance from the *Sheep River Valley Management Plan and Provincial recommendations found in Stepping Back From The Water A Beneficial Management Guide For New Development Near Water Bodies in Alberta's Settled Region*.
- 2.3.4(e) Notwithstanding policy 2.3.4(b)(c), lands located with the Sheep River flood fringe may be dedicated as Conservation Reserve (CR) subject to the provisions of the *Municipal Government Act* (MGA) and an agreement for compensation being reached between the landowners, Town of Okotoks and /or Government of Alberta. The use of land dedicated as Conservation Reserve must be in accordance with the Municipal Government Act (MGA).
- 2.3.4(f) The use of land within the floodway and flood fringe shall be in accordance with the Municipal Government Act (MGA), Town of Okotoks Flood Plain Policy and Land Use Bylaw.
- 2.3.4(g) The floodway and flood fringe boundaries illustrated on **Figure 7** must be updated based on Provincial River Hazard study once complete.



Figure 7 | Floodway & Flood Fringe Delineation





2.3.5 HISTORICAL RESOURCES

A Historical Resources Overview (HRO) was completed by Bison Historical Services Ltd. in May 2016. The overview identified seven historical resource sites and undisturbed high-potential landforms within the plan area. The HRO also recognized that a portion of the plan area (east half of Section 24-20-1-W5M and the east half of 19-20-29-W4M) has already been subject to a Historical Resources Impact Assessment (HRIA) conducted in 2006 under archaeological permit no. 05-495. The HRIA recognized two sites, EePm-1 and EePm-2, located in the central portion of the WOASP and adjacent to the central wetland, identified on **Figure 8: Historical Resources**. Avoidance or additional studies are required for these sites, as outlined through a requirement letter by Alberta Culture and Tourism.

In addition to the HRIA completed in 2006, a HRIA is required for all areas within the plan area that were not included in the initial assessment.

POLICIES

- 2.3.5(a) The requirements outlined in the archaeological permit no.05-495 and Schedule B (4835-05-143) for lands within the east half of Section 24-20-1-W5M and the east half of 19-20-29-W4 must be adhered to as development of the lands occur.
- 2.3.5(b) An HRIA is required at the time of an Outline Plan submission for all lands within the WOASP not included in the 2006 HRIA (permit no. 05-495).



BEDROCK OUTCROPS ON THE EAST SIDE OF THE CENTRAL WETLAND



2.3.6 PHASE 1 ENVIRONMENTAL SITE ASSESSMENT (ESA)

A Phase 1 Environmental Site Assessment (ESA) was completed by GTech Earth Sciences Corp. in September 2015 for the plan area. The subject lands have historically been agricultural/grassed land occupied by a few single family residences and a cell tower. Based on the findings of the report, no significant environmental concerns were identified and a Phase 2 ESA is not required.

2.3.7 GEOTECHNICAL CONDITIONS

Geotechnical Evaluations have been completed for portions of the plan area. These include desktop and intrusive assessments that examined subsurface soil conditions, groundwater elevations, properties of the soil, slope stability, and overall geotechnical conditions. The geotechnical evaluations provide recommendations for construction and requirements for future development. An intrusive Geotechnical Evaluation should be completed for each Outline Plan area in the WOASP.

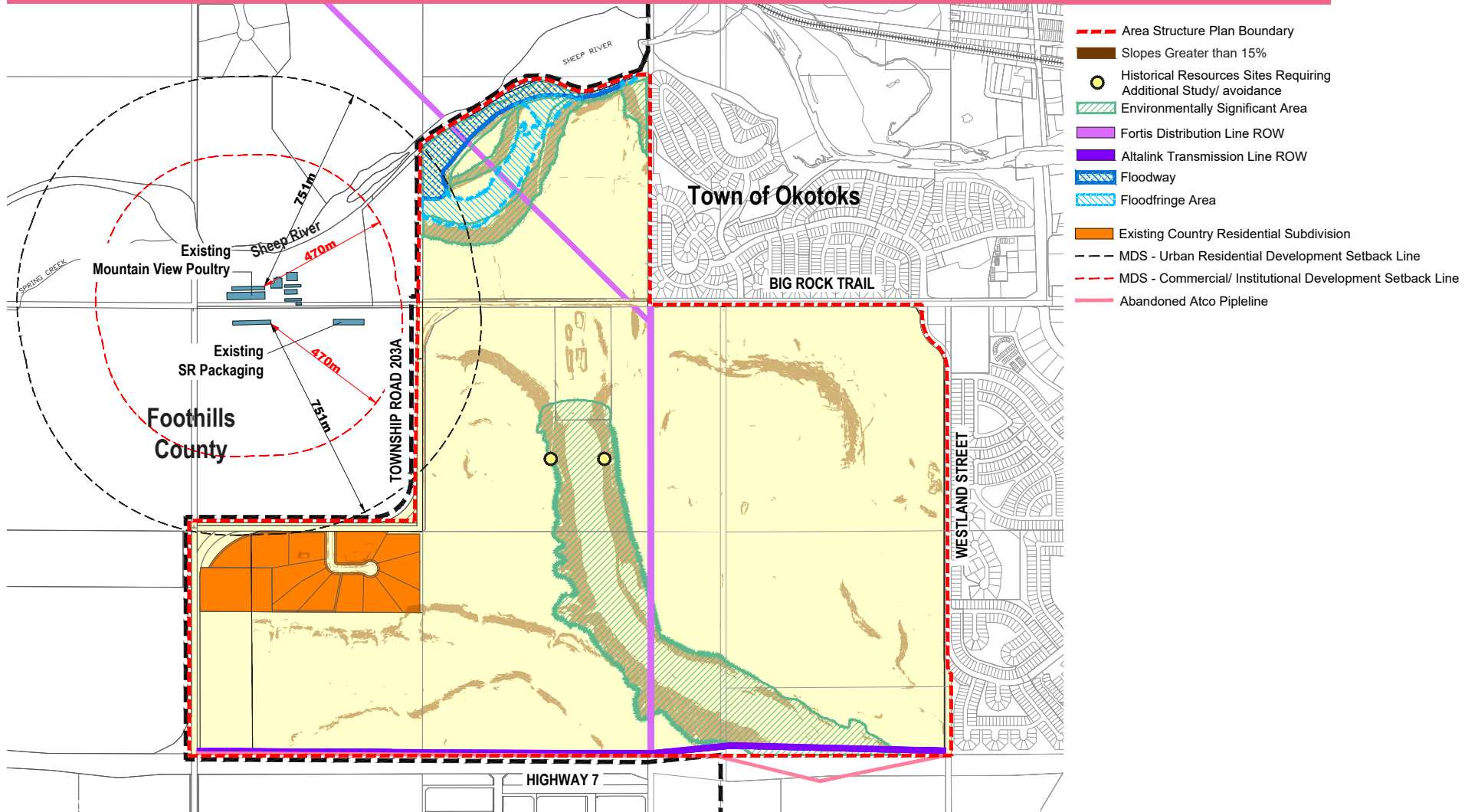
Several steep slopes (greater than 15%) are located within the plan area, illustrated on **Figure 9: Plan Area Constraints**. These slopes should be evaluated further for slope stability and development suitability at the time of an Outline Plan and Land Use Redesignation submission. Steep slopes should be designated as Environmental Reserve (ER) unless otherwise agreed to by the Town of Okotoks. Further geotechnical analysis will establish development setbacks from the shoulder of the top of slope.

POLICIES

- 2.3.7(a) Intrusive Geotechnical Evaluations must be completed and submitted concurrently with each Outline Plan within the WOASP area.
- 2.3.7(b) Development standards and setback requirements from the top and toe of slopes within the WOASP area must comply with the recommendations from the completed Intrusive Geotechnical Evaluations and steep slope setback requirements as specified in the Town of Okotoks Municipal Development Plan.
- 2.3.7(c) Public access and pathways may be permitted in identified steep slope setback areas.



Figure 9 | Plan Area Constraints





2.3.8 TRANSMISSION LINE EASEMENT & RIGHT-OF-WAY

Two overhead transmission lines traverse the plan area, shown on **Figure 9: Plan Area Constraints**. An overhead power distribution line easement owned by Fortis Alberta Inc. diagonally transects the northern quarter of the WOASP and then continues south of Big Rock Trail in an existing road right-of-way until reaching Highway 7, where it continues on the south side of the Highway 7 right-of-way. This power line will be incorporated within the future development of the plan area and is expected to be buried and placed within future road rights-of-way.

An overhead power transmission line right-of-way owned by Altalink Management Ltd is located along the entire south boundary of the WOASP, within the Highway No. 7 right-of-way. Consideration of this line and appropriate setbacks should be acknowledged for any future development adjacent to the transmission line. Open space and pathway systems are considered an appropriate buffer between the transmission line and residential uses. The WOASP may consider a Highway No. 7 interface treatment similar to the transmission line and pathway system located on the southern edge of the Westmount community, directly east of the Plan Area.

POLICIES

- 2.3.8(a) The existing Fortis Alberta Inc. power line must be relocated underground and incorporated into future development within the Plan Area, in accordance with Town specifications.
- 2.3.8(b) Any additional setbacks or regulations for development adjacent to the Altalink transmission line right-of-way will be established at the Outline Plan stage in consultation with Altalink and any other Provincial requirements.
- 2.3.8(c) Development directly adjacent to the Altalink transmission line should consider an open space and/or pathway system buffer between the transmission line and proposed residential uses, and may be developed in general accordance with Section A: Highway No. 7 Interface Area Conceptual Section.
- 2.3.8(d) Any transmission line right-of-way within the Plan Area should be dedicated as Public Utility Lot at the time of subdivision.



2.3.9 ABANDONED ATCO PIPELINE

Based on consultation and engagement with ATCO, an abandoned ATCO pipeline has been identified beyond the plan area. The abandoned pipeline is specified on **Figure 9: Plan Area Constraints** and is situated in the Highway No. 7 right of way to the immediate north of the existing highway road structure. The pipeline is classified as abandoned however future development in proximity to the pipeline and / or road crossings to / from the plan area which propose to cross the pipeline shall require ATCO approval.

2.3.10 ADJACENT AGRICULTURE-BUSINESS USES

Two agriculture-business uses are located directly west of the Plan Area, within Foothills County. The Mountain View Poultry operation contains a confined feeding operation (CFO) and poultry processing plant that raises and processes chickens on site. This operation existed prior to the implementation of the Agricultural Operation Practices Act (AOPA), which applies specific Minimum Distance Separation (MDS) requirements to a CFO facility. The MDS is a measurement that uses livestock numbers to determine a setback from the CFO in order to reduce and mitigate nuisance impacts. The Mountain View Poultry operation does not have a formal MDS that applies to the facility and the Town of Okotoks currently does not have a reciprocal requirement for new development adjacent to a CFO facility. However, in order to mitigate any impacts to new development within the WOASP, a proactive approach to land use planning has been taken.

Through the review of municipal development permits held by the NRCB and current livestock numbers, if a MDS was applied to the Mountain View Poultry operation, the MDS would be 751 metres for urban residential uses and 470 metres for commercial, institutional or recreational uses. The MDS is applied from the edge of a building where manure is stored.

POLICIES

- 2.3.9(a) Ground disturbances and / or surface works within the plan area that are situated within 30 meters of the abandoned pipeline as shown on **Figure 9: Plan Area Constraints** must obtain written approval from ATCO prior to development commencing.
- 2.3.9(b) Future road crossings to / from the plan area crossing the abandoned pipeline must be paved and cross at a perpendicular angle to the pipeline. Written approval from ATCO prior to crossing construction shall be required.
- 2.3.9(c) A future development setback of 15 m from the centre line of the abandoned pipeline to future buildings proposed within the plan area should be considered by the Town of Okotoks and considered as part of future outline plan, land use amendment and development applications.



PLAN AREA & BACKGROUND INFORMATION

The extent of the minimum distance separation is illustrated on **Figure 8: Plan Area Constraints**. A portion of the West Okotoks ASP falls within the urban residential MDS area. Land uses within the urban residential setback should be limited to non-residential uses such as commercial, institutional, operational, and recreational uses. Residential uses should not be permitted within the urban residential MDS area unless there are changes to the CFO or other compelling considerations identified at the Outline Plan stage. Considerations at the Outline Plan and Land Use Application stages may include any change in conditions of the CFO inclusive of best management practices, technological improvements, and/or reduction of animal units.

At the time of adoption of the WOASP, Mountain View Poultry indicated they have no plans to intensify the number of animal units on site and to expand the CFO operation. Due to the relatively close interaction between a confined feeding operation and future urban residential development, any future applications to expand the CFO on site should be closely monitored as development progresses to minimize any conflict between future urban residential uses and intensive agricultural uses.

The second operation on site is a Bakery Mix Facility identified as SR Packaging on **Figure 9**. The facility produces bread mix that is supplied to bakeries and grocery stores throughout Western Canada. There are no setbacks applied to this facility.

Both operations currently rely on direct access to Big Rock Trail from an existing registered roadway. As the plan area develops, and traffic volumes increase on Big Rock trail, the access point and intersection configuration into the site will require monitoring and potential upgrades to ensure safe operations.

POLICIES

- 2.3.10(a) Land uses within the urban residential MDS area illustrated on **Figure 9** should be limited to non-residential uses such as commercial, institutional, or recreational uses.
- 2.3.10(a) Development within the MDS area should be designed to mitigate potential impacts from the CFO operation, including building orientation and location of any outdoor amenity spaces.
- 2.3.10(b) The Town will monitor any future municipal or provincial registration / approval applications to expand the confined feeding operation adjacent to the Plan Area to minimize any conflicts between intensive agricultural uses and future urban residential uses within the plan area.
- 2.3.10(c) Development of the western edge of the WOASP should consider an appropriate urban residential – agricultural interface treatment between agricultural uses within Foothills County and residential uses within the Town of Okotoks; the type of interface treatment should be determined at the Outline Plan and Land Use Amendment stage.
- 2.3.10(d) Legal and physical access to existing parcels of land adjacent to the plan area and accessing Big Rock Trail will be maintained from Big Rock Trail unless a suitable alternative access configuration is provided subject to consultation between the Town, Foothills County, and affected landowners. As the development of the Plan Area proceeds, traffic volumes on Big Rock Trail will be monitored and evaluated to determine when appropriate intersection relocation and upgrades should be undertaken to ensure safe legal and physical access from Big Rock Trail to the existing parcels of land.



2.3.11 EXISTING COUNTRY RESIDENTIAL SUBDIVISION

There is an existing multi-lot country residential subdivision (Tiki Ranch) situated within the west portion of the plan area. The subdivision was registered in 2014 and consists of ten parcels in total, including one parcel encumbered by a significant environmental reserve easement and a public utility lot with a stormwater management facility. As the subdivision was created prior to annexation of the lands, there are active applications to develop the parcels for country residential development with private water and sanitary servicing consistent with the M.D. of Foothills land use and subdivision approval. The Town of Okotoks is bound by the existing approval and development of the lands may continue consistent with the subdivision approval in place and the land use designations in place. Intensification of the development area either through further subdivision or land use redesignation will not be supported by the Town until such time as a comprehensive Outline Plan is developed that includes the plan area and adjacent lands to establish a clear framework for this area to transition to an urban development standard.

POLICIES

- 2.3.11(a) The existing country residential subdivision (Tiki Ranch) located within the WOASP will be permitted to develop in accordance with the current land use and M.D. of Foothills No.31 subdivision approval.
- 2.3.11(b) Private on-site water and on-site private sewage treatment systems are permitted in Tiki Ranch until servicing is extended to the area, subject to all required Town and provincial approvals.
- 2.3.11(c) An Outline Plan will be required prior to future redevelopment of the existing country residential subdivision to urban densities and Town servicing standards.



EXISTING TRANSMISSION LINE



EXISTING COUNTRY RESIDENTIAL SUBDIVISION (TIKI RANCH)





2.4 Surrounding Area Conditions

2.4.1 ADJACENT COMMUNITY INFRASTRUCTURE & AMENITIES

Situated in the south-west sector of Okotoks, the WOASP is well-positioned to accommodate future neighbourhood development and population growth. With the established neighbourhoods of Sheep River Ridge, Westridge, and Westmount to the immediate east of the plan area, the development of the WOASP presents the opportunity for contiguous growth.

As illustrated in **Figure 10: Adjacent Community Infrastructure & Amenities**, the WOASP is in close proximity to existing amenities and services. Regional retail, hospitality, and other commercial uses are located to the east of the plan area along Southridge Drive. Additional regional retail uses are also located on the northeast corner of 32nd Street and Highway 7, within the Southbank Business Park. These commercial areas offer a variety of services to both residents of the Town and the surrounding region. Future community and neighbourhood commercial development within the WOASP will be complementary to the regional commercial services along Southridge Drive.

Nearby community facilities include the Pason Centennial Arena, the Foothills Centennial Centre, the Okotoks Health & Wellness Centre, and the Okotoks Cemetery. Police and Fire services are located at 98 Woodhaven Drive, approximately 4 km from the central portion of the WOASP area.

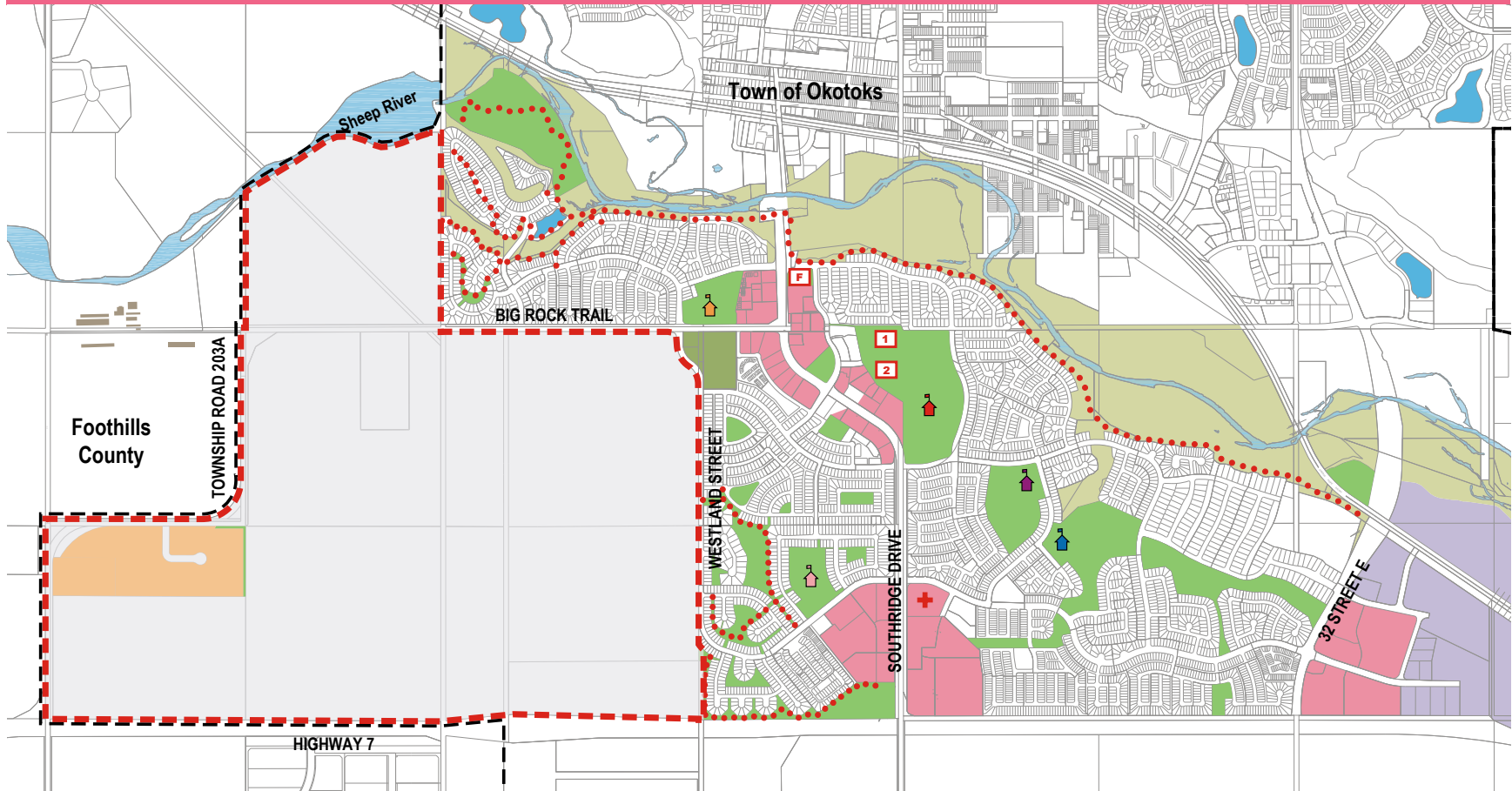
The nearest public schools are located in the adjacent neighbourhoods of Sheep River Ridge and Westmount; the public High School is located just east of Southridge Drive. Two catholic public schools are located within the community of Cimarron.

Adjacent open space features include parks and pathway systems within the adjacent neighbourhoods of Sheep River Ridge, Westridge, and Westmount. The Sheep River system contains escarpments, natural areas, and a continuous pathway system that traverses west-east across the town, connecting multiple communities and providing attractive spaces for recreation and active modes of transportation.

The location and type of existing land uses, community infrastructure, and open space features has helped guide the preparation of the WOASP land use concept and development vision.



Figure 10 | Adjacent Community Infrastructure & Amenities



- | | | |
|------------------------------|---------------------------------|--------------------------|
| Area Structure Plan Boundary | Okotoks Health & Medical Centre | Residential Uses |
| Town of Okotoks Boundary | Fire Station | Open Space/ Parks |
| Public School (K-6) | Pason Centennial Arena | Environmental Reserve |
| Public School (K-9) | Foothills Centennial Centre | Stormwater Facility |
| Public High School | Okotoks Cemetery | Water Course |
| Separate School (K-6) | Commercial | Existing Pathway |
| Separate School (7-9) | Industrial/ Future Industrial | Existing Country Residen |



2.4.2 EXISTING TRANSPORTATION NETWORK

As illustrated in **Figure 11: Existing Transportation Network**, the existing road network in relation to the plan area consists of Big Rock Trail on the north, Township Road 203A and 16th Street West on the west, Highway 7 to the south, and Westland Street to the east. The internal road network within the WOASP will connect to these boundary roads and provide the plan area with access to the regional road network, supporting the movement of residents to and from the plan area.

Additional access into and out of the plan area from surrounding development is limited. Two east-west collector roadways, Westridge Drive and Westland Street, connect existing communities to Southridge Drive. The WOASP internal road network will encourage vehicle movement within the plan area to the major boundary roads including Big Rock Trail and Highway 7 in order to minimize traffic impacts to the existing communities to the east. The proposed road network will also balance traffic impacts with an appropriate level of integration and connectivity between existing communities and the WOASP.

Roadway connections north of the WOASP consist of Sheep River Drive and Sheep River Boulevard. The WOASP internal road network will ensure alignment with these existing intersections along Big Rock Trail.



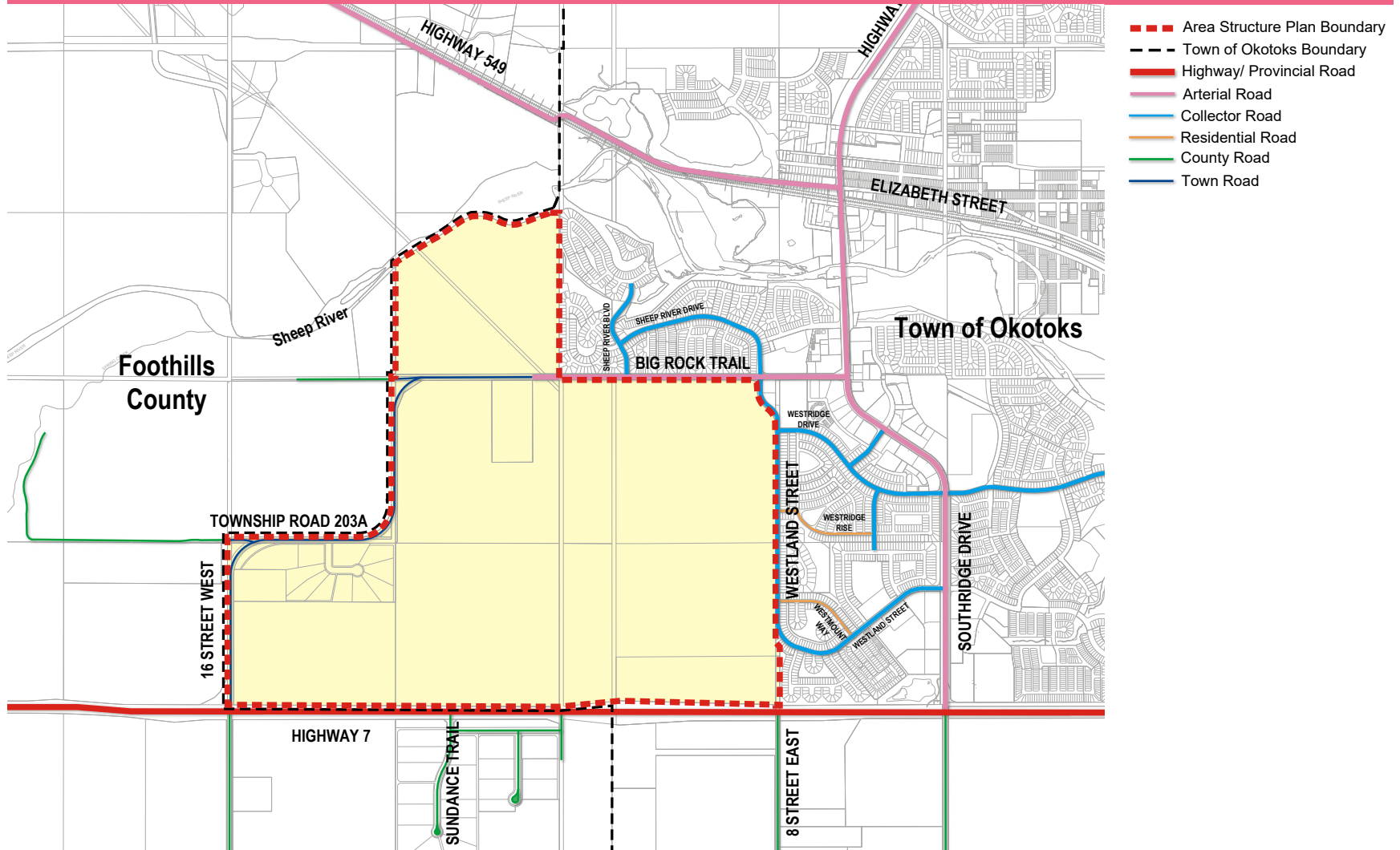
EXISTING BIG ROCK TRAIL



EXISTING HIGHWAY NO. 7



Figure 11 | Existing Transportation Network



with CAD E:\a\1738 ASD.noront June 13, 2010.dwg



SECTION 3.0

Vision and Guiding Principles



3.0 Vision & Guiding Principles

3.1 Vision

The West Okotoks community will be an exciting and active community that caters to all demographics of Okotoks residents. The WOASP will develop as a complete community comprised of a number of distinct neighbourhoods that contain a diversity of housing options, commercial services, and recreational opportunities.

The WOASP respects the natural landscape and provides the opportunity for residents to connect with nature through an extensive open space system that connects the Sheep River valley to a large central wetland and valley. The community vision sees Okotoks residents drawn together at the central wetland, enjoying passive and active recreational opportunities, or relaxing by the wetland with views of the Rocky Mountains. Pathway connections will allow residents to safely walk or cycle throughout the community, connecting key activity centres, open space features, and adjacent neighbourhoods.

A variety of commercial services within the WOASP will serve the daily retail and service needs of community residents. Community and neighbourhood commercial developments will serve as a focal point of community activity, providing a place to shop, access services, relax, and meet friends.

The WOASP will integrate with and complement existing neighbourhoods and corridors, ensuring appropriate interface conditions while providing new opportunities for housing choice, education, recreation, and services.

West Okotoks will develop as a vibrant and inclusive community with distinct amenities that connect residents to nature and foster a sense of community.



The guiding principles of the WOASP reflect the goals and vision identified in the Okotoks Community Sustainability Plan:

“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.”





3.2 Guiding Principles

By respecting and applying the guiding principles of the Sustainability Plan, the WOASP will provide a made-in-Okotoks framework for a livable, vibrant, and inclusive community. Key design principles embodied in this Area Structure Plan include:



Connection to Nature

Unique natural environments and landscapes within the plan area will be integrated into the community in order to respect their ecological role and to enrich the experience of Okotoks residents. Key environmental open space areas will be enhanced with pathway systems and appropriately integrated with the community to allow convenient access for people to connect with nature.



Places to Shop & Socialize

Community Nodes and Neighbourhood Hubs within the plan area will provide a variety of lifestyle services that meet the daily needs of residents. Community Nodes will be mixed-use areas that are situated in strategic locations to act as community destinations, providing a focal point for residents to conveniently gather and socialize.



Diverse Housing Options

A range of housing forms and density will be integrated throughout the plan area, offering choice to Okotoks residents, creating inclusive neighbourhoods, and allowing people to remain in the community through all stages of life.



Active Transportation & Connectivity

The WOASP transportation network will ensure efficient movement of residents throughout the community while connecting the plan area to the regional transportation network and surrounding neighbourhoods. By incorporating pedestrian and cyclist infrastructure, future transit networks, and a comprehensive regional pathway system, multi-modal forms of travel and active lifestyles are encouraged within West Okotoks.



Integration with Existing Communities

The plan area will consider and respect existing development. Boundary conditions will complement and integrate with existing neighbourhoods, open space systems, institutional uses, highway corridors, and other key infrastructure conditions.



3.3 Land Use Concept

Figure 12: Land Use Concept illustrates the general location of proposed land uses, the major street and pathway network, and major open space areas. **Table 2: Land Use Overview** provides a brief description of the key land use elements that relate to the WOASP.

Table 2 | Land Use Overview














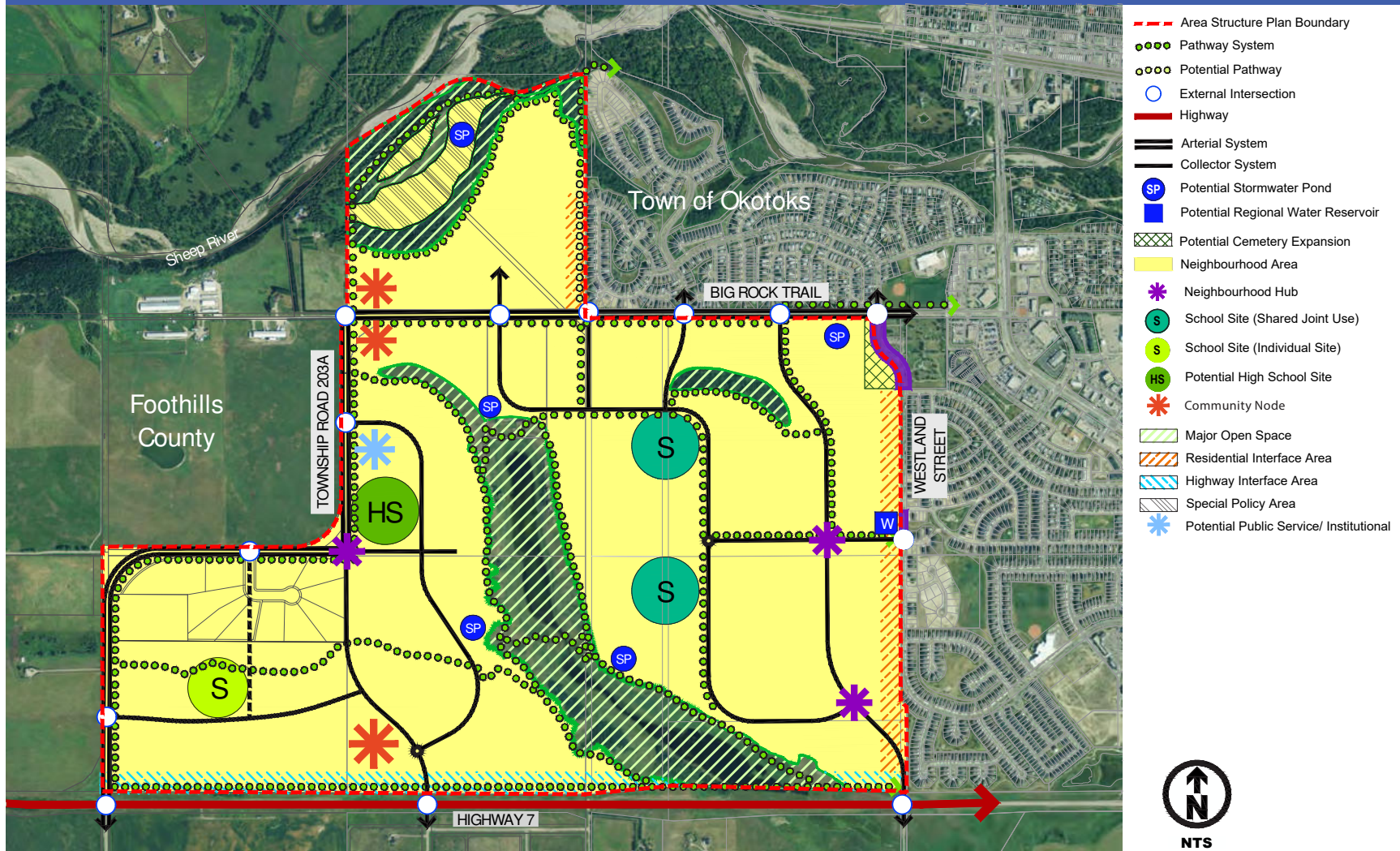
	NEIGHBOURHOOD AREA will contain a diversity of residential housing types, neighbourhood parks, and local roads that will provide housing opportunities and amenities for a variety of Okotoks residents.		POTENTIAL PUBLIC SERVICE/INSTITUTIONAL a site for potential future public services or institutional uses identified by the Town of Okotoks.
	COMMUNITY NODE comprehensively planned, mixed-use activity centres that serve the needs of the surrounding community (uses may include commercial, high density residential, and other compatible uses).		RESIDENTIAL INTERFACE AREA portions of the plan area that are adjacent to existing homes. Policy wording in Section 4.4 of this ASP speaks to the appropriate interface conditions with existing residential uses.
	NEIGHBOURHOOD HUB a focal point of a neighbourhood containing a small portion of local commercial uses, medium-high density residential uses, and an amenity space.		HIGHWAY INTERFACE AREA portions of the plan area that are directly adjacent to Highway 7. Policy wording in Section 4.5 of this ASP outlines compatible interface conditions with the highway.
	MAJOR OPEN SPACE areas that are anticipated to remain as open space due to their environmentally significant features or due to geotechnical reasons.		LOWER ESCARPMENT SPECIAL POLICY AREA a policy overlay applying to lands situated within the lower escarpment. This area will require further technical evaluation and assessment at the time of a future Outline Plan and Land Use Amendment application and potential development remains subject to the Town MDP review and update.
	REGIONAL PATHWAY a pathway system, consisting of on-street and off-street multi-modal pathways connecting neighbourhood areas, commercial areas, and school sites.		SCHOOL SITE (INDIVIDUAL SITE) potential site for one school building and associated play fields.
	SCHOOL SITE (SHARED JOINT USE) potential site for a shared school site containing two school buildings and associated play fields.		POTENTIAL HIGH SCHOOL SITE potential site for a high school building and associated play fields.
	POTENTIAL CEMETERY EXPANSION potential expansion of the existing Okotoks Cemetery and road closure of a portion of Westland Street to accommodate cemetery expansion.		



Figure 12 | Land Use Concept










3.4 Area Structure Plan Statistics

3.4.1 LAND USE STATISTICS

Table 3: ASP Land Use Statistics provides an overview of land use statistics for the WOASP. The statistics have been calculated based on the land uses illustrated on **Figure 11: Land Use Concept**. The statistics are intended to provide a high level understanding of anticipated land use yields, population and employment projections for the plan area.

Table 3 Area Structure Plan Statistics				
		Area (ha)	Area (ac)	% of Plan
Neighbourhood Area		338.5	836.4	79%
Community Node		14.2	35.1	3.3%
Major Open Space (Environmental and Municipal Reserve)		62.2	153.6	14.5%
Potential Cemetery Expansion		1.6	4.0	0.4%
School Sites		12.1	30.0	2.8%
TOTAL		428.6	1059.1	100%

POLICIES

- 3.4.1(a) The location and type of land uses, open spaces, and major road network within subsequent Outline Plans must be in general conformance with this Area Structure Plan.
- 3.4.1(b) Notwithstanding Policy 3.4.1(a), minor variances to the land use concept at the time of an Outline Plan, land use amendment, or subdivision application will not require an amendment to this ASP.



3.4.2 POPULATION & JOBS PROJECTION

Table 4: Population & Job Statistics calculates the approximate population and job projections for the WOASP. The gross developable residential area was calculated by deducting the non-developable areas and proposed regional land uses from the total plan area. The former Calgary Metropolitan Plan identified a minimum residential density of 8-10 units per gross developable residential acre within new growth areas. The minimum population projection for the WOASP was determined using a minimum residential density target of 8 units per gross developable residential acre for Phase 1 lands and minimum 10 units per gross developable residential acre for Phase 1a, Phase 2 and 3 lands. Anticipated job projections were calculated by applying an anticipated employment ratio to the ultimate projected commercial buildable area within WOASP area.

POLICIES

3.4.2(a) Outline Plan applications within Phase 1 of the WOASP shall be context sensitive to adjacent urban development, land use and density conditions and should achieve a minimum residential density of eight (8) units per gross developable residential acre (+/- 20 units per gross developable residential hectare).

3.4.2(b) Outline Plan applications within Phase 1a, 2 and 3 of the WOASP shall be context sensitive to adjacent urban development, land use and density conditions and should achieve a minimum residential density of ten (10) units per gross developable residential acre (+/- 25 units per gross developable residential hectare).

Table 4 | Population & Job Statistics

	Area (ha)	Area (ac)
Total Plan Area	428.6	1059.0
Less Potential Major Open Space (Environmental and Municipal Reserve)	62.2	153.6
Less Potential Cemetery Expansion	1.6	4.0
Gross Developable Area	364.8	901.4
Less Community Node Areas	14.2	35.0
Gross Developable Residential Area	350.6	866.4

Gross Developable Residential Area	Town of Okotoks Density Target	Approximate minimum number of dwellings
Phase 1 57.7 ha (142.6 ac)	Min. 8 upa	1140
Phase 1a, 2 & 3 292.9 ha (723.8ac)	Min. 10 upa	7237
TOTAL ALL PHASES 350.6 ha (866.4ac)	Varies	8377

Approximate number of people per dwelling	Minimum Population Projection	Minimum Job Projection ¹
2.9 people	24,293	2,286

¹: Anticipated Job Projection is based on the following assumptions:

- Commercial areas in two (2) Community Nodes - (14.2 hectares, 35.0 acres)
- Commercial areas in three (3) Neighbourhood Hubs - (3.0 hectares, 7.5 acres)
- Approx. 375,000 ft² or 114,300 m² commercial buildable area in areas identified
- Employment Ratio Assumption: 1 job per 50 m² of commercial buildable area





SECTION 4.0

Community & Neighbourhood Framework



4.0 Community & Neighbourhood Framework

4.1 Complete Community

The WOASP will be developed as one (1) complete community comprised of five (5) neighbourhoods that offer a unique identity, range of housing, commercial, recreational, institutional land uses and public spaces.

The development of the WOASP plan area as a complete community will support the efficient utilization of land and infrastructure, afford a range of housing choices and opportunities, provide local and regional services and employment, and support mobility options and transit service through increased densities, complete streets and an integrated and connected open space and pathway system.





POLICIES

- 4.1(a) The WOASP plan area must develop as one (1) complete community comprised of five (5) unique and distinct neighbourhoods as outlined on **Figure 13: Neighbourhood Boundaries**.
- 4.1(b) The WOASP community identity must be informed and guided by the following:
- i. Centralized wetland area is retained and preserved
 - ii. Significant slopes and rock escarpments are retained and preserved
 - iii. The Sheep River floodway lands are retained and preserved
 - iv. Regional and localized pathways that will enhance mobility throughout the community
 - v. Gateway function of the plan area and relationship to Highway No. 7
 - vi. Identified community nodes and neighbourhoods hubs which will serve as key focal points
- 4.1(c) The WOASP complete community should provide for the following:
- i. a broad range of housing choices and densities which cater to varying demographic and market needs, are transit supportive, and offer a range of built forms.
 - ii. a range of regional and local commercial uses that provide both employment opportunities and services that allow residents to meet most of their daily basic needs without leaving the community.
 - iii. schools, public spaces, parks and recreation opportunities, places of worship, culture and leisure spaces, community services.
 - iv. an interconnected pathway, bikeway, sidewalk and roadway network allowing multi - modal opportunities and convenient pedestrian and vehicular access and movement throughout the community and to key focal points and activities centres.
 - v. permeability to allow all modes of travel to connect to adjacent communities
 - vi. convenient and accessible transit services
 - vii. distinctive and attractive neighbourhoods
 - viii. a healthy natural environment



4.2 Neighbourhood Boundaries

Neighbourhoods are considered the key building block to support complete community development. Typically, a Neighbourhood is defined as a neighbourhood area designed around a key focal point such as, but not limited to, a Neighbourhood Hub, a Community Node, or a corridor.

As illustrated on **Figure 13: Neighbourhood Boundaries**, five (5) neighbourhoods are proposed within the WOASP community. The delineation of these proposed neighbourhood boundaries considers the extent of the plan area, the general size of a neighbourhood, the regional and internal street network, and the topography and environmental conditions of the Plan Area.

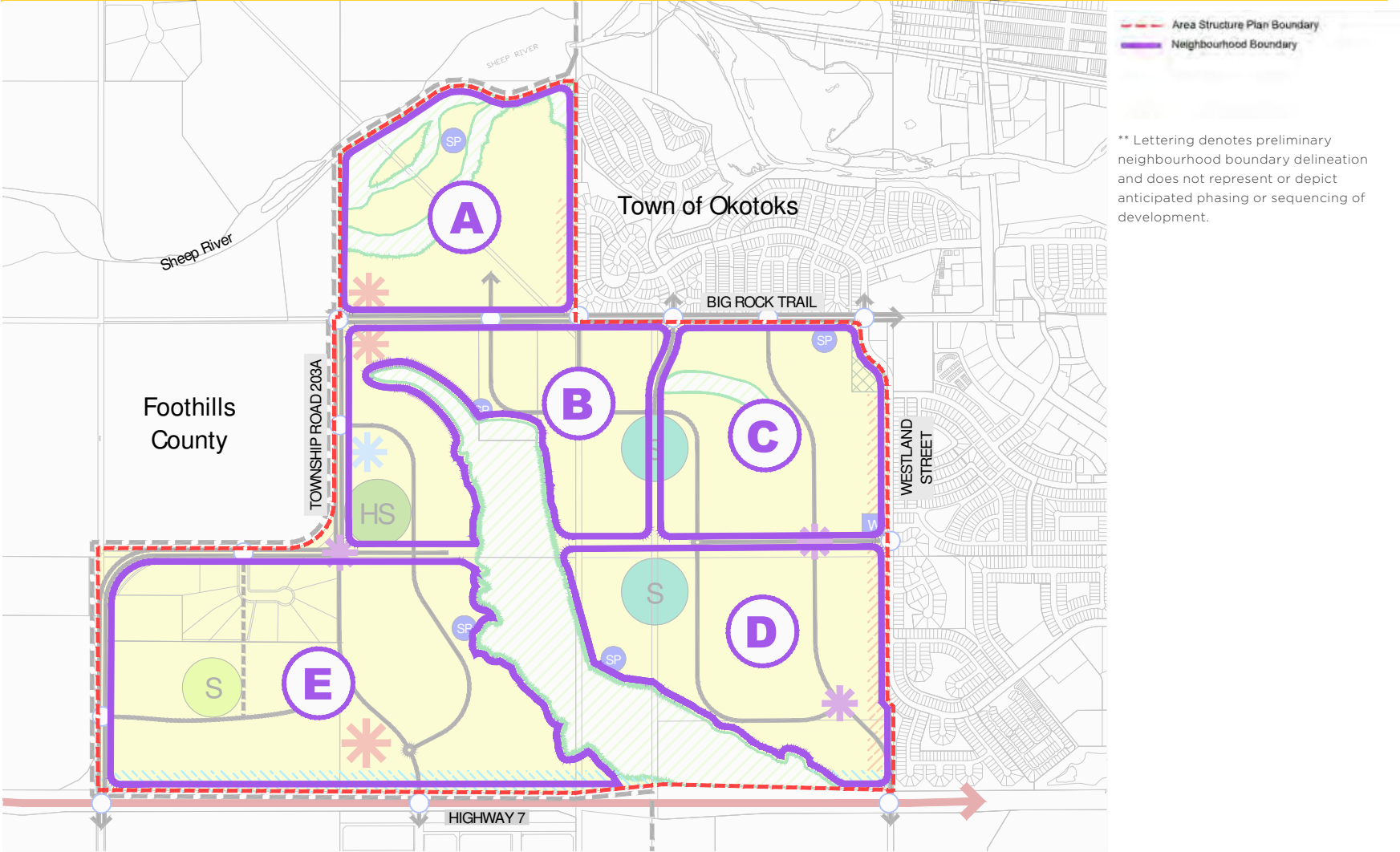
Proposed focal points within identified neighbourhoods are identified on **Figure 12: Land Use Concept** as 'Neighbourhood Hub' or 'Community Node'. Additional focal points may be created throughout each neighbourhood area to support neighbourhood activity and create a sense of place. These hubs of activity should act as neighbourhood or community destinations and may include a combination of public open space, medium-high density residential uses, commercial uses, recreational, and institutional uses. Neighbourhood boundaries, land use composition, and neighbourhood focal points are approximate and may be refined at the time of an Outline Plan. The size, land use composition, and architectural style may vary between neighbourhoods.

POLICIES

- 4.2(a) The WOASP area should include five distinct (5) neighbourhoods as illustrated on **Figure 13: Neighbourhood Boundaries**. The exact boundaries of proposed neighbourhoods may be refined at the time of an Outline Plan without an amendment to this plan.
- 4.2(b) Neighbourhood Areas must be designed around neighbourhood focal points including proposed Community Nodes and / or Neighbourhoods Hubs as identified on **Figure 12: Land Use Concept**. Neighbourhood focal points should include public open space and may contain a combination of medium-high density residential uses, commercial uses, recreational and cultural uses, and institutional uses.
- 4.2 (c) Neighbourhoods should provide a distinct identity for its residents created through the use of design approaches which include sight-lines and access to environmental open space, public parks, focal points, streetscape design, distinct buildings, landmarks and public art.
- 4.2 (d) Neighbourhood design must be supplemented with neighbourhood design guidelines submitted at the time of an Outline Plan submission and architectural controls submitted at the time of subdivision application submission. The neighbourhood design guidelines and architectural controls must help support a sense of unique neighbourhood identity and ensure distinctive, high quality commercial and residential development.
- 4.2(e) Final neighbourhood boundaries, land use composition and neighbourhood focal points must be addressed and finalized as part of an Outline Plan submission which must be developed in accordance with the policy direction contained in this plan.



Figure 13 | Neighbourhood Boundaries





4.3 Neighbourhood Area

Proposed Neighbourhood Areas will be designed around neighbourhood focal points and accommodate a mix of residential uses, neighbourhood parks, environmental open space, local streets, and pathways that facilitate the development of an inclusive and livable community.

Residential uses will consist of a diversity of housing types and densities that cater to residents of all ages, income levels, and lifestyles. Low, medium, and high density residential uses must be cohesively integrated throughout the plan area and throughout each neighbourhood. In order to encourage walkable and active neighbourhoods, higher density uses should be located in close proximity to community amenities including Neighbourhood Hubs, Community Nodes, open space features, regional pathways, and major road networks that may support future transit service.

The WOASP must provide a mix of housing types throughout the plan area. Interface areas and gradients in density will be provided in order to ensure appropriate transitions and compatibility between various land uses and densities, and with adjacent communities.

POLICIES

- 4.3(a) Neighbourhood Areas in Phase 1 must be located as shown on **Figure 12: Land Use Concept and Figure 25: Phasing** and must be planned to achieve a minimum density of eight (8) units per gross developable residential acre.
- 4.3(b) Neighbourhood Areas beyond Phase 1 must be generally located as shown on **Figure 12: Land Use Concept and Figure 25: Phasing** and must be planned to achieve a minimum density of ten (10) units per gross developable residential acre.
- 4.3(c) Neighbourhood Areas must be designed around key neighbourhood focal points including but not limited to a Neighbourhood Hub, Community Node, neighbourhood park or environmental open space to create a neighbourhood destination and sense of neighbourhood identity.
- 4.3(d) Neighbourhood Areas must consist of predominantly residential uses and should include some compatible non-residential uses.
- 4.3(e) Neighbourhood Areas must accommodate a diversity of housing types to provide options to a variety of residents; housing types should be integrated throughout the plan area to promote an inclusive community.
- 4.3(f) Neighbourhood Areas must comply with the Town of Okotoks MDP minimum targets for non traditional (not single detached) housing development at the time of Outline Plan approval.
- 4.3(g) Medium and High Density residential development within the plan area should be:
 - i. located adjacent to or in close proximity to major roadways, future transit service, and the active transportation network.
 - ii. located in close proximity to community amenities such as Neighbourhood Hubs, Community Nodes, and open space systems.
 - iii. integrated with lower density development through the use of appropriate transitions that create compatible interfaces with surrounding neighbourhoods.
- 4.3(h) Alternative housing forms (such as secondary suites, live-work units, laneway housing and mixed-use housing) should be integrated within Neighbourhood Areas in order to meet the needs of various lifestyles and support the delivery of affordable housing.



4.4 Special Policy Area

The 'Lower Escarpment Special Policy Area' as identified on **Figure 12: Land Use Concept** is a policy overlay that applies to lands situated within the lower escarpment of the plan area, a portion of which are contained within the Sheep River flood fringe as defined by the floodway and flood fringe mapping completed by Matrix Solutions Inc. in March 2017. The Government of Alberta is currently completing an enhanced Sheep River Hazard Study that will provide new flood inundation and flood hazard mapping for the Sheep River. Once complete, the Government of Alberta study and accompanying mapping will override the Matrix Solutions (2017) study and support an update to flood way and flood fringe boundaries contained within the West Okotoks Area Structure Plan.

Within the WOASP, the lands located within the 'Lower Escarpment Special Policy Area' may be considered for future development. While these lands may be developable, there are technical concerns that remain, including access management, potential property risk and the degree of flood mitigation measures that may be required to support development. In addition, and subsequent to the Town approval of its Environmental Master Plan, the Town is currently reviewing policies related to development within flood fringe areas as part of the Municipal Development Plan review currently underway, which may or may not lead to a comprehensive update to the Town of Okotoks Flood Plain Policy. Collectively, the Town MDP update and updated Flood Plain Policy update may necessitate an update to the WOASP.

Further review at the time of an Outline Plan and Land Use Amendment application will require a more detailed analysis of these lands including, but not limited to proposed land use, building construction types, the placement of shallow and deep utilities, stormwater management, transportation access to the lands, setbacks and modifications from surrounding slopes, protection of riparian ecosystems, and compliance with Town of Okotoks policy.

POLICIES

- 4.4(a) The lands situated within the Lower Escarpment Special Policy Area as identified on **Figure 12: Land Use Concept** may be developable, subject to the design and implementation of flood mitigation measures, under the Government of Alberta best management practices and the CMRB Interim Growth Plan. Notwithstanding, the future development of these land remains subject to consideration of the policy provisions of the Town of Okotoks MDP, Flood Plain Policy and Land Use Bylaw which may or may not necessitate updates to the WOASP.
- 4.4(b) Lands situated within the Lower Escarpment Special Policy Area will require further technical evaluation and assessment at the time of an Outline Plan and Land Use Amendment application in consideration of access constraints, flood mitigation, servicing infrastructure needs, property risk, environmental considerations, and other identified considerations to the satisfaction of the Town.
- 4.4(c) Notwithstanding policy 4.4(a)(b), lands located with the Lower Escarpment Policy Area may be dedicated as Conservation Reserve (CR) subject to the provisions of the Municipal Government Act (MGA) and an agreement for compensation being reached between the landowners, Town of Okotoks and /or Government of Alberta. The use of land dedicated as Conservation Reserve must be in accordance with the Municipal Government Act (MGA).



4.5 Residential Interface Area

Residential Interface Areas within the WOASP are lands that are situated directly adjacent to existing residential uses, as illustrated in **Figure 14: Interface Areas**. The intent of the Interface Area is to ensure that new residential development within the Plan Area has a residential density and housing form similar and compatible to surrounding development.

The two Residential Interface Areas identified within the Plan Area have different boundary conditions. Subject lands adjacent to Westland Street interface with existing residential dwellings that front onto the street. Therefore, proposed housing within the plan area should front towards Westland Street in order to provide a compatible and attractive streetscape. Proposed development adjacent to Westland Street will consist of low density housing in the form of single-detached units, similar in form to existing houses on the east side of the street.

The Interface Area in the north portion of the Plan, adjacent to the community of Sheep River Ridge, consists of existing residential lots that back on to the Plan Area. Proposed development in this Interface Area should consist of low density residential development that provides a compatible rear yard interface.



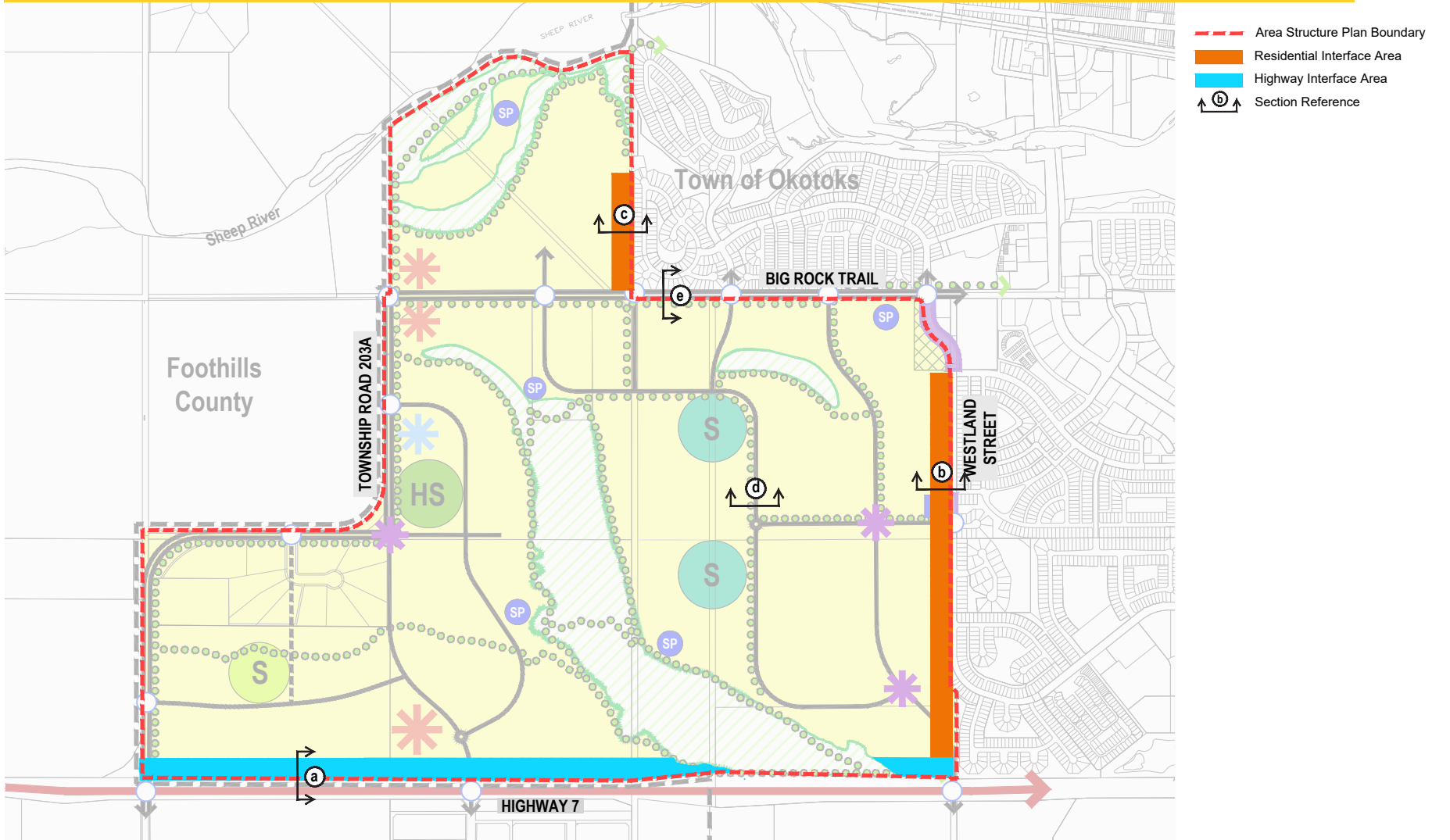
POLICIES

- 4.5(a) The Residential Interface Area is located as generally shown on **Figure 14: Interface Areas**, adjacent to Westland Street and along the western boundary of the Sheep River Ridge community.
- 4.5(b) The Interface Area adjacent to Westland Street should consist of single or semi-detached dwellings that are similar in form to existing houses that front towards Westland Street and should be developed in general accordance with **Section B: Westland Street Interface Area Conceptual Section**.
- 4.5(c) The Interface Area adjacent to the community of Sheep River Ridge should consist of low -density residential development that provides a compatible rear-yard interface with existing residential uses and should be developed in general accordance with **Section C: Sheep River Ridge Interface Area Conceptual Section**.
- 4.5(d) The layout and type of residential uses within the Residential Interface Area will be defined at the Outline Plan and Land Use Amendment stage.



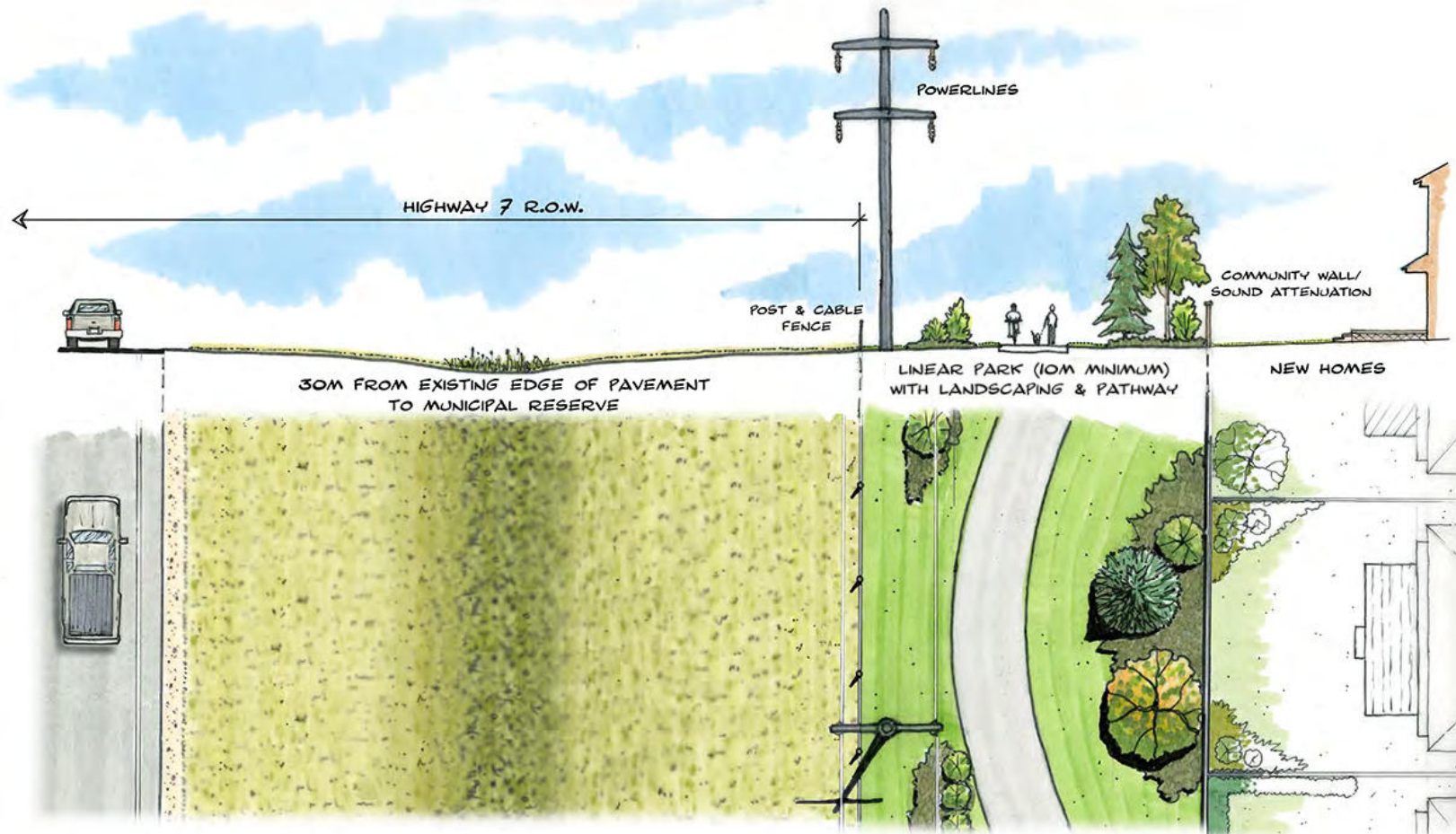


Figure 14 | Interface Areas





Section A: Highway No. 7 Interface Area - Conceptual Section

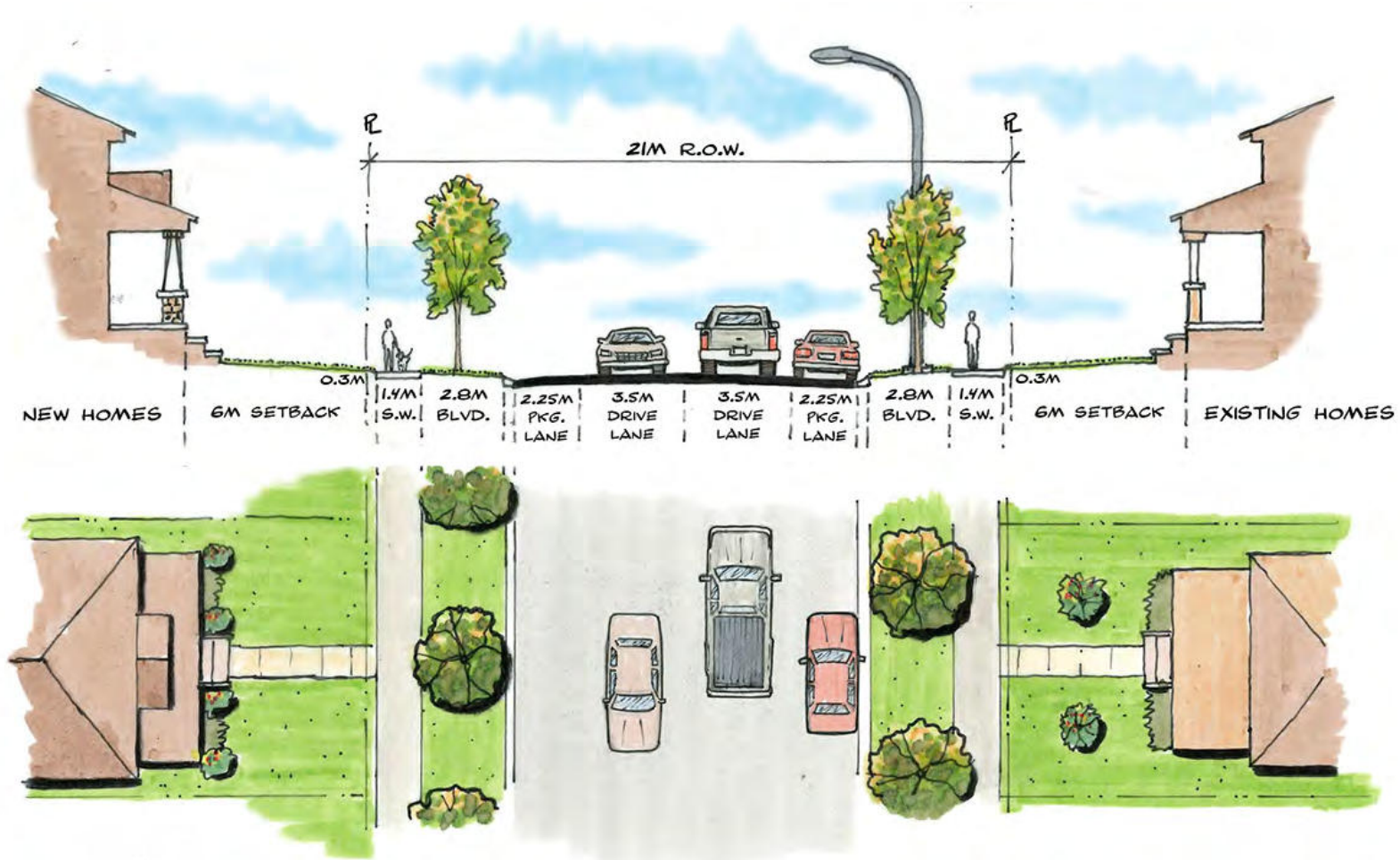


*Note: Detailed design and specific spacing to be determined at Outline Plan or subdivision stage.

HIGHWAY 7 INTERFACE WITH NEW DEVELOPMENT



Section B: Westland Street Interface Area - Conceptual Section

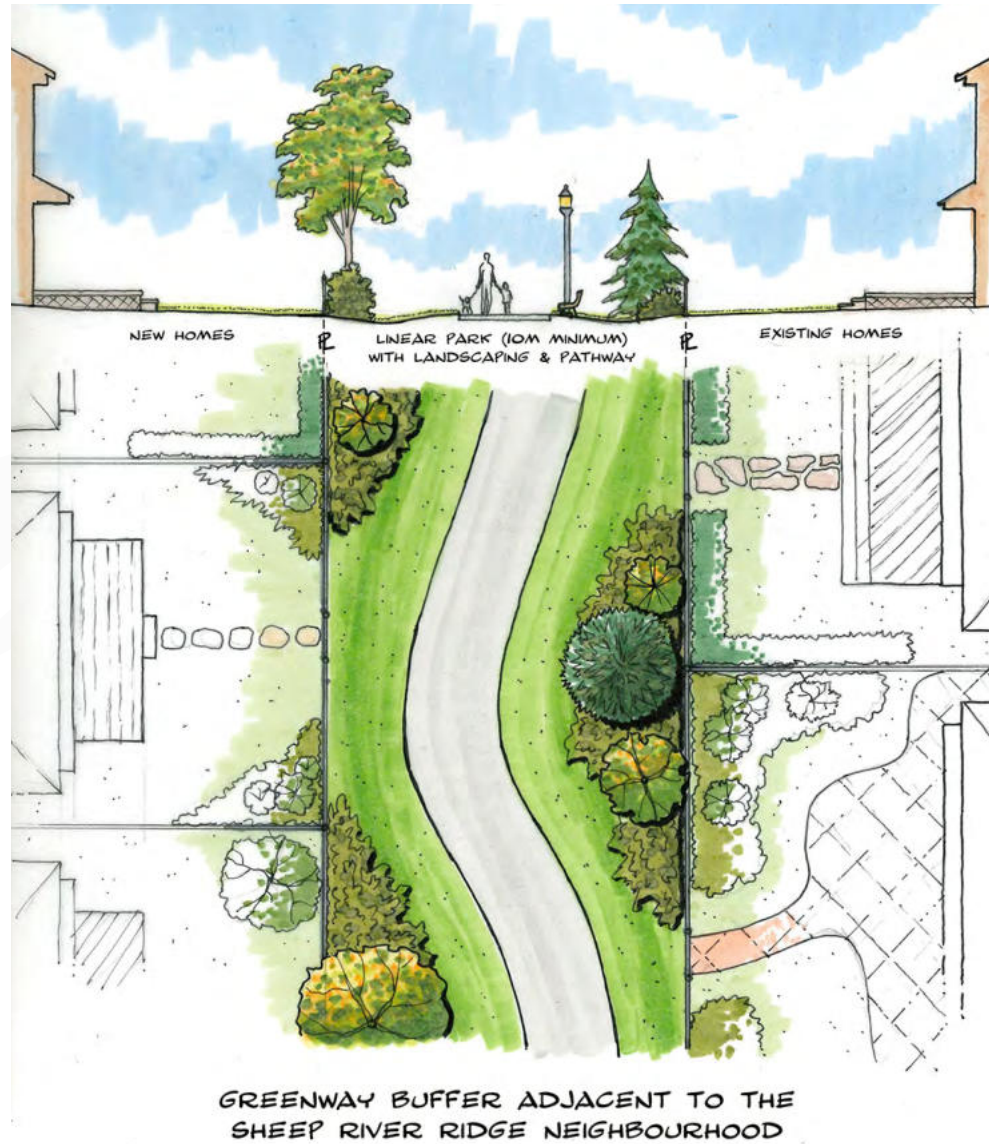


WESTLAND STREET CROSS SECTION

*Note: Detailed design and specific spacing to be determined at Outline Plan or subdivision stage.



Section C: Sheep River Ridge Interface Area - Conceptual Section



*Note: Detailed design and specific spacing to be determined at Outline Plan or subdivision stage.



4.6 Highway Interface Area

The Highway Interface Areas within the WOASP are highlighted in **Figure 14: Interface Areas** and include residential and commercial lands adjacent to and highly visible from Highway 7.

The quality of the interface between the Highway and the plan area is important due to a combination of visual appeal, noise mitigation, and safety considerations. The WOASP lands are situated as the western gateway into the Town of Okotoks and should consist of a high quality built environment that defines the entrance to the Town.

Other design considerations within the Highway Interface Area should account for the Altalink transmission line that traverses east-west along the south boundary of the Plan Area, within the Highway 7 right-of-way. A regional pathway is proposed within the Highway Interface Area in order to provide a buffer from the transmission line, provide a comprehensive pathway network, and tie in with the existing pathway network on the south boundary of the community of Westmount.

In order to ensure a high quality built environment and visual appeal along Highway 7, interface design objectives and landscape treatments could include one or more of the following:

- **Variation in built form**- varying land uses between commercial, residential, and open space along the length of the Highway Interface Area will help to break up the interface area and provide visual relief to the traveling public.
- **Visual Screening and/or Enhancement**- high quality fencing or decorative walls should be utilized for residential uses adjacent to Highway 7. Fencing or decorative walls should be of consistent quality along the length of the interface area.
- **Landscaping and open space**- natural landscaping and open space elements within the Highway Interface area can add visual appeal, provide a buffer from existing transmission lines, and offer active mode connections across the south boundary of the plan area.
- **Town Entrance Signs**- as part of the gateway into the Town of Okotoks, a Town entrance sign may be considered on the western edge of the WOASP. Municipal signage is the responsibility of the Town and usually located within a road right-of-way



POLICIES

- 4.5(a) The Highway Interface Area is located as generally shown on **Figure 14: Interface Areas**, adjacent to the northern edge of Highway 7.
- 4.5(b) Highway Interface Areas should consist of a high quality built form that recognizes the western gateway into the Town of Okotoks.
- 4.5(c) Highway Interface treatment may include a combination of natural landscaping elements and open space, high quality fencing, decorative walls, and/or a variation in built form and may be developed in general accordance with **Section A: Highway No. 7 Interface Area - Conceptual Section**.
- 4.5(d) The treatment of Highway Interface Areas should be generally defined through Outline Plan submissions and finalized as part of the subdivision process via the preparation of detailed construction drawings. A noise impact assessment and attenuation study should be submitted as part of future outline plan and land use amendment applications for lands situated within Phase 3 of the plan area as indicated on **Figure 25: Phasing**.





4.7 Neighbourhood Hub

The Neighbourhood Hubs within the WOASP, identified on **Figure 12: Land Use Concept**, are envisioned as neighbourhood destinations, providing a mix of land uses that provide local commercial services, open spaces, and higher density residential uses.



Neighbourhood Hubs should support and facilitate neighbourhood interaction and identity by providing a pedestrian-oriented environment that is easily accessible to a large portion of the neighbourhood. The proposed Hubs within the plan area are located along the collector road system to ensure convenient access and accommodate future transit-oriented development.

Commercial uses within the Neighbourhood Hub can be stand-alone developments or part of a mixed-use development within higher density mixed-use areas. The role of commercial development within the Neighbourhood Hub is to serve local convenience needs for nearby residents. Uses may include small-format retail uses and services such as a convenience store, restaurant, café, bakery, hair salon, daycare facilities, and other daily services. A limited amount of office space that accommodates personal, professional and financial services may also be provided within the Hub. Medium and high density residential uses within and adjacent to the Neighbourhood Hub will strengthen the vibrancy and success of the retail developments, increase activity within the Hub, and provide a transition to surrounding lower density residential areas.





POLICIES

- 4.7(a) Neighbourhood Hubs will be generally located as shown on **Figure 12: Land use Concept**. The exact boundary and location of these Hubs will be refined further at the Outline Plan and Land Use Amendment stage.
- 4.7(b) Neighbourhood Hubs must be located at the intersection of two collector or higher standard roads to allow for convenient access and accommodate future transit service.
- 4.7(c) Neighbourhood Hubs must be well-connected to the surrounding residential areas through a network of pathways and walkways that provide convenient and safe connections for active modes of transportation.
- 4.7(d) Neighbourhood Hubs should be comprehensively planned to include a mix of land uses and may include a combination of:
 - Medium and high density residential development
 - Local commercial uses
 - A public open space/amenity space
 - Recreational and institutional uses
 - Other compatible uses
- 4.7(e) Each Neighbourhood Hub should contain approximately 20,000-25,000 square feet (1.5 -2.0 acres) of local commercial uses.
- 4.7(f) Commercial and retail buildings should be oriented towards the street to promote walkability and pedestrian-scale development.
- 4.7(g) Parking areas should be located behind buildings or otherwise screened from the street.
- 4.7(h) Medium density residential uses should be located adjacent to Neighbourhood Hubs to increase activity and ensure appropriate transitions to lower density residential uses.
- 4.7(i) The conceptual layout and the mix of land uses within each Neighbourhood Hub must be defined at the Outline Plan and Land Use Amendment stage.



4.8 Community Nodes

The Community Nodes identified on **Figure 12: Land Use Concept** are intended as mixed-use developments that will support a range of uses and meet the shopping needs of the community.



The Community Nodes are intended as comprehensively planned, mixed-use activity centres that serve the needs of the surrounding community. A Community Node should consist of a mix of commercial uses, medium to high density residential development, as well as recreational, institutional, and cultural uses. The Community Nodes within the WOASP should be areas with a high intensity of people and jobs to support a vibrant street environment and a balance of mobility options including future public transit. Design of the Community Node should focus on the integration of commercial uses with surrounding residential neighbourhoods to promote a walkable and human-scaled destination.

The retail and office uses within the Community Nodes will be larger in scale than local commercial uses found within Neighbourhood Hubs, and will provide community-scale services such as a supermarket, pharmacy, liquor store, restaurants, gas bar, financial institutions, and other small and medium retail tenants. Office space typically associated with retail developments should also be accommodated in the Community Nodes, including professional and financial services such as doctors, dentists, lawyers, real estate offices, etc.

The proposed Community Nodes are located adjacent to major roads that will serve the West Okotoks community and provide easy access from adjacent neighbourhoods. Big Rock Trail and Highway 7 will provide the accessibility and the traffic exposure needed to sustain community scale commercial development. The Community Nodes will be designed to be active transportation friendly with direct connections to the community through a permeable street network and pedestrian and cyclist pathways. Public plazas, amenity space, and pathways within the Community Node will reinforce its role as a focal point of the community.



POLICIES

Location

4.8(a) Community Nodes must be located:

- in areas with high visibility and in proximity to the future transit network;
- in the general location as shown on **Figure 12: Land use Concept**. The exact boundary and location of these Community Nodes will be refined further at the Outline Plan and Land Use Amendment stage.

Size & Intensity

- 4.8(b) A Community Node should be a minimum of 4 hectares (10 acres) in size.
- 4.8(c) The Intensity of a Community Node should achieve a minimum of 100 people and jobs per gross developable hectare at full build-out.
- 4.8(d) The Community Nodes should be designed to support intensification over time in order to accommodate local employment opportunities.

Composition

- 4.8(e) The composition of the Community Node:
- must contain a mix of land uses including commercial, residential, and amenity space, which can be mixed horizontally or vertically;

- may include additional uses such as recreational, institutional, cultural, or other public services.
- buildings should be oriented towards the street to promote walkability and pedestrian-scale development.
- parking areas should be located behind buildings or otherwise screened from the street.

4.8(f) Commercial uses within a Community Node:

- should be predominantly small and medium format retail uses and may consist of other compatible employment uses such as office, professional, medical, and financial services;
- must provide a minimum of 100,000 square feet (±9,290.3 m²) of total gross commercial floor space within each Community Node.
- The exact land area size and commercial floor area of each Community Node will be determined through subsequent market analysis at the Outline Plan Stage.

4.8(g) Residential uses within a Community Node:

- should include a range of medium-to-high density multi-unit residential development;
- must be integrated with other uses within the site, either horizontally or vertically.



- 4.8(h) Amenity Spaces within the Community Node:
- public plazas and gathering spaces should be comprehensively planned to create focal points and promote community interaction;
 - should include a connection to the future transit network/bus stop within the Community Node.

Mobility

- 4.8(i) In order to ensure convenient and safe connections for all modes of transportation and a high degree of connectivity, the transportation network within and around the Community Node:
- must provide a permeable grid-like street layout and a network of pathways and walkways that connect various land uses and sites within the Community Node;
 - should be linked to other community amenities (such as schools, Neighbourhood Hubs, recreational areas, churches, etc.) via an interconnected regional and local pathway system;
 - should be served by the future transit network;

Evaluation at Outline Plan Stage

- 4.8(j) The land use and conceptual layout within each Community Node must be defined at the Outline Plan and Land Use Amendment stage through the submission of a Development Concept Plan.

- 4.8(k) The Development Concept Plan must illustrate the following:

- urban design and pattern;
- internal street network;
- public plazas, amenity spaces, and pathway system;
- the integration of the Community Node with the larger open space network and regional pathway system;
- potential future transit routes and stops; and
- private signage criteria.



4.9 Public Services / Institutional Uses

Given the size and location of the WOASP and the forecasted future population within the plan area, a range of public services and institutional uses should be accommodated. Specific public services and institutional uses for the WOASP have not been identified at this time and the WOASP may require an amendment following approval of the Town's new Municipal Development Plan.

POLICIES

- 4.9(a) The plan area must accommodate a range of public services and institutional uses consistent with the direction and intent of the Town's Municipal Development Plan.
- 4.9(b) A minimum of three (3) school sites to accommodate five (5) Kindergarten to Grade 9 (K-9) schools and one High School site should be located in the WOASP plan as generally shown on **Figure 15: Open Space** and in accordance with Section 5.3.
- 4.9(c) A range of public utility parcels of varying sizes must be provided throughout the plan area to accommodate and support the delivery of municipal services including but not limited to stormwater facilities, water, sanitary, telecommunication, power and gas facilities / services. The exact size, location and extent of public utility parcels must be assessed at the Outline Plan stage and finalized at the time of subdivision.
- 4.8(d) The WOASP plan area should accommodate the potential cemetery expansion area as shown on **Figure 15: Open Space** and in general accordance with Section 5.5.
- 4.8(e) The plan area should accommodate a regional water reservoir in the general location as shown on **Figure 19: Water Servicing Concept**.
- 4.9(d) Other institutional uses including but not limited to places of worship, other education facilities, care facilities etc. may be accommodated in the plan area and shall be determined at the time of Outline Plan submission.
- 4.10(e) Other public services uses including but not limited to a regional recreational facility, a satellite operations centre and storage facilities, and a satellite emergency services facility may be required within the plan area. The requirement for these public services shall be determined through the completion of the Municipal Development Plan which may require an amendment to the WOASP.



BACK CHANNEL OF THE SHEEP RIVER





SECTION 5.0

Open Space



5.0 Open Space

The open space system within the West Okotoks ASP will consist of a combination of natural areas, parks and pathways, programmed open space, and school sites.

The Major Open Space system illustrated on **Figure 15: Open Space** shows significant lands features and natural areas that have been identified at the ASP level and may be comprised of a combination of both Environmental Reserve (ER) and Municipal Reserve (MR) lands. School sites have also been identified within the WOASP and will be included within MR dedicated lands. Neighbourhood parks, linear open spaces, and local pathways are not illustrated in the WOASP but will be integrated throughout the Plan Area and defined at the time of an Outline Plan.



5.1 Environmental Reserve

As per the Alberta Municipal Government Act, ER is intended to consist of:

- A swamp, gully, ravine, coulee or natural drainage course,
- Land that is subject to flooding or is, in the opinion of the subdivision authority, unstable, or
- A strip of land, not less than 6 metres in width, abutting the bed and shore of any lake, river, stream or other body of water for the purpose of preventing pollution or providing public access to and beside the bed and shore.

Areas within the WOASP that may be subject to ER dedication at the time of subdivision include:

- **Sheep River Floodway**- the floodway associated with the Sheep River is illustrated on **Figure 7: Floodway and Flood Fringe Delineation**. The floodway area will be dedicated as ER at the time of subdivision.
- **Environmentally Significant Areas (ESAs)**- The ESAs within the WOASP are illustrated on **Figure 6: Biophysical Conditions & Environmentally Significant Areas**.



- The ESAs are located on escarpments adjacent to the Sheep River as well as the central wetland and associated escarpments and valley. Lands within the ESA will be subject to review at the Outline Plan & Land Use Amendment stage to determine the exact ESA boundary and an appropriate land use classification. Land uses may include a combination of ER, MR, or other land uses deemed appropriate by the Approving Authority.
- **Areas with steep slopes-** The WOASP has a rolling topography with several steep slopes greater than 15%. Areas with slope 15% or greater are illustrated on **Figure 9: Plan Area Constraints**. These slopes will be evaluated further for slope stability and development suitability at the time of an Outline Plan and Land Use Amendment. Further geotechnical analysis may inform the subdivision authority on the suitability of development of these lands, but if in the opinion of the subdivision authority these features should be preserved or are unstable the lands should be designated as ER..

POLICIES

- 5.1.(a) The lands located within the Sheep River floodway will be dedicated as ER.
- 5.1.(b) As a prerequisite for Outline Plan approval, the Town may require further analysis of the Environmentally Significant Areas identified on **Figure 6: Biophysical Conditions & Environmentally Significant Areas** and may require that important ESAs be dedicated as ER at the time of subdivision.
- 5.1.(c) Lands subject to steep slopes should be dedicated as ER if in the opinion of the subdivision authority the natural features of the land should be preserved or if in the opinion of the subdivision authority these lands are unstable. These lands will be evaluated at the time of an Outline Plan and Land Use Amendment to determine the suitability for ER dedication.
- 5.1.(d) Additional lands may be dedicated as ER if in the in the opinion of the subdivision authority:
 - i. the natural features of the land would present a significant risk of personal injury or property damage occurring during development or use of the land;
 - ii. the additional land is needed to prevent pollution of the land or of the bed and shore of an adjacent body of water;
 - iii. the additional land is need to ensure public access to and beside the bed and shore of a body of water laying on or adjacent to the land.



5.2 Municipal Reserve Requirements

Municipal Reserve (MR) requirements for the plan area are outlined in **Table 5: Municipal Reserve Requirements**. Provincial legislation requires 10% MR dedication for gross developable areas. Specific MR requirements and distribution within the plan area will be determined at the Outline Plan Stage. The land use areas and MR requirements outlined in Table 5 are approximate and subject to refinement at the Outline Plan and Land Use Amendment Stage.

Areas within the WOASP that are considered undevelopable and not subject to Municipal Reserve credit include potential Environmental Reserve Areas adjacent to the Sheep River as well as the central wetland and associated escarpments.

There is existing MR dedication within the country residential subdivision (Tiki Ranch) on the west side of the plan area. MR requirements and distribution will be reassessed at the time of a future Outline Plan that applies to the area.



Table 5 | Municipal Reserve Requirements

	Area (ha)	Area (ac)
Total Plan Area	428.6	1059.0
Less Potential Environmental Reserve Area	57.5	142.0
Gross Developable Area	371.1	917.0
Total Municipal Reserve Requirement* (10%) for the WOASP	37.1	91.7

* This is an estimate of MR dedication required for the entire ASP area and is based on the approximate Gross Developable Area. Exact MR dedication will be determined at the time of outline plan and subdivision.



Figure 15 | Open Space





5.3 School Sites

School site requirements within the WOASP area were determined in consultation with Foothills School Division, Christ the Redeemer Catholic Schools, and the FrancoSud School Division. Based on the estimated total population and student population projections for the WOASP, five (5) Kindergarten to Grade 9 (K-9) schools have been identified to accommodate the full build-out of the WOASP. The proposed K-9 schools are anticipated to be located on 2 shared joint-use sites (two school buildings and shared playfields on one site) and one individual school site (one school and associated playfields), as illustrated on **Figure 15: Open Space**.

The School Boards have also identified the potential need for a High School within the plan area. A potential High School site is identified on Figure 14, adjacent to Township Road 203A.

The need for a High School will be evaluated at the time of an Outline Plan for the area. If, in the future, the Town of Okotoks determines the need for a recreation facility or other civic use within the WOASP, a potential High School is considered a complimentary use and should be situated in conjunction with a recreation/civic facility.

All school sites within the ASP should be developed in a way to maximize MR efficiency and ensure adequate MR remains to support the development of other neighbourhood parks, pathways, and amenities within the community. Since High Schools support a larger geographic area which extend beyond the plan area and are considered a regional use, land for the High School site should be purchased from the developer. The number of sites and the size of the school sites will be reviewed and determined at the Outline Plan stage.

School sites will be focal points within the WOASP neighbourhoods, easily accessible for all transportation modes and linked to other open space features and areas of activity. School sites within the Plan Area will be dispersed throughout the community to ensure the majority of residents live in close proximity to a school. All school sites within the plan area will have strong connections to the regional pathway system to encourage active transportation to the sites. School sites are also situated adjacent to the collector road network to ensure a high level of accessibility from surrounding neighbourhoods.





POLICIES

- 5.3(a) School sites should be located as generally shown on **Figure 15: Open Space**. The exact location and size of the sites may be refined further at the Outline Plan/Land Use Amendment stage.
- 5.3(b) There may be five (5) Kindergarten to Grade 9 (K-9) school buildings located within the WOASP. School sites should be shared sites, incorporating two school buildings with shared playfields. Through the Outline Plan process, the Town **will** work with the school authorities to determine the need for, specific location of, and size of the school sites. The size of school sites should be in accordance with the Joint Use Agreement between the Town and the school divisions.
- 5.3(c) There may be one (1) High School site located within the WOASP. The need for, specific location of, and the size of the High School site will be determined at the Outline Plan/Land Use Amendment Stage.
- 5.3(d) A High School site is encouraged to integrate with other institutional, civic, or recreational uses.
- 5.3(e) The land for a High School site should be purchased from the developer to ensure adequate municipal reserve (MR) is available for other neighbourhood amenities.
- 5.3(f) The predominant use of land within a school site must be for educational and recreational uses including, but not limited to, public/separate/francophone schools, sports fields, parks and playgrounds.
- 5.3(g) School sites should be designed and encouraged to integrate a variety of uses that benefit the community and reinforce the role of the school as a focal point of activity in the neighbourhood.
- 5.3(h) School sites should be designed in an efficient manner and school buildings are encouraged to be multi-storey, if possible, 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.
- 5.3(i) School sites must be located with frontage adjacent to two collector streets and should be integrated into the active transportation network in a manner that provides safe and efficient transportation options to and from the school site.
- 5.3(j) At the Outline Plan and Land Use Amendment stage, the design of a school site will be prepared to show the building and parking location, playfields layout, access and drop-off areas, bus loading areas, and active modes connections to the surrounding community.



5.4 Park Spaces

The open space system for the WOASP will be designed to accommodate a range of passive and active recreation opportunities and areas for social interaction. Parks within the WOASP may consist of community level parks, neighbourhood parks, natural areas, urban parks and plazas, and linear parks. The development of park spaces within the plan area should align with the classification system identified in the Town of Okotoks Recreation, Parks, and Leisure Master Plan. Parks can include playfields, play structures, open play areas, dog off-leash areas, pathways, naturalized areas, plazas, or other areas for socializing and recreating. The location and distribution of Parks within the WOASP will be determined at the Outline Plan and Land Use Amendment stage.

Parks should be situated to act as focal points of the neighbourhood, providing safe and attractive amenity areas for people to gather. Community and neighbourhood parks, linear parks, and walkways should be integrated with the regional pathway system in order to create an interconnected open space network that links key amenities and promotes active transportation throughout the community. Park spaces should be designed to be flexible to accommodate different uses at various times, adapt to the changing seasons, and adjust to changing community needs over time.

POLICIES

- 5.4.(a) Parks within the WOASP should be centralized and within walking distance to neighbourhood residents.
- 5.4.(b) Parks should be situated to emphasize their importance in the community by creating focal points and terminating vistas that are highly visible and accessible to residents.
- 5.4.(c) A diversity of public gathering spaces should be considered in the design and planning of neighbourhoods at the Outline Plan and Land Use Amendment stage.
- 5.4.(d) Parks within the Plan Area must be designed to provide a range of passive and active recreation opportunities for a wide variety of users at various times.
- 5.4.(e) Parks within the Plan Area should be designed for all-season use and should be flexible to address community needs over time.
- 5.4.(f) Parks should be linked to the regional pathway system to ensure an interconnected active transportation network throughout the WOASP community.
- 5.4.(g) The location, composition, configuration, and programming of Park spaces within the Plan Area must be determined at the Outline Plan and Land Use Amendment stage and should align with the Recreation, Parks, and Leisure Master Plan parks and open space classification system.



5.5 Naturalized Parks

Natural areas are intended to promote biodiversity and ecological conservation and preserve natural features in the open space system. Opportunities for Naturalized Parks within the WOASP are the open spaces adjacent to the Sheep River and the central wetland and associated escarpments. These areas provide habitat for a diversity of wildlife species and also contain natural springs and unique bedrock formations. Enhancing these areas as Naturalized Parks will create a significant open space feature for the community while also promoting environmental sustainability. The Naturalized Park spaces may include the addition of trails, seating areas, picnic areas, and interpretive signage. Year-round enjoyment and use by Okotoks residents should be encouraged, fostering social benefits which includes recreation, relaxation, and education and understanding of the importance of natural areas. The planning and management of Naturalized Parks should also focus on environmental impact and safety and ensuring the long-term survival of natural habitats.

Further discussion with the Town of Okotoks on the types of recreational enhancements for these natural areas will occur at the Outline Plan stage.

POLICIES

- 5.5(a) Naturalized Parks within the Plan Area should be located adjacent to the Sheep River, escarpments and central wetland.
- 5.5(b) Naturalized Parks should conserve natural features and promote environmental sustainability within the Plan Area.
- 5.5(c) Naturalized Parks may include trails and pathways, seating areas, picnic areas, interpretive signage, or other amenities deemed appropriate by the Approving Authority.



5.6 Potential Cemetery Expansion Area

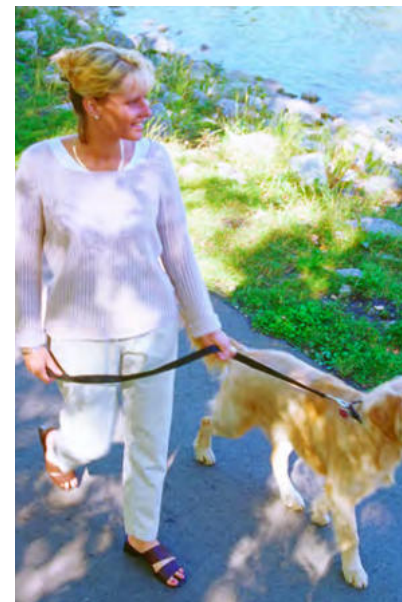
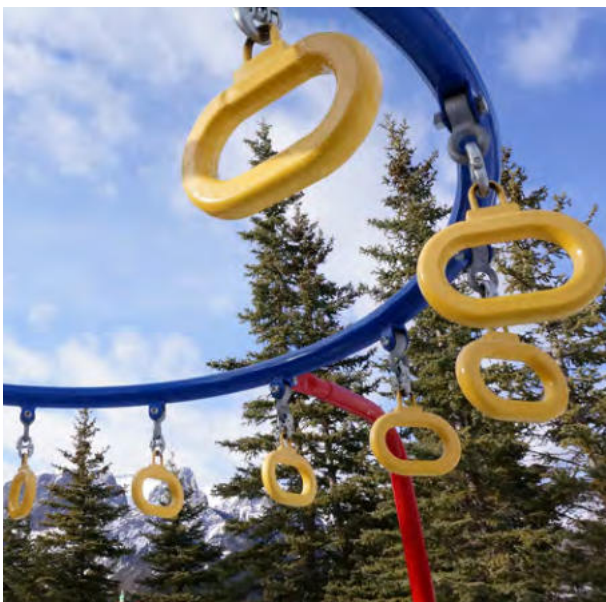
In 2016 the Town of Okotoks completed a Cemetery Land Needs Assessment and determined the need for additional cemetery lands within the Town. Plan Area lands adjacent to the existing Okotoks Cemetery located at Westland Street and Big Rock Trail are considered highly suitable for cemetery expansion. This area is one of the potential options being considered by the Town for future cemetery expansion. If the Town determines this site is the most suitable, the Cemetery Expansion Area will consist of approximately 4.0 acres of land subject to purchase by the Town of Okotoks.

In order to ensure a cohesively planned and functioning cemetery, a portion of Westland Street between Westridge Drive and Big Rock Trail may be closed and consolidated with future cemetery lands. The exact delineation of the Potential Okotoks Cemetery Expansion Area will be undertaken at the time of an Outline Plan, in consultation with the Town of Okotoks. If the identified lands within the WOASP are not deemed necessary for cemetery expansion, the lands will be developed as residential uses.



POLICIES

- 5.6(a) The Potential Cemetery Expansion Area will be generally located as shown on **Figure 15: Open Space**. The exact boundary will be refined further at the Outline Plan and Land Use Amendment stage.
- 5.6(b) The Potential Cemetery Expansion Area should be approximately 4.0 acres in size. The exact size, composition and design of the Cemetery Expansion Area will be determined at the Outline Plan stage.
- 5.6(c) If deemed required by the Town, the land area required for the Cemetery Expansion must be purchased from the landowner by the Town of Okotoks.
- 5.6(d) A portion of Westland Street between Westridge Drive and Big Rock Trail should be closed and consolidated in order to create a contiguous parcel with existing cemetery lands.
- 5.6(e) If lands identified on **Figure 15** as Potential Cemetery Expansion are not required by the Town of Okotoks for cemetery expansion the land may be developed into other public infrastructure or residential land uses without an amendment to this plan being required.







SECTION 6.0
Mobility



6.0 Mobility

6.1 Regional Pathway & Active Modes Network

Providing a continuous and comprehensive pedestrian and bicycle network is a key element in promoting a healthy and active community. The extensive regional pathway network proposed within the WOASP will promote active modes as a way of life in the community.

Regional pathways will connect residents to major open space features, schools, shopping areas, and to surrounding communities. The intent of the regional pathway network is to provide safe and attractive routes that allow residents to enjoy nature, walk their dog, ride their bike, get to school, or walk to local services.

The WOASP will contain a combination of off-street and on-street regional pathways. The off-street pathways identified on **Figure 16: Pathways**, will be integrated with open space features including natural areas, neighbourhood parks and linear parks, and school sites. Off-street pathways in the WOASP are located in the following areas:

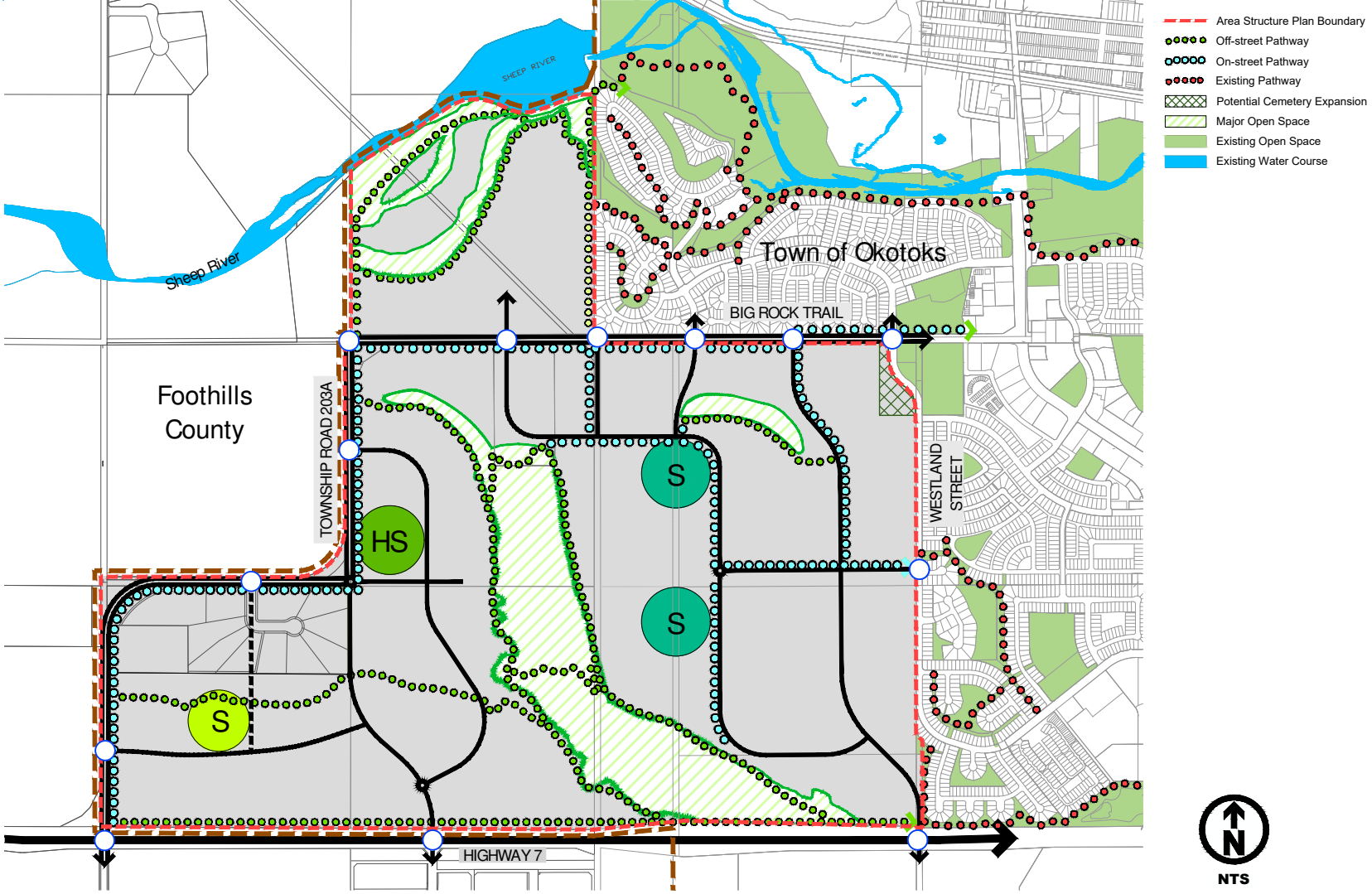
- Central Wetland Area: The off-street pathway system within the central wetland and escarpment area will allow residents to connect with nature, enjoy area views, and provide attractive recreation opportunities for the community and the town. The pathway system also creates strong north-south connections for residents through the plan area.

- Sheep River: Pathways adjacent to the Sheep River will connect to the town's existing pathway and trail system, expanding upon the river valley pathway system and connecting the Plan Area to adjacent communities and the greater Okotoks area.
- Adjacent to Highway 7: The proposed east-west regional pathway parallel to Highway 7 is intended as a buffer between existing transmission lines and future development. The pathway also provides continuous east-west connectivity and will tie into the existing pathway system in the community of Westmount.
- Other off-street pathways will create connections through residential areas and will be accommodated through linear and neighbourhood parks.

The on-street pathway system is integrated within the road right-of-way area and follows the major street network. The intent of the on-street regional pathway system is to safely connect residents to key open space amenities and destinations throughout the Plan Area.



Figure 16 | Pathways





POLICIES

- 6.1(a) Regional pathways and the active transportation network must connect people to natural areas, neighbourhood parks, commercial nodes, school sites, and future transit stops throughout the Plan Area.
- 6.1(b) The location of regional pathways must be generally in conformance with **Figure 15: Pathways**. Alignment of the regional pathways may be refined at the Outline Plan/Land Use Amendment stage and additional regional pathways may be added.
- 6.1(c) Regional pathways on the east side of the WOASP must connect to existing pathways along the Sheep River and within surrounding communities to ensure continuous pathway systems and a high degree of permeability.
- 6.1(d) Additional connections, such as local pathways, sidewalks, and on-street bike lanes should supplement and support the regional pathway system to provide safe and efficient active mode connections throughout neighbourhoods. The details of the local pathway system will be determined at the Outline Plan stage.
- 6.1(e) Dedicated cycling facilities should be considered within the Plan Area, including but not limited to the provision of bike lanes within the collector roadway system and bike storage facilities at community destinations.



6.2 Safe Routes

The Okotoks Active Transportation Strategy (2015) identifies the importance of Safe Routes throughout the Town to help encourage active transportation. Safe Routes are established, defined routes that allow children (and seniors) to safely use active transportation to get to major facilities and to get to and from school. The WOASP has identified both on-street and off-street regional pathways that provide direct connections to school sites, commercial hubs, and other community destinations within the Plan Area. The development and implementation of Safe Routes will be determined at the Outline Plan stage.



POLICIES

- 6.2(a) 6.2(a) Safe routes will be identified at the Outline Plan/Land Use Amendment stage in order to encourage children to walk or bike to school safely and reduce traffic congestion in and around schools.
- 6.2(b) Safe Routes should be as direct as possible between community facilities and schools.
- 6.2(c) In order to promote safe routes within the WOASP, the number of street crossings should be minimized on collector roadways. Where crossings are required on collectors they should be marked and design elements should be used to ensure high visibility and sight lines of the crossing.
- 6.2(d) Safe Routes should not to be located on streets with front drive garages on both sides to minimize potential pedestrian-vehicle conflicts through driveways.



6.3 Transit Service

Neighbourhoods within the WOASP should be designed to accommodate the future potential for transit. The Town of Okotoks is working to implement local transit service and it is expected that regional transit services will be established beyond the existing private operators to provide regional transit connectivity to the Town.

Planning for public transit routes and stops within the WOASP will be determined at the Outline Plan stage. In preparation for future transit service, the collector road system within the Plan Area should be designed to accommodate efficient transit service and potential bus stops. The active transportation network should also be designed to support future transit through the provision of safe walkable areas, direct pedestrian connections, and permeable street patterns.

POLICIES

- 6.3(a) The collector road network within the Plan Area should be designed to accommodate future transit routes and stops.
- 6.3(b) Future transit routes and stops should be conceptually identified as part of Outline Plan/Land Use Amendment applications.
- 6.3(c) Future transit use should be supported by the active transportation network that provides direct and safe pedestrian connections to future transit stops.





6.4 Internal Road Network

The internal road network within the WOASP will provide multiple routes and connections throughout the Plan Area and to the surrounding regional road network. The proposed internal collector road network is shown on **Figure 17: Road Network**. The collector road network provides the high-level framework for community circulation patterns and will help guide the location of local roads. The collector system has been developed in a grid-like pattern to ensure the efficient movement of vehicles and active transportation modes through the Plan Area.

Collector road connections to Westland Street have been minimized to reduce and mitigate potential traffic impact associated with the development of the WOASP plan area on adjacent communities. Multiple options, scenarios and sensitivity modeling for reducing traffic on adjacent communities and the transportation network were analyzed by Watt Consulting Group as part of advanced analysis and the Transportation Impact Analysis prepared in support of the WOASP. The transportation network option that best minimizes traffic impacts on adjacent communities and the overall network includes one collector road connection to Westridge, the discontinuation of Westland Street between Westridge Road and Westland View and a potential new Sheep river crossing and associated road network connections situated on the western edge of Okotoks. Under this preferred transportation option the proposed water reservoir location will connect the open space and pathway system from the adjacent communities of Westridge and Westmount to the WOASP area while discouraging vehicle use of Westland Street. The exact nature of improvements and additional traffic calming measures along Westland Street and within adjacent communities will be evaluated at the Outline Plan stage. Local roads identified at the Outline Plan stage may connect directly to Westland Street to increase permeability and walkability between the communities.

POLICIES

- 6.4(a) Collector streets within the proposed WOASP must be in general accordance with **Figure 17: Road Network** and should be developed in general accordance with **Section B** and **Section D: Future Collector Street - Conceptual Section**.
- 6.4(b) The layout out of residential streets must be detailed at the Outline Plan and Land Use Amendment stage and must be comprised of interconnected streets that provide multiple and direct connections throughout the community.
- 6.4(c) Collector street connections to Westland Street will be limited to reduce traffic impacts to adjacent communities and the transportation network including Westland Street / Cimarron Boulevard.
- 6.4(d) A discontinuation or access control of Westland Street should be provided in order to reduce traffic movement and shortcutting through adjacent communities; the exact location of the disconnect and/or any additional traffic calming measures will be determined at the Outline Plan and Land Use Amendment Stage.
- 6.4(e) A Traffic Impact Assessment must be provided at the Outline Plan stage in order to confirm internal road network requirements and appropriate intersection treatments with the external road system.
- 6.4(f) All road right-of-way requirements must be reviewed at the Outline Plan stage; streets will be constructed to the Town of Okotoks design standards and support the Town of Okotoks Active Transportation Strategy.
- 6.4(g) Front-drive garages must not be located on Primary Collector roads and safe routes. Front drive garages will be discouraged on Secondary collector roads.



6.5 Regional Road Network

The regional road network consists of major roadways that carry higher volumes of traffic, serve the Town of Okotoks, Foothills County and the surrounding regional area, and provide the Plan Area with connections to local and regional land uses. The regional road network serving the WOASP and surrounding lands consists of Highway 7 and Big Rock Trail (Township Road 203A).

Highway 7 is currently a two-lane Provincial Highway that defines the south boundary of the Plan Area. Highway 7 will be ultimately upgraded to a four-lane divided cross-section while its intersections with the cross-roads in the area are expected to be signalized and accommodate multi-modal traffic. Three signalized intersections are proposed along Highway 7 and the south boundary of the WOASP. These intersections will allow the effective movement of residents into and out of the West Okotoks community, facilitate connectivity to the rest of Okotoks and facilitate improved access south to lands within Foothills County. The intersections along Highway 7, along with Highway 7 improvements will be designed and developed in consultation with Alberta Transportation, Foothills County and the Town of Okotoks.

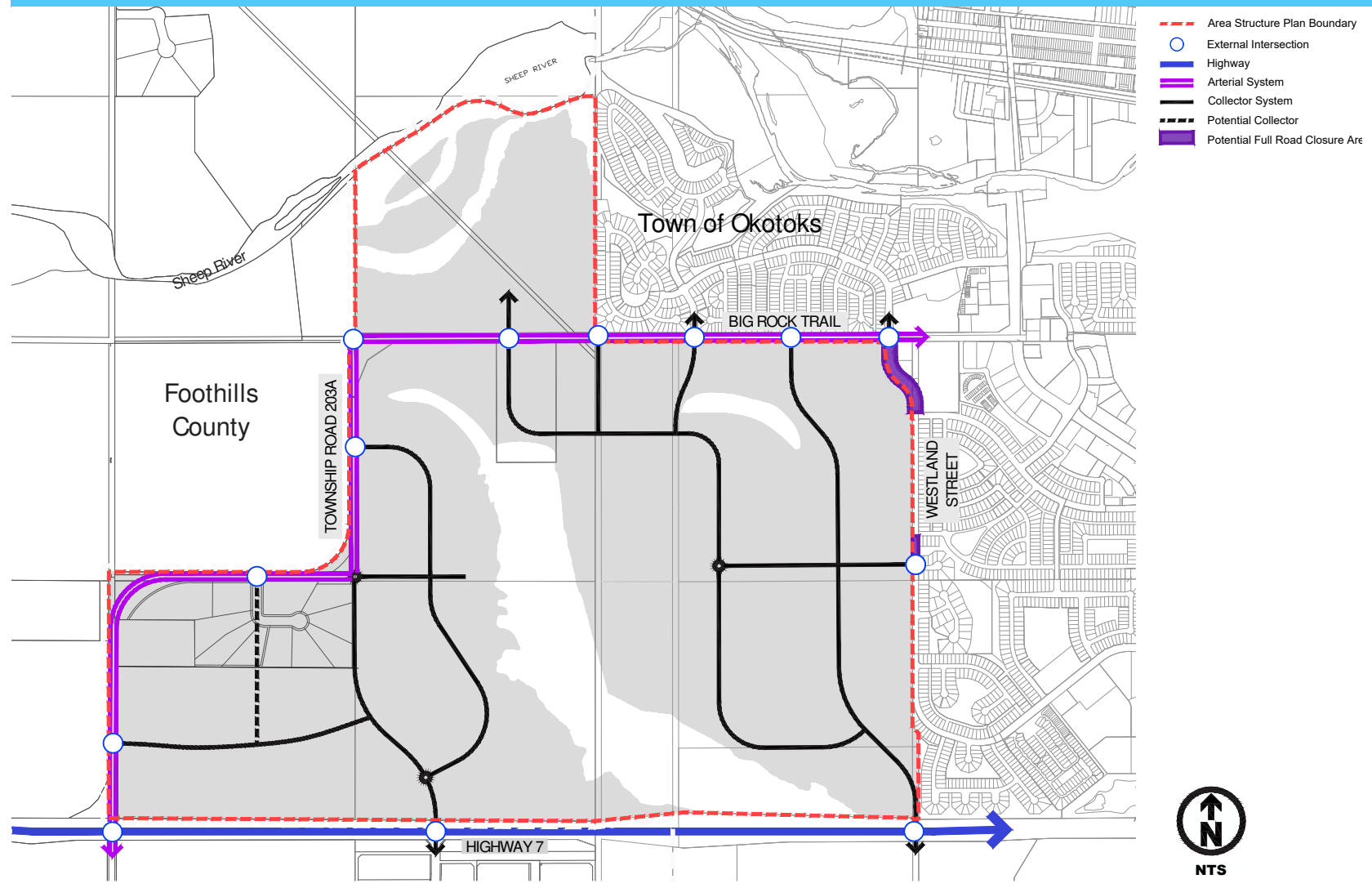
Big Rock Trail traverses east-west through the Plan Area and is currently a municipal road providing legal and physical access to parcels of land within the Town of Okotoks and Foothills County. Big Rock Trail is currently constructed to the western edge of the plan area and intersects with Highway No. 7 and 16th St W in Foothills County. Big Rock Trail is a two-lane arterial road with future upgrades to a 4-lane arterial road. Within the Plan Area there are four intersections proposed along the north portion of Big Rock Trail and four intersections on the western edge of the ASP. These intersections will be designed and constructed to ensure sufficient access for residents to enter and leave the West Okotoks neighbourhoods.

POLICIES

- 6.5(a) The number and general location of intersections and accesses that should be provided is illustrated on **Figure 17**. The specific location of these intersections and the timing on when these intersections are required is subject to further refinement through a Transportation Impact Assessment (TIA) at the Outline Plan/Land Use Amendment stage.
- 6.5(b) Safe legal and physical access to / from the plan area and to existing parcels of land situated within Foothills County will be maintained along Big Rock Trail and Highway 7. As the plan area develops, if alternative access arrangements are required to ensure safe physical and legal access, they will be developed in consultation between the Town of Okotoks, Foothills County and Alberta Transportation.
- 6.5(c) Big Rock Trail must transition over time to an urban arterial roadway and should be designed and constructed in general accordance with **Section E: Future Arterial Street - Big Rock Trail - Conceptual Section**. The transition of BRT to an arterial roadway will be determined by the Town of Okotoks in consideration of the Town Transportation Master Plan and TIA's accompanying future outline plan and land use amendment applications.
- 6.5(d) A noise impact assessment and attenuation study must accompany adjacent outline plan applications to ascertain and inform appropriate noise attenuation measures for existing and new development as Big Rock Trail transitions to an urban arterial roadway.
- 6.5(e) Three all-directional access points to Highway 7 will be provided to support the ultimate development of the ASP and to facilitate improved access to lands situated south of the plan area in Foothills County. Intersection design and improvements will be developed in consultation between the Town of Okotoks, Foothills County and Alberta Transportation.

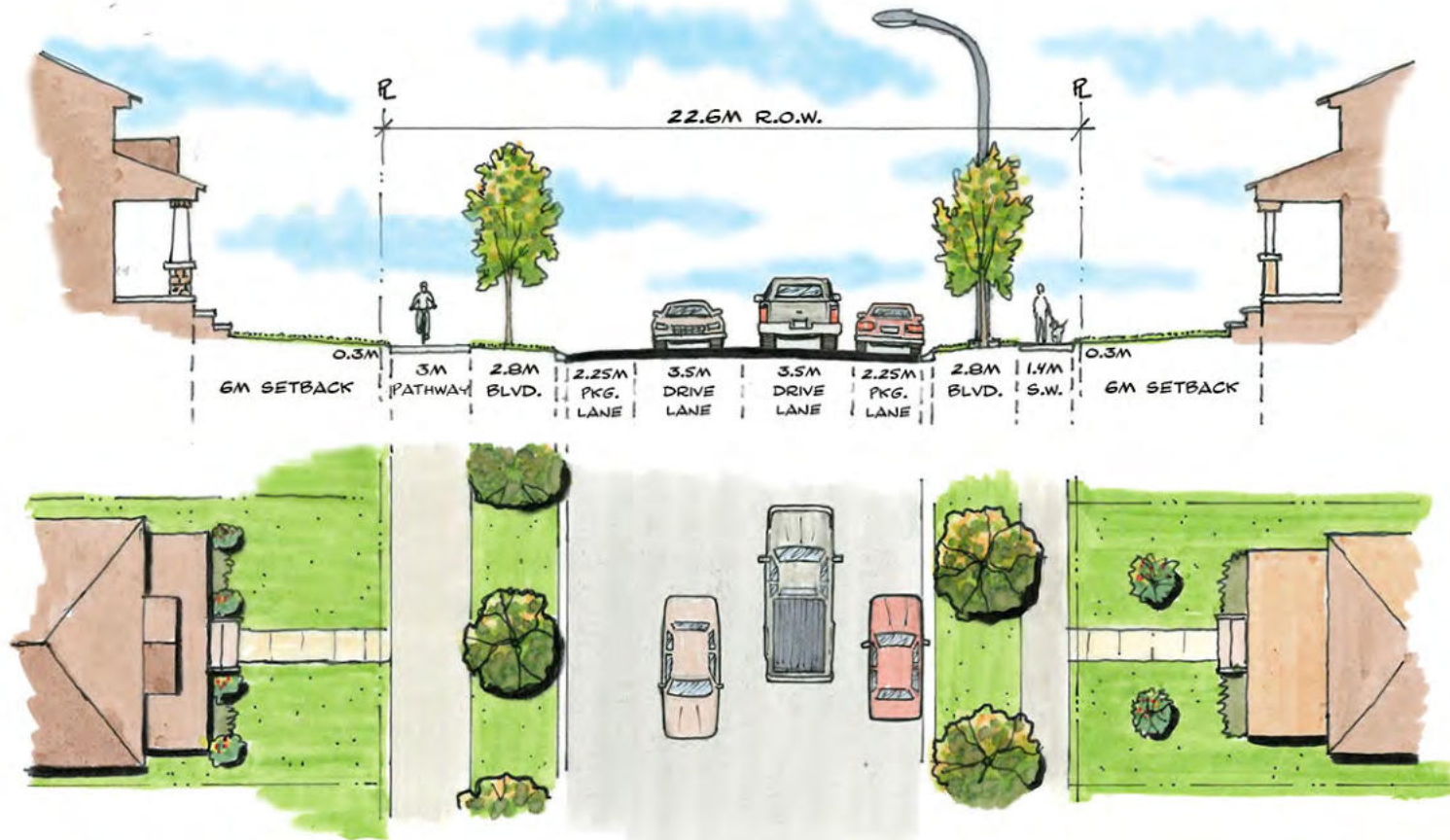


Figure 17 | Road Network





Section D: Future Collector Street - Conceptual Section

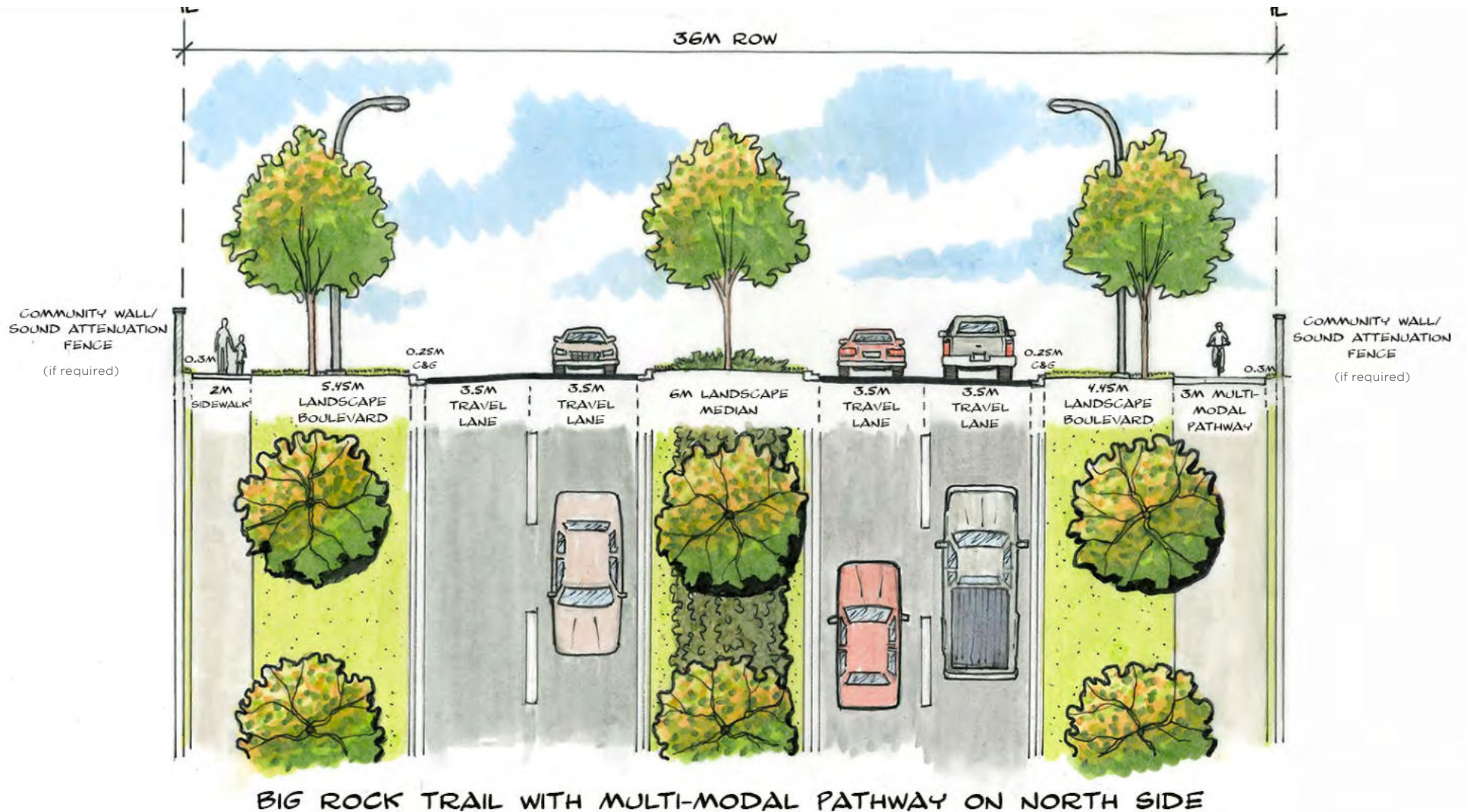


*Note: Detailed design and specific spacing to be determined at Outline Plan or subdivision stage.

**COLLECTOR ROAD CROSS SECTION
(WITH PATHWAY)**



Section E: Future Arterial Street - Big Rock Trail - Conceptual Section



*Note: Detailed design and specific spacing to be determined at Outline Plan or subdivision stage.



6.6 Sheep River Crossing Functional Planning Study

The Town of Okotoks retained Watt Consulting to undertake a technical analysis to analyze ways in which to alleviate traffic congestion on Northridge Drive and address additional traffic generated by ongoing growth in the Town of Okotoks and the future development of the WOASP lands. The Sheep River Crossing Functional Planning Study investigates the impacts and benefits of potential Sheep River crossing locations and roadway alignments providing an ultimate connection between Highway 549 and Highway 7. These crossing locations and potential road alignments will impact lands within Foothills County and will also have the potential to impact the planning and development of a portion of Phase 2 lands situated to the north of Big Rock Trail.

The Study identifies the potential future need of a 'west bypass' that would cross the Sheep River at a location west of Northridge Drive to support the long-term transportation network of the Town. Multiple crossing locations are evaluated within the study with two (2) crossing locations emerging as preferred at this point in time. Pursuant to the completion of this study, additional further study with Foothills County and other regional partners as part of CMRB strategic transportation planning initiatives is required. Further negotiation, consultation and agreements with affected landowners, Foothills County and Alberta Transportation are also necessary prior to confirming the preferred crossing location and corresponding road alignments. .

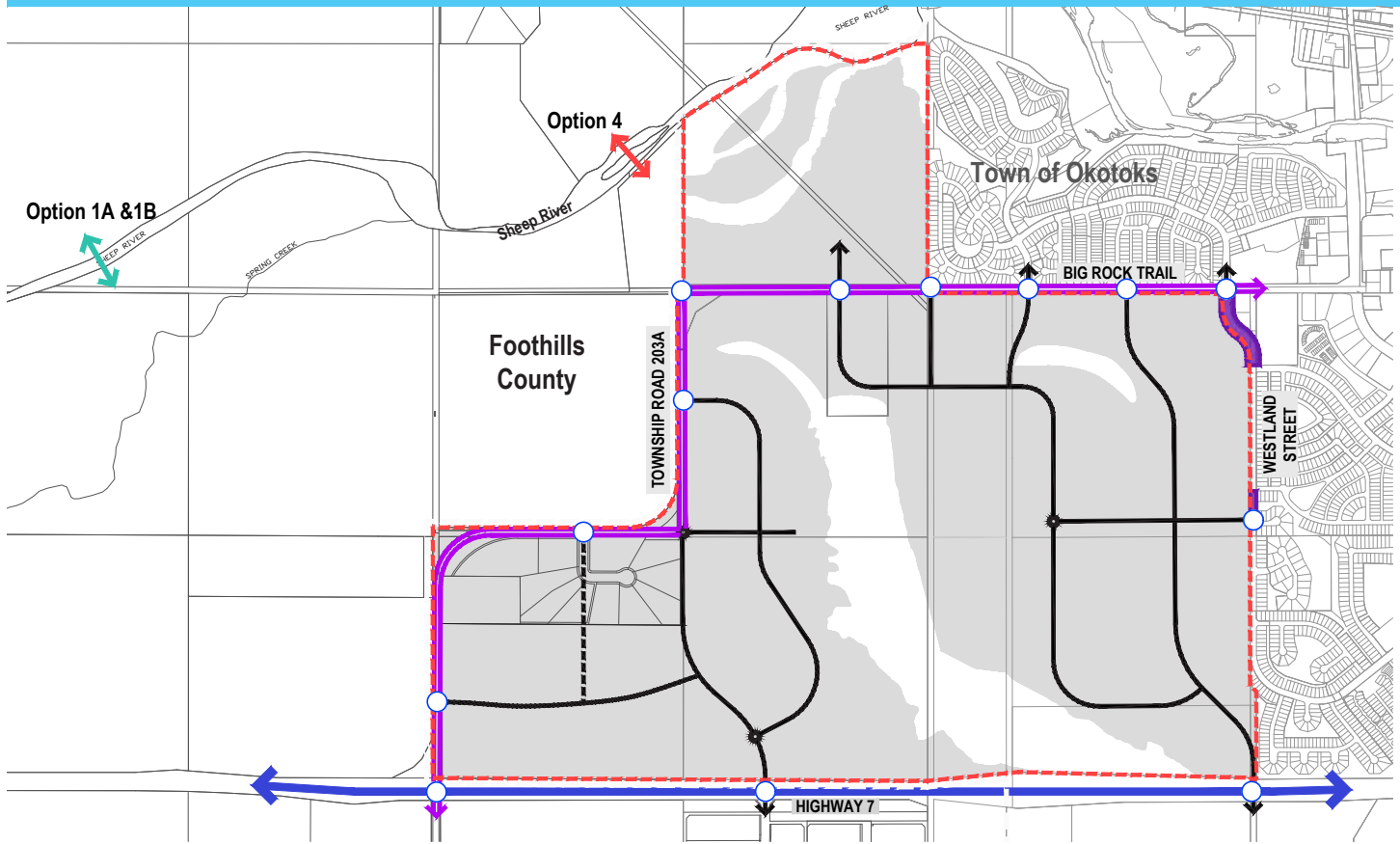
As this additional study, discussion and consultation is not anticipated to be completed until 2021, the submission and review of outline plan and land use amendment applications for that portion of Phase 2 lands situated to the north of Big Rock Trail will be deferred until this time. The finalization of the preferred crossing location and road alignments may necessitate a future update to the WOASP as well as potential amendments to the IDP.

POLICIES

- 6.6(a) The Town of Okotoks will work towards the completion of the Sheep River Crossing Study in consultation with Foothills County, landowners and regional partners on future strategic transportation planning initiatives to arrive at finalized Sheep River crossing location and corresponding road alignments.
- 6.6(b) Notwithstanding Section 8.3 – Phasing, outline plan and land use amendment submissions for that portion of the plan area situated within Phase 2 lands north of Big Rock Trail shall not be accepted or reviewed by the Town of Okotoks until the completion of said studies and investigations are completed as outlined in 6.6(a).
- 6.6(c) The final results of said studies, further investigations and stakeholder consultations as outlined in 6.6(a) which determine a preferred and final Sheep River crossing and corresponding road alignments may necessitate an amendment to the WOASP and the Town of Okotoks & Foothills County Inter-Municipal Development Plan..
- 6.6(d) The acquisition of land by the approving authority for future road purposes associated with the Sheep River crossing and corresponding road connections that will serve a broad Town benefit and regional purposes must be in accordance with the provisions of the Municipal Government Act.
- 6.6(e) Where appropriate under the provisions of the Municipal Government Act, compensation to landowners may be provided for lands acquired or reserved for road purposes that have broad regional and municipal benefit that goes beyond the transportation requirements for the WOASP plan area.



Figure 18 | Potential Sheep River Crossing Locations



*** Sheep River Crossing Options**

- Option 1A & 1B
- Option 4

* Approximate location of alternative Sheep River crossing locations as derived from Sheep River Crossing Study (March 2018). Final crossing location and connectivity to ASP road network remains subject to detailed design and engagement with affected landowners, M.D. of Foothills and Alberta Transportation.





6.7 Road Closure Areas

Existing road rights-of-way within the WOASP area may not support urban development and may need to be closed and consolidated as development of the land occurs and new road networks are developed. **Figure 19: Future Road Closure Areas** identifies existing road rights-of-way that may be closed and consolidated as development proceeds.

An existing section of Westland Street between Westridge Drive and Big Rock Trail, just west of the cemetery, may be closed in order to support the potential expansion of the existing Okotoks Cemetery and ensure a cohesive parcel for cemetery use.

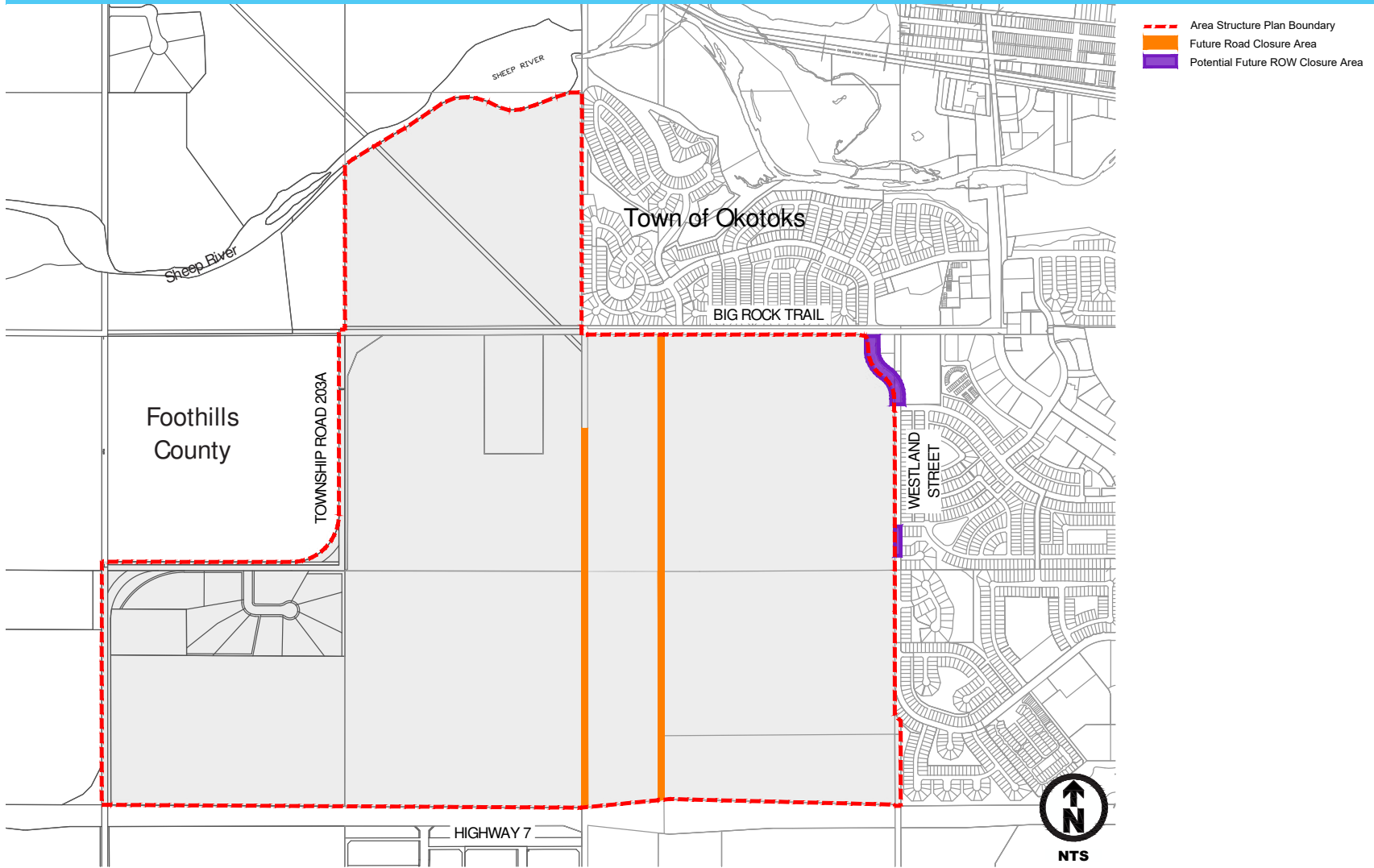
A portion of Westland Street between Westridge Road and Westland View may be closed in order to provide a disconnect along Westland Street and minimize traffic impacts from the WOASP on adjacent communities. The exact location and configuration of this disconnect will be determined at the Outline Plan stage.

POLICIES

- 6.7(a) The existing road rights-of-way as shown on **Figure 19: Future Road Closure Areas** may be closed and consolidated with adjacent parcels prior to development.
- 6.7(b) The portion of Westland Street between Westridge Drive and Big Rock Trail may be closed and consolidated with the Okotoks Cemetery in order to support future cemetery expansion.
- 6.7(c) The portion of Westland Street between Westridge Road and Westland View may be closed in order to provide a disconnect along Westland Street. The exact location and configuration of the disconnect will be determined at the Outline Plan stage.



Figure 19 | Future Road Closure Areas





SECTION 7.0

Servicing



7.0 Servicing

The development of the WOASP plan area must be supported by the delivery of full municipal services (water, sanitary, stormwater) and utility infrastructure at a standard that is acceptable to the Town. This section of the WOASP provide policies that will guide the servicing of the lands.

7.1 Water

Water servicing may be provided to the West Okotoks area as shown in **Figure 20: Water Servicing Concept**. The WOASP area falls within three identified water pressure zones - 2S, 3S and 4S. A new reservoir is required within the WOASP lands to provide greater capacity for the southwest growth area of the Town. The new reservoir will need to be tied into the existing water servicing network.

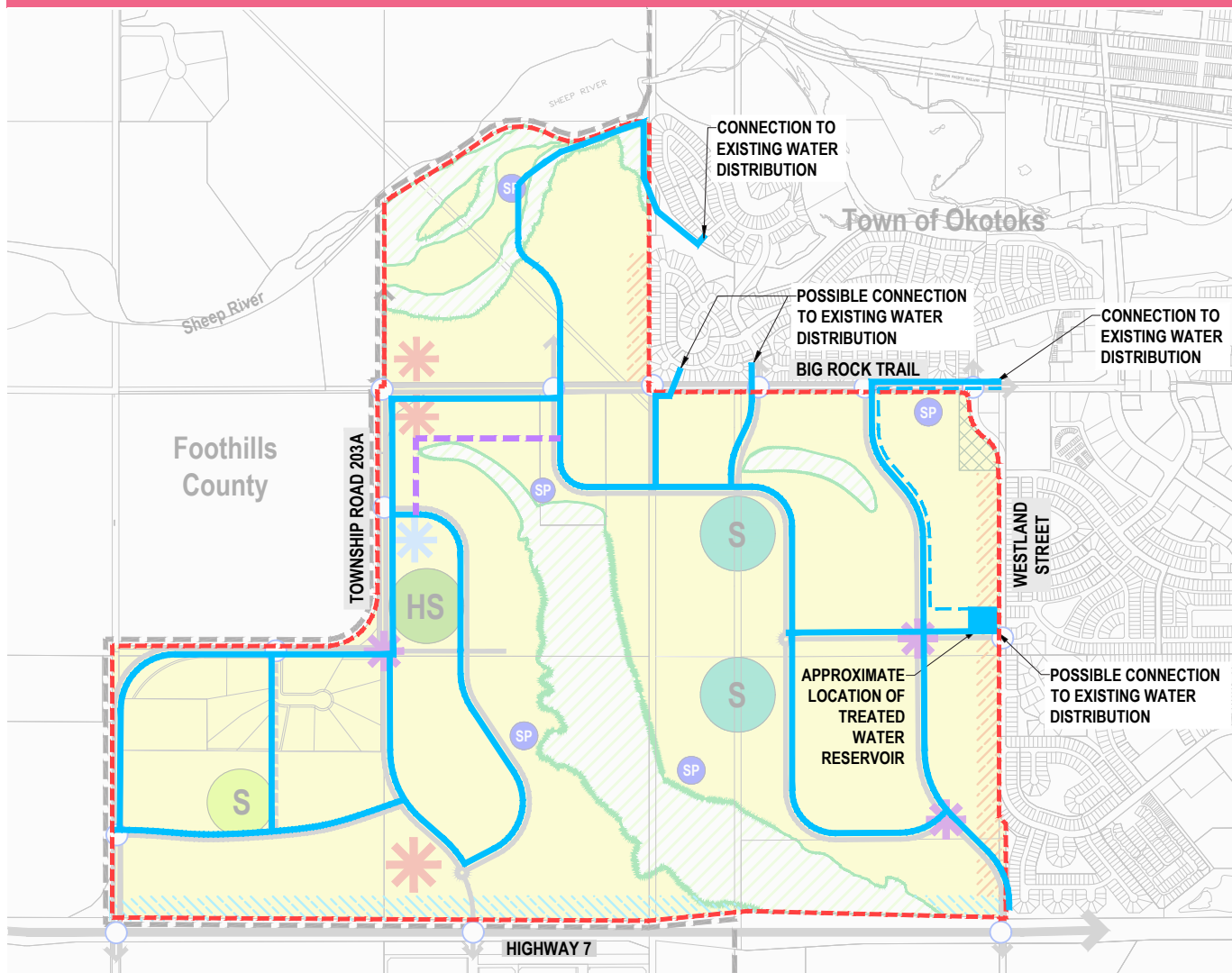
The ASP lands will adhere to the Water Allocation System for Planning Approvals Policy 11-02, as amended, to ensure there is availability of water capacity to support land use redesignations or subdivisions within the Plan Area.

POLICIES

- 7.1(a) The Town of Okotoks water distribution system is currently under review. Therefore, the main sizes and the number and location of ties to the existing network will be determined at the Outline Plan / Land Use Amendment stage. The conceptual water network and potential tie in points are shown in **Figure 20: Water Servicing Concept**.
- 7.1(b) A new reservoir is required in the WOASP area. The approximate location of the water reservoir is shown of **Figure 20: Water Servicing Concept**. The exact location and size of the public utility parcel accommodating the reservoir will be determined at the Outline Plan / Land Use Amendment stage. The reservoir parcel elevation will be at a Hydraulic Grade Line (HGL) to allow for gravity pressure backup of Zone 1S and a location to allow for efficient tie-in of servicing lines.
- 7.1(c) Construction of a new reservoir or other approved distribution improvements are required for development of the WOASP lands due to water pressure distribution constraints of the existing Zone 2SA/2SB.
- 7.1(d) The water distribution mains servicing the WOASP area must be located within public roads or utility rights-of-ways and must create a looped system to service the plan area, as per Town specifications.
- 7.1(e) Looping to the lands north of Big Rock Trail must be provided as determined by the review of the water distribution system.



Figure 20 | Water Servicing Concept



- Area Structure Plan Boundary
- Reservoir Feeder Main
- Water Distribution Main
- Distribution Main in Residential Roads

- Note:
1. The water distribution network shall be looped as required by the Town of Okotoks Standards
 2. The distribution mains shown on this plan are concept only. The location shall be determined at Subdivision.
 3. Additional loops, sized to comply with Town of Okotoks Standards, will be completed with development of the lands.



7.2 Sanitary

Sanitary Servicing must be provided to the WOASP area in a manner consistent with the Town of Okotoks approved Sanitary Servicing Master Plan (ISL 2016) and updates. The Master Plan identifies the preferred servicing option for the WOASP lands inclusive of required upgrades to the sanitary servicing collection system and preliminary capital cost estimates.

The lands within the WOASP are divided into five sanitary wastewater catchment areas which are shown on **Figure 21: Sanitary Servicing Concept**. These catchment areas are based on current grades within the plan area and downstream collection system capacity and as such may be subject to adjustment based on more detailed servicing studies and finalized grading plans completed at the time of future outline plan, land use and subdivision applications.

Catchment A is located north of Big Rock Trail. This area slopes down to the north. The sanitary collection system within this catchment area will connect to the existing network at a tie in point in Sheep River Cove.

Catchment B is located in the northwest section of the lands south of Big Rock Trail. This catchment area drains to the south. A sanitary lift station will be required to service this area. The lift station will be located in the low area at the north end of the large water feature in the middle of the WOASP lands. The lift station will drain the catchment through a sanitary force main which will be located in the roads and will connect to the existing network at a tie in point in Sheep River Heights.

Catchment C is located in the northeast section of the lands south of Big Rock Trail. This area drains to the northeast and will be connected to the existing network at a tie in point in Sheep River Drive at Big Rock Trail.

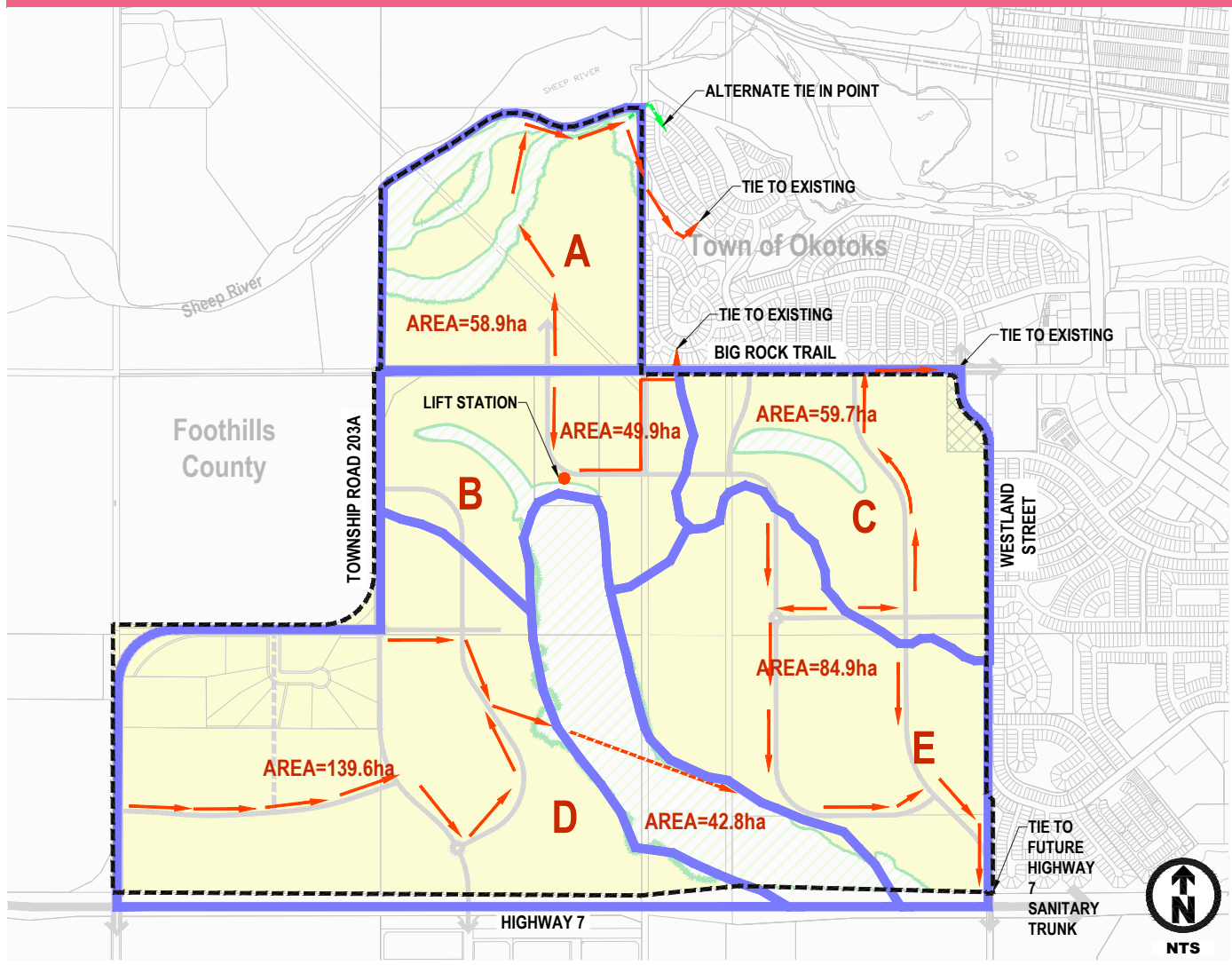
Catchment D and E are located in the south section of the WOASP lands. These areas will be serviced by a connection to the future Highway 7 Sanitary Trunk. A syphon under the wetland in the centre of the WOASP will be required to provide a gravity connection between Catchment D to the west and Catchment E.

POLICIES

- 7.2(a) The Sanitary Servicing Master Plan Update (ISL 2016) has identified capacity constraints within the existing sanitary network. The developable area within catchments A, B and C cannot exceed the capacities identified in the Sanitary Servicing Master Plan without further detailed engineering analysis.
- 7.2(b) The final boundaries of the catchment areas will be determined at the Outline Plan / Land Use Amendment stage based on more detailed servicing studies and accompanying grading plans.
- 7.2(c) Development in Catchments D and E must not proceed until a Sanitary trunk along HWY 7 and new river Syphon is constructed to the WWTP.



Figure 21 | Sanitary Servicing Concept



- Area Structure Plan Boundary
- Sanitary Servicing Concept
- Sanitary Forcemain Concept
- Sanitary Syphon Concept
- Alternate Tie in
- Sanitary Catchment Boundary

* Sanitary Catchment Boundaries are preliminary and shall be refined at the Outline Plan stage based on the preparation of more detailed servicing studies and accompanying grading plans.

** Lettering denotes current sanitary catchment area delineation and does not represent or depict anticipated phasing or sequencing of development.



7.3 Stormwater

The objective of this section is to ensure that proposed stormwater management facilities are provided in accordance with Alberta Environment and Parks ('AEP') and the Town of Okotoks standards. A Stormwater Management Concept (MPE 2018) has been prepared in support of the West Okotoks Area Structure Plan.

The existing stormwater catchment areas within the WOASP are illustrated on **Figure 22**. The plan area consists of five drainage catchments according to existing site contours. Lands in Catchment A north of Big Rock Trail drain north directly into the Sheep River. The lands in Catchment C drain northeast into existing municipal infrastructure. The remainder of the lands currently drain into the existing wetland feature in the centre of the plan area before discharging in a southeasterly direction under Highway 7.

Runoff from each catchment will be conveyed to stormwater management ponds via a typical stormwater network. An oil and grit separator or alternative approved method will provide pre-treatment by removing coarse sediment. The stormwater pond will be used to control peak flows to the pre-development release rates and provide water quality treatment.

Currently, the existing subdivision of Tiki Ranch has a dry pond that accommodates stormwater for that development. The area south of Tiki Ranch also drains north to this stormwater facility. Ultimate design of the major and minor stormwater systems for the WOASP will convey post-development flows to the proposed stormwater facility in Catchment D. The proposed stormwater pond will be sized to include the existing Tiki Ranch subdivision, and as a result the existing dry pond in Tiki Ranch may be eliminated once this new infrastructure has been constructed.

Currently, AEP is not approving the discharge of stormwater into wetlands. AEP is reviewing their standards and guidelines and it is generally recognized that stormwater recharge is required to sustain wetland health and viability. Due to the uncertainty of changes to the AEP wetland policy over time, three stormwater options have been developed for Catchment Areas B, D, and E:

Option 1 - Preferred Option: Illustrated on **Figure 22**, Catchment Areas B, D and E each have their own stormwater pond that discharges into the existing wetland feature before draining in a southeasterly direction under Highway 7 to be conveyed through a series of culverts, pipes and open channels to the Sheep River. This option will require a policy that permits the discharge of the stormwater into the wetland and AEP approval.

Option 2: Illustrated on **Figure 23**, the stormwater pond in Catchment B discharges to the north, through pipes located in a future road right-of-way, to the proposed stormwater pond located in Catchment A, and ultimately to the Sheep River. Catchment D will drain east through a syphon under the wetland to the proposed stormwater pond in Area E. The combined drainage of Catchment D and E will be conveyed through pipes under the highway in the southeast corner of the site and then discharge to the creek downstream of the wetland, within the existing road allowance.

Option 3: Illustrated on **Figure 24**, Catchment Areas A & B have been combined into one catchment area (labeled as 'Catchment F' on **Figure 24**) with one stormwater pond serving the entire area. The drainage system for Areas D and E are the same as outlined in Option 2.



The preferred stormwater option from both the developer and Town of Okotoks perspective is Option 1. It is the Town's aspiration to explore recreational enhancements to the central wetland to promote passive recreation opportunities in and around the wetland. This objective would require that a certain water level is maintained in the wetland over time. Due to proposed urban development surrounding the wetland, one of the main concerns is the elimination of pre-development storm water recharge and natural spring flows to the wetland, which currently supplies the wetland and maintains a fluctuating water level throughout the year. The continued input of stormwater from the proposed WOASP development would ensure that the wetland maintains water recharge over time. Current AEP policy requires the avoidance of wetland features and prevents the discharge of stormwater into wetlands. However, AEP has initiated a number of pilot projects to monitor the impacts of stormwater input into wetlands and subsequent policy revisions may occur in the future. The discharge of stormwater into the central wetland will be reviewed in further detail at the time of an Outline Plan for land within Catchment Areas B, D, and E.

POLICIES

- 7.3(a) A Master Drainage Plan must be approved at the Outline Plan / Land Use Amendment stage for all development within the WOASP area.
- 7.3(b) All development will be required to limit the post development runoff to the predevelopment rates by utilizing a stormwater pond or another approved stormwater facility.
- 7.3(c) Stormwater management options (Options 1-3) for Catchment Areas B, D, and E will be evaluated and determined at the time of an Outline Plan and Land Use Amendment application.
- 7.3(d) Stormwater facilities should generally be located within the plan area as shown on **Figure 22: Stormwater Management.**
- 7.3(e) All development will be required to treat stormwater to Alberta Environment and Parks (AEP) and The Town of Okotoks standards prior to discharging into an existing wetland, watercourse or water body.
- 7.3(f) The use of LID and innovative stormwater management measures, including stormwater capture and reuse, is encouraged. These measures will be explored at the Outline Plan / Land Use stage and may be included if they are found to be suitable and are acceptable to the Developer and the Town of Okotoks.



Figure 22 | Stormwater Management- Option 1: Preferred

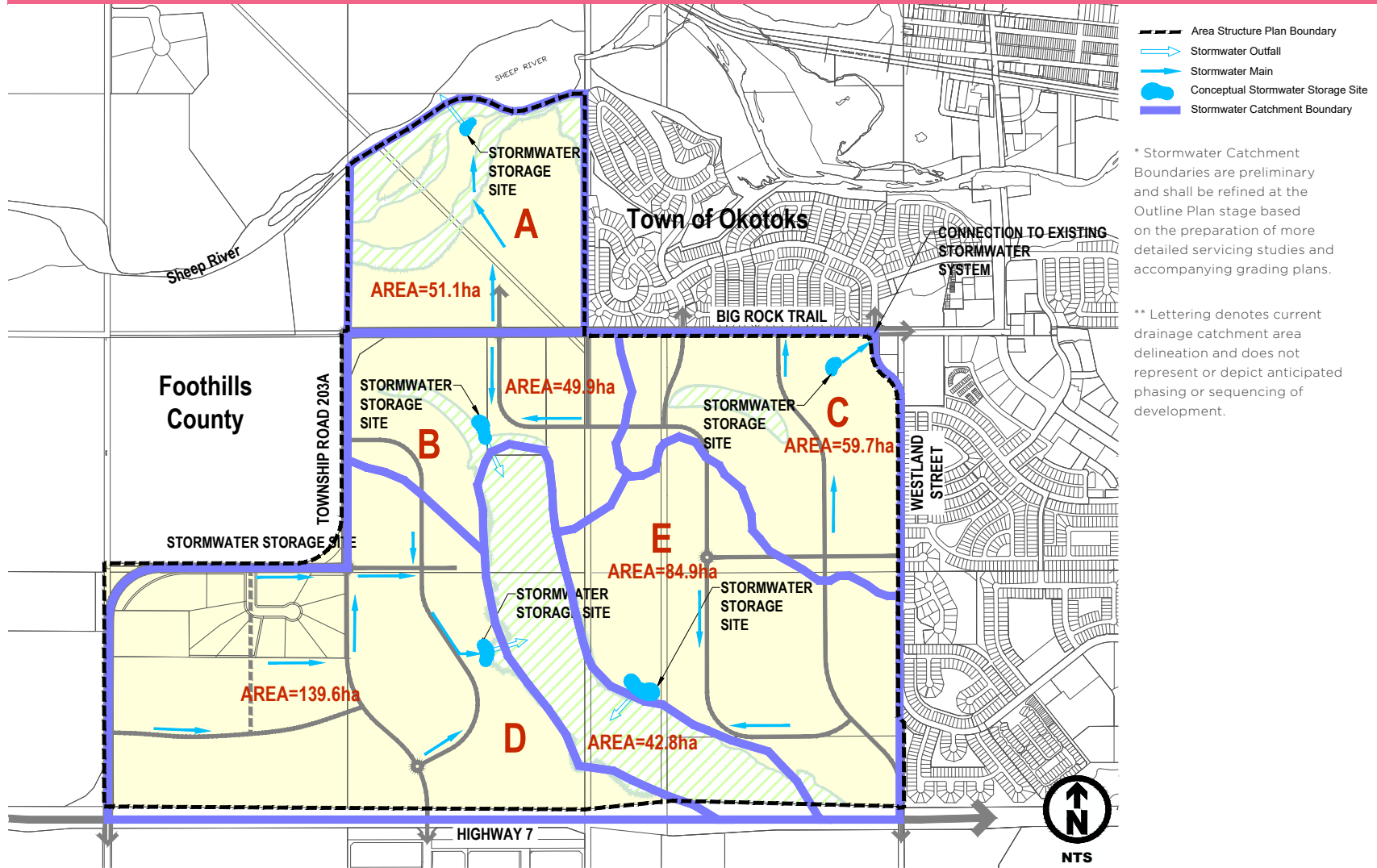
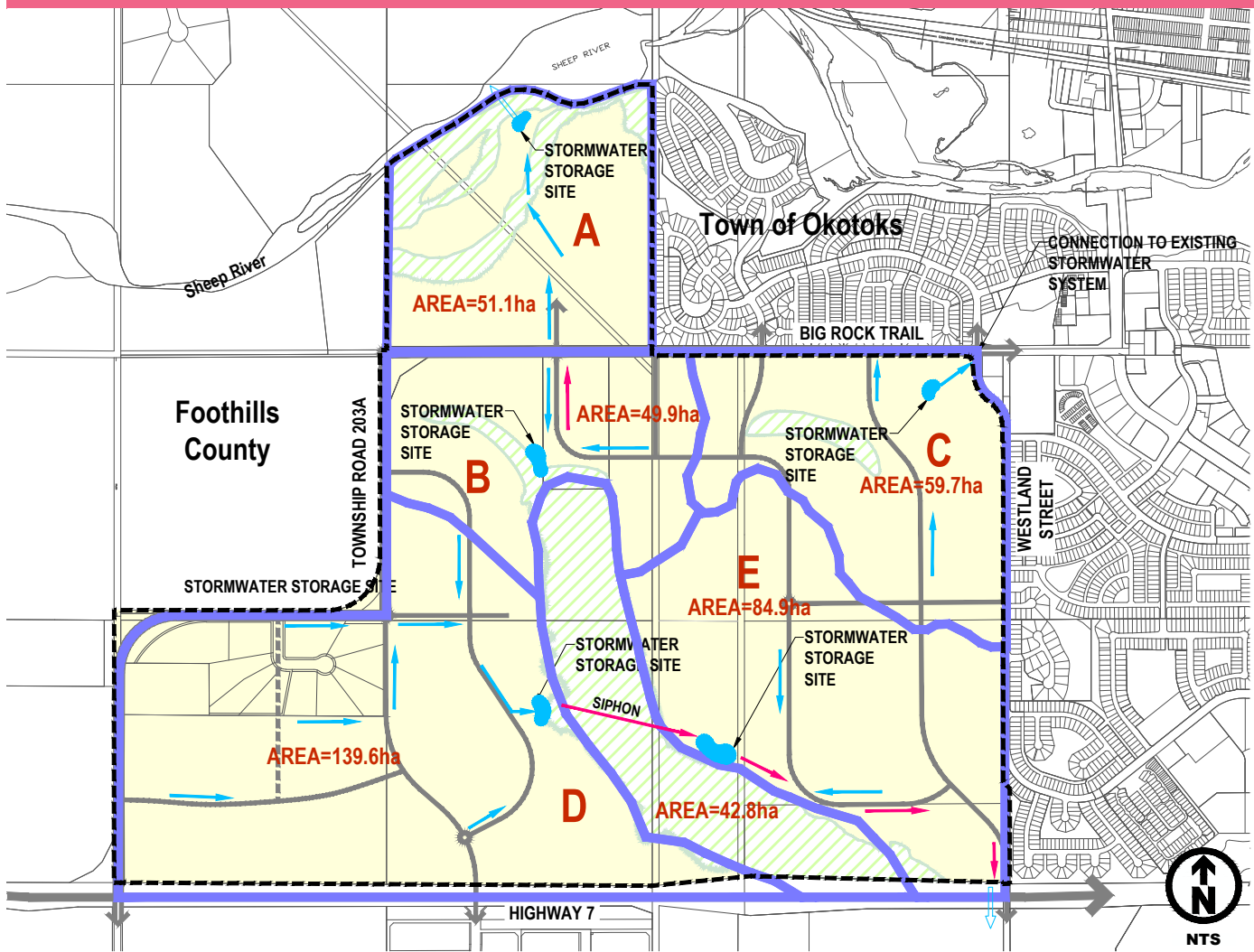




Figure 23 | Stormwater Management- Option 2



- Area Structure Plan Boundary
- ⇨ Stormwater Outfall
- ⇨ Stormwater Main
- ⇨ Treated Stormwater
- Conceptual Stormwater Storage Site
- ▭ Stormwater Catchment Boundary

* Stormwater Catchment Boundaries are preliminary and shall be refined at the Outline Plan stage based on the preparation of more detailed servicing studies and accompanying grading plans.

** Lettering denotes current drainage catchment area delineation and does not represent or depict anticipated phasing or sequencing of development.



7.4 Shallow Utilities

Shallow utilities include telephone, natural gas, electrical, Internet and cable services. The necessary easements and utility rights-of-way for these services must be provided to the specifications of the utility companies.

POLICIES

- 7.4(a) At a minimum, electrical and gas servicing is required for all lots within the Plan Area, unless an alternative comprehensive energy plan is approved by the Town.
- 7.4(b) The location of proposed utility rights-of-way must be identified at the Outline Plan / Land Use Amendment stage.
- 7.4(c) Shallow utility rights-of-way must avoid environmental reserve areas except where permitted by the Approving Authority in special situations.



SECTION 8.0

Implementation



8.0 Implementation

8.1 Plan Adoption

In accordance with Part 17 of the Municipal Government Act, once passed, the WOASP will become a statutory planning document of the Town of Okotoks.

To advance development on the subject lands, an Outline Plan and Land Use Amendment must first be prepared in accordance with the Okotoks MDP and the West Okotoks ASP. The purpose of an Outline Plan is to provide for more detailed land use, transportation and servicing framework which is consistent with the WOASP.

POLICIES

- 8.1(a) An Outline Plan and Land Use Amendment application must be approved for a specific land area prior to subdivision and development of the land.
- 8.1(b) Notwithstanding 8.1(a) and subject to 8.3(d), the Town will not accept Outline Plan and Land Use Amendment applications for Phase 2 or Phase 3 lands until Council has adopted the new MDP and the WOASP has been amended to align with MDP policy directions.

- 8.1(c) All subsequent Outline Plan and Land Use Amendment applications must be consistent with the WOASP, and MDP.
- 8.1(d) Development concept plans must be prepared in support of all comprehensive development proposals situated within identified community nodes, neighbourhood hubs, or multi-unit medium to high density residential development projects.
- 8.1(e) All subsequent development permit applications contained within a community node, neighbourhood hub, or multi-unit medium to high density residential development projects must be consistent with an approved development concept plan.
- 8.1(f) The Approving Authority must assess and consider all land use amendment and subdivision applications in the context of the Water Allocation System for Planning Approvals Policy.
- 8.1(g) Where appropriate, an optional amenity agreement will be required for any neighbourhood entrance features or park infrastructure which exceeds Town specifications.



8.2 Intermunicipal Coordination

The WOASP is directly bordered by Foothills County to the west and south of the plan area. As outlined in the Town of Okotoks / M.D. of Foothills No.31 Intermunicipal Development Plan (IDP), collaboration between the two municipalities should be ensured to meet mutual goals and help guide development around the boundaries of each municipality.

POLICIES

- 8.2(a) The Town of Okotoks will consult with Foothills County on intermunicipal planning, transportation and servicing matters that may arise during the implementation of the ASP, in order to achieve coordinated and mutually beneficial outcomes.

- 8.2(b) All proposed amendment applications to this ASP and any subsequent Outline Plan / Land Use Amendment applications within the Plan Area must be circulated to Foothills County in accordance with the Town of Okotoks / M.D. of Foothills No.31 IDP.



8.3 Phasing

General phasing boundaries have been defined on **Figure 25: Development Phasing**. Phasing boundaries delineate the anticipated sequence of growth based on efficient servicing and logical planning considerations. Phasing of development also ensures limited new lands can be considered for development in advance of an updated MDP, while ensuring the full-build out of the plan area aligns with Council’s vision and goals for the overall growth and development of the community.

Phase 1 lands are near term development lands that may proceed to outline plan, land use, subdivision and development permit applications in advance of the updated MDP, subject to the provision of adequate servicing infrastructure.

Phase 1a lands are near to medium term development lands. Phase 1a lands had previous statutory planning entitlements in the form of the Sandstone Springs Area Structure Plan (Bylaw 124/2008) as approved by Foothills County in June 2009 prior to the annexation of these lands to the Town of Okotoks. Potential coordination between Phase 1 and Phase 1a Outline Planning will facilitate continuous and integrated development and the design and delivery of efficient servicing and utility infrastructure. Phase 1a may proceed to Outline Plan, Land Use, subdivision and development permit applications, subject to the MDP being adopted, the WOASP being updated to align with the new MDP and the provision of adequate infrastructure.

Phase 2 lands are medium term development lands that may be partially encumbered by complexities including the finalization of the Sheep River Crossing Study and Government of Alberta flood hazard studies for the Sheep River. Phase 2 may proceed to Outline Plan, Land Use, subdivision and development permit applications, subject to the MDP being adopted, the WOASP being updated to align with the new MDP and the provision of adequate infrastructure.

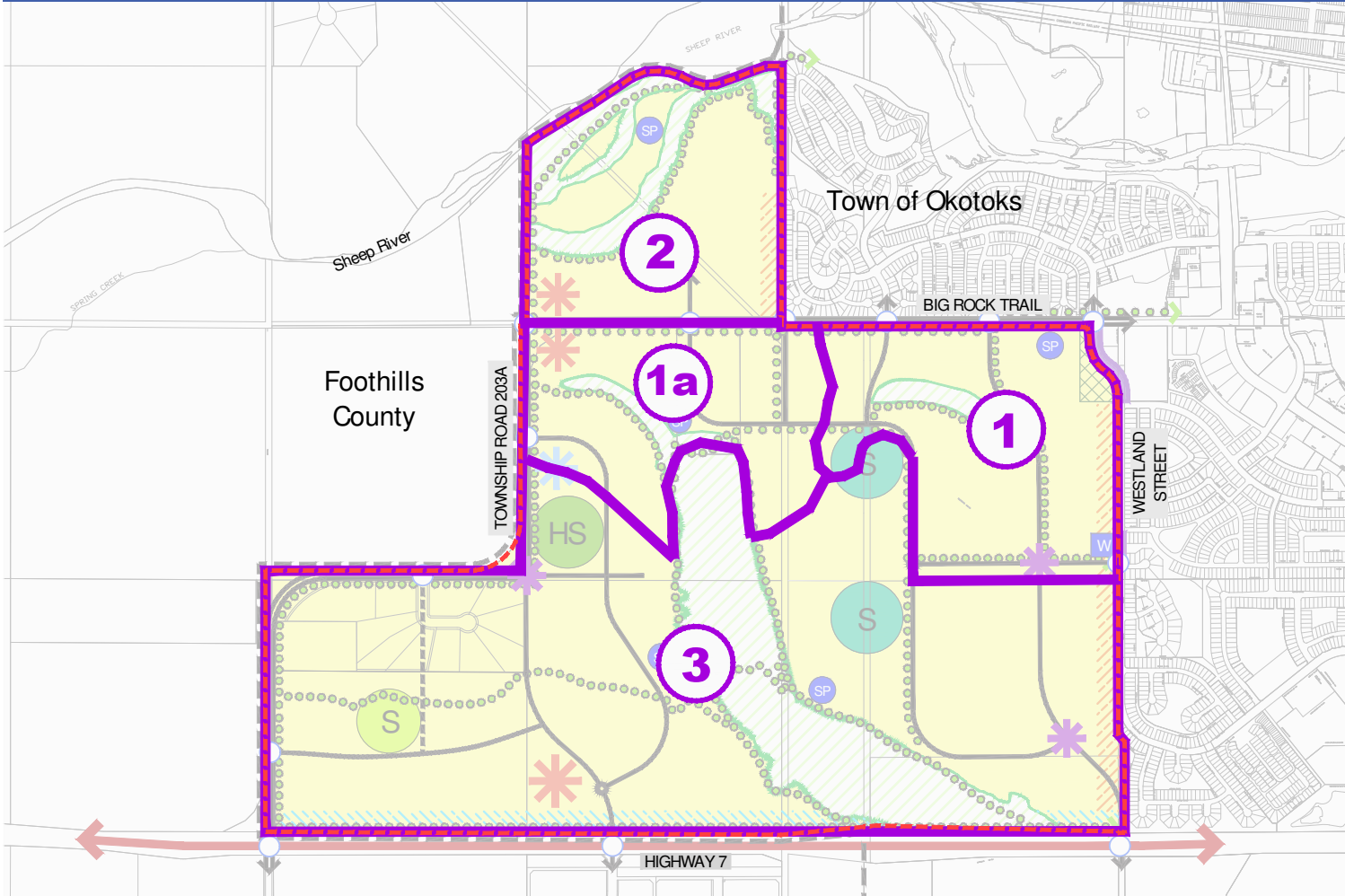
Phase 3 lands are longer term development lands that require significant servicing upgrades and may be developed once servicing infrastructure becomes available and in accordance with the Town’s growth management strategy.

POLICIES

- 8.3(a) Phasing within the WOASP must comply with the boundaries shown in **Figure 24: Development Phasing**.
- 8.3(b) Phasing boundaries are approximate and subject to minor refinement at the time of outline plan submission based on detailed servicing studies and engineering evaluation.
- 8.3(c) Phasing of development within the Plan Area must be implemented in an efficient and logical manner to ensure a contiguous urban form and servicing efficiencies.
- 8.3(d) An Outline Plan application-for Phase 1 as identified on **Figure 25** will be accepted by the Town prior to the adoption of a new MDP, provided servicing infrastructure such as water has been extended and there is sufficient available water capacity to service the lands in accordance with the Town’s water allocation system and policy.



Figure 25 | Development Phasing



*Note: Boundaries are approximate and subject to minor refinement at time of Outline Plan or subdivision in response to detailed servicing and engineering studies and designs.



POLICIES CTD..

8.3(e) Lands beyond Phase 1 cannot be developed until the following conditions are met:

- Municipal utility servicing infrastructure has been extended to the area;
- Sufficient development capacity exists within the Water Allocation System to support the development of the lands; and
- The new MDP has been adopted by Council and the WOASP has been comprehensively reviewed and updated to address any alignment issues.

8.3(f) The development of Phase 3 identified on **Figure 25** is limited by sanitary servicing constraints and may only be considered when the required infrastructure is constructed and in accordance with the Town's growth management strategy.

8.3(g) Modifications to the anticipated general direction of development phasing or location as illustrated in **Figure 25: Development Phasing** and the actual planning and development of the Plan Area must be addressed at the Outline Plan / Land Use stage. Proposed major changes to the phase boundaries would require an amendment to the WOASP.



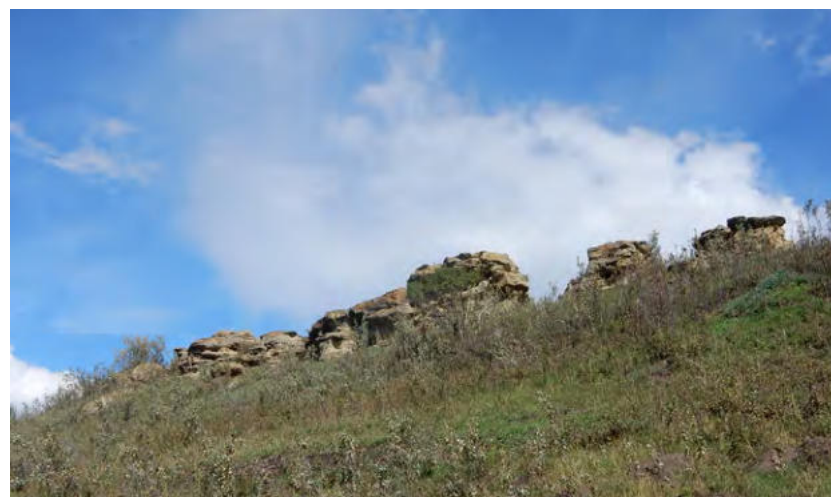


8.4 Plan Amendment

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

POLICIES

- 8.4(a) This plan must be comprehensively reviewed and amended prior to acceptance of any Outline Plan or Land Use Applications for lands beyond Phase 1, as shown on **Figure 25: Development Phasing**.







SECTION 9.0

Appendix



APPENDIX A

**Stakeholder & Public
Engagement Summary**



Stakeholder & Public Engagement Summary

INTRODUCTION

In order to create an ASP that provides a meaningful and effective framework to guide community development, the West Okotoks ASP project team engaged and collaborated with a number of stakeholders during and throughout the development of the West Okotoks ASP.

Given the recent Town of Okotoks annexation process and the extensive ASP boundary, the communications and engagement strategy focused on the following:

- Ensuring all relevant stakeholders were identified and included in the process as appropriate
- Generating awareness about the annexation process and the initiation of area structure planning
- Providing multiple opportunities for stakeholders to learn and provide input on key areas relating to the development of the plan
- Keep stakeholders informed, listen to and acknowledge concerns, and provide feedback on how public input influenced the decision
- Build support among local organizations and public stakeholders who will support the area's development

STAKEHOLDERS

The following primary stakeholders were engaged prior to broad public engagement events with a focus on more detailed, personalized communications including 1:1 or small format meetings, telephone, and email correspondence:

- Town of Okotoks Administration
- Foothills County – Planning Department
- Foothills School Division
- Christ the Redeemer School Division
- FrancoSud School Division
- Non-participating landowners within the ASP boundary
- AltaLink Management Ltd.
- Fortis Alberta Inc.
- Mountain View Poultry – Vyefield Enterprises Ltd.
- Landowners & Homeowners within 400m radius of the Plan Area



PROCESS

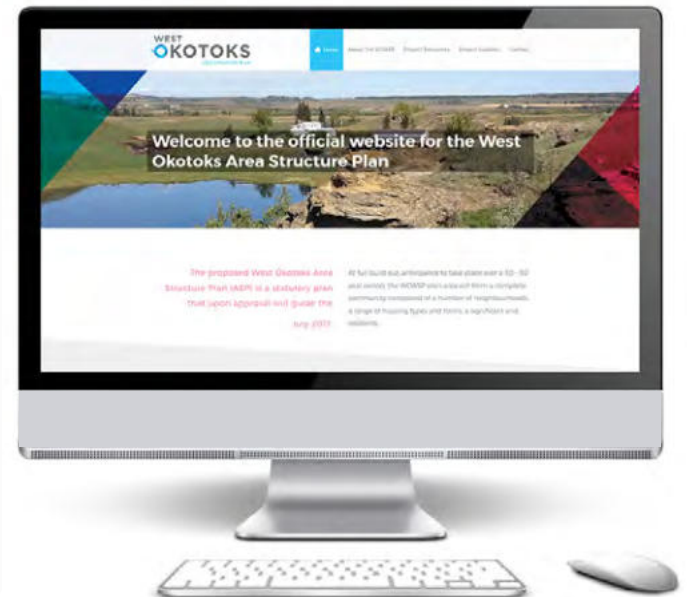
In order to support the area structure plan application and to effectively position the ASP project for success, a multi-phase public and stakeholder engagement campaign was launched in February 2017. The campaign shared information about the WOASP and engaged stakeholders through the following tactics:

- Introductory letter to adjacent residents from the Town of Okotoks regarding annexation and the initiation of the WOASP
- Town of Okotoks website content regarding the WOASP
- Public Information Package for stakeholder meetings
- In-person and phone meetings with primary stakeholders
- WOASP Project Website
- Dedicated Engagement Specialist to gather and respond to questions and concerns
- Letters to non-participating landowners within the plan area
- Postcard Mail Drop inviting residents within 400m radius of plan area to visit the WOASP website and sign up for project updates
- Adjacent Resident Meeting June 2018
- What We Heard Report #1 2018

SECOND PHASE OF ENGAGEMENT

Following the formal submission of the West Okotoks ASP to the Town of Okotoks, and commencement of external circulation, the West Okotoks ASP project team undertook the second phase of public engagement which included:

- E-Update / FAQ Sheet Spring 2019
- Public Open House June 2019
- What We Heard Report #2 Summer 2019
- Website updates Summer 2019
- E-Updates Summer / Fall 2019





APPENDIX B

Referenced and Technical Studies



Referenced Studies

- Active Transportation Strategy Draft, Town of Okotoks, 2015
- Alberta Wetland Policy, Government of Alberta, 2013
- Calgary Metropolitan Plan, Calgary Regional Partnership, 2014
- Growing Together: A Culture, Heritage & Arts Master Plan for Okotoks, Town of Okotoks, 2018
- Interim Regional Growth Plan, Calgary Metropolitan Region Board (CMRB), 2018
- Municipal Government Act (MGA), Province of Alberta, 2018
- Okotoks Environmental Master Plan (EMP, Town of Okotoks, 2018
- Okotoks/M.D. Foothills Intermunicipal Development Plan (IDP), Town of Okotoks & M.D. of Foothills, 2016
- Okotoks Sheep River Flood Hazard Study, Government of Alberta, 2016
- Recreation, Parks and Leisure Master Plan, Town of Okotoks, 2017
- Sheep River Crossing Functional Planning Study, Town of Okotoks, 2017
- Sheep River Valley Management Plan, Town of Okotoks, 2003
- Social Wellness Framework, Town of Okotoks, 2010
- Stepping Back From The Water A Beneficial Management Guide For New Development Near Water Bodies in Alberta's Settled Region, Government of Alberta, 2007
- Town of Okotoks Land Use Bylaw, Town of Okotoks, 1998
- Town of Okotoks Municipal Development Plan (MDP), Town of Okotoks, 1998
- Town of Okotoks Transportation Master Plan Update, Town of Okotoks, 2016
- Water Act, Province of Alberta, 2017
- Water Allocation System for Planning Approvals Policy, Town of Okotoks, 2017



Technical Studies

- West Okotoks ASP Biophysical Overview – Westhoff Engineering Resources Inc.
- West Okotoks ASP Commercial and Industrial Business Park Opportunity Assessment– Hume Consulting Corporation
- West Okotoks ASP Flood Hazard Assessment – Matrix Solutions Inc.
- West Okotoks ASP Geotechnical Evaluation (East Quarter Section) – McIntosh Lalani Engineering Ltd.
- West Okotoks ASP Geotechnical Evaluation (Sheep River Quarter Section) – McIntosh Lalani Engineering Ltd.
- West Okotoks ASP Geotechnical Evaluation (West Quarter Section) – McIntosh Lalani Engineering Ltd.
- West Okotoks ASP Geotechnical Subsoil Investigation – Almor Engineering Associates Ltd.
- West Okotoks ASP Historical Resources Overview – Bison Historical Services
- West Okotoks ASP Phase 1 ESA – La Terra Ventures Inc.
- West Okotoks ASP Stormwater Management Report – MPE
- West Okotoks ASP Traffic Impact Assessment (TIA) – WATT