

Northeast Okotoks



Area Structure Plan

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1.0 INTRODUCTION

1.1 PLAN PURPOSE AND OBJECTIVES

The purpose of this Area Structure Plan (ASP) is to provide a framework for subsequent subdivision and development of the Plan Area as shown in Figure 1. The objectives of the Plan are as follows:

- To ensure that future development in the Plan Area conforms to the Goals and Objectives of the Okotoks Municipal Development Plan [MDP].
- To describe the proposed land uses for the Plan Area taking into account existing development.
- To show the general locations and sizes of roads required to service the Plan Area.
- To describe the sequence of development in the Plan Area.
- To describe the density of the population proposed in the Plan Area.
- To show the general locations of major utility infrastructure.

1.2 BACKGROUND

- In 1977, approval in principle was given to an Outline Plan for the quarter section located east of Wylie Athletic Park and the east half of the quarter section located north of Wylie Athletic Park. Approximately half of these lands were subdivided under this Outline Plan¹. The significance of this Outline Plan and subsequent Tentative Plans to the Plan Area is as follows:

- the subdivided portions of the Outline Plan form the west boundary of the Plan Area and establish road access points into the Plan Area;
- the Outline Plan proposed a road alignment for Milligan Drive through the Plan Area. It should also be noted that Milligan Drive tapers from a 36 m right-of-way to a 22 m right-of-way just west of the Plan Area, a design that did not contemplate the annexation of the N ½ 27 and the S ½ 34-20-29-W4M which occurred in 1987; and
- the Outline Plan proposes a linear open space system from Downey Ridge and the escarpment into the Plan Area.
- In 1980, approval in principle was given to an Outline Plan for the quarter section located east of Tower Hill and the east portion of the quarter section containing Downey Ridge. This Outline Plan confirmed the road alignment for Milligan Drive proposed in the 1977 Outline Plan and provided open space linkages into the existing Tower Hill subdivision.
- In 1986, the Town adopted the Town of Okotoks Transportation Study. This study recommended road standards and a long-term road network for the Town and contemplated annexation of the N ½ 27 and the S ½ 34-20-29-W4M. Two arterial roads recommended in this study cross the Plan Area. The first is a north-south arterial which extends south across the Sheep River and north beyond the Town limits. The other is an east-west extension to Milligan Drive extending east of 32nd St. Future collector road connections are also recommended.

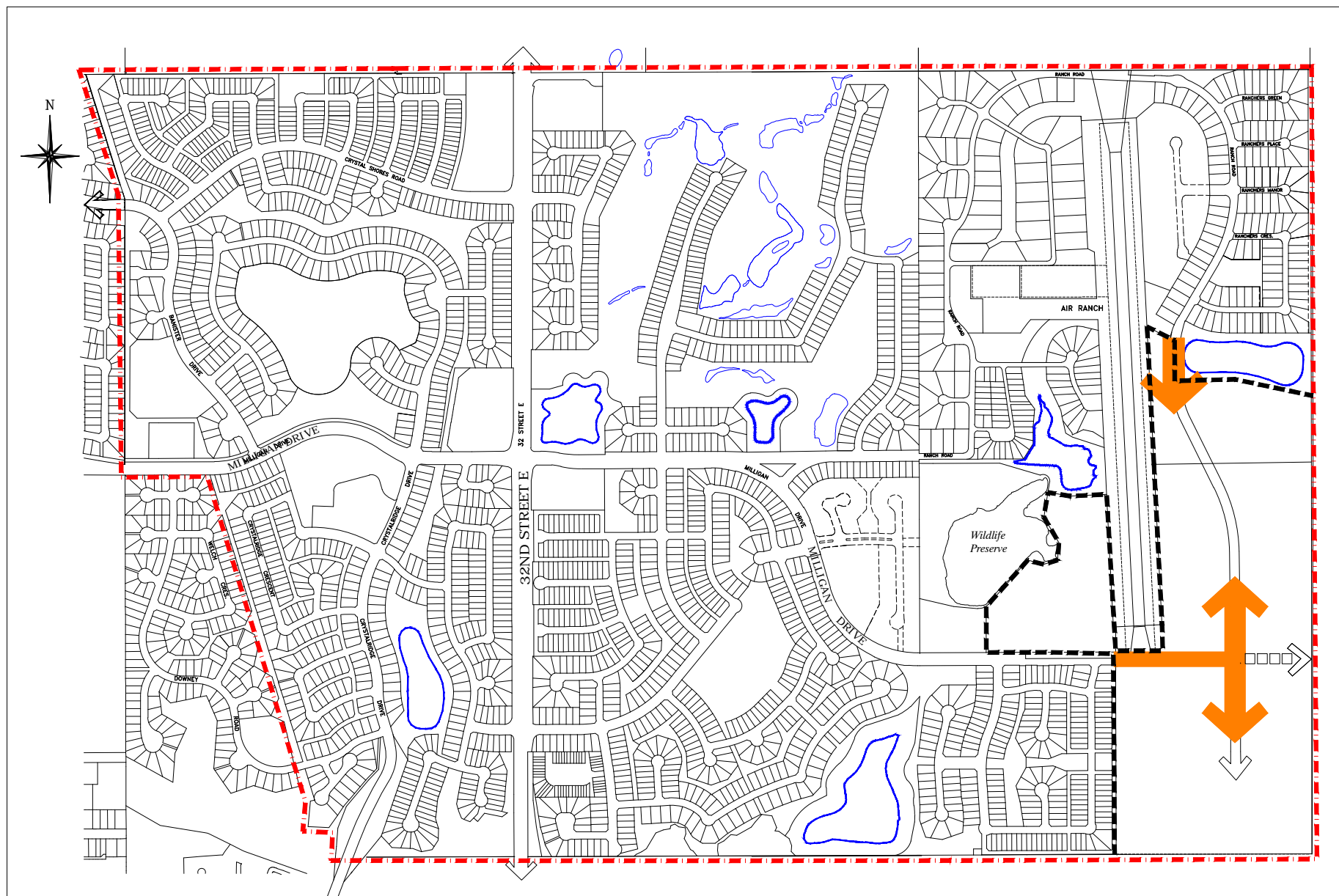
- Effective December 31, 1987, the east portion of the Plan Area was annexed into the Town of Okotoks.
- In July 1989, the Outline Plan was submitted for part of the Plan Area.
- On September 12, 1989, the Town enlisted the services of B.A. Consultants Ltd. to review the long term transportation system for the Plan Area.
- In October 1989, the *Northeast Okotoks Area Structure Plan* [NEOASP] was adopted and the Outline Plan submitted in July 1989 was approved by Calgary Regional Planning Commission on April 11, 1990.
- From 1990 to 1998, a series of Tentative Plans were developed encompassing approximately 20 hectares (50 acres).
- In April 1999, two Concept Plans and two Outline Plans were received from land owners in the Plan Area that required revisions to the NEOASP.
- In September 2010, Town Council accepted a Situation Paper on Northeast Okotoks setting out the considerations of an amendment to the NEOASP employment lands. At this time all but approximately 55 hectares of the ASP Plan Area had approved Outline Plans and a significant portion of the ASP Plan Area had been developed. Landowners and Town staff began work on revisions to the NEOASP focused on alternative uses to the employment lands.

1.3 PLAN AREA

The lands included in the Plan Area are situated in northeast Okotoks and are shown in Figure 1. As of January 2012, a significant portion of the ASP Plan Area had developed and remaining development lands are identified as “Future Development Area (2012)” within Figures 1 through 8 of the Plan. Following are the legal descriptions and sizes of the properties within the Plan Area.

Table 1 - Ownership

Ref. No.	Legal Description	Hectares ±	Acres ±
1	Ptn. NE ¹ / ₄ 28-20-29-W4M	16	40
2	Ptn. S ¹ / ₂ 33-20-29-W4M	66	162
3	SW ¹ / ₄ 34-20-29-W4M	65	160
4	SE ¹ / ₄ 34-20-29-W4M	65	160
5	NE ¹ / ₄ 27-20-29-W4M	65	160
6	NW ¹ / ₄ 27-20-29-W4M	65	160
Developed (1990-98)	Various	20	50
Roads	Various	8	21
		370	914



LEGEND



ASP BOUNDARY



FUTURE DEVELOPMENT AREA



DIRECTION OF FUTURE DEVELOPMENT



POTENTIAL ROAD EXTENSION

Figure: 1

AS AMENDED, BY 21-12

PLAN AREA

N.E. OKOTOKS AREA STRUCTURE PLAN

1.4 INTERPRETATION

The policies contained in the Plan are written to ensure a measure of flexibility in response to changes that may occur as the Plan Area is developed.

In this Plan:

1. “Plan” means the *Northeast Okotoks Area Structure Plan*.
2. “Plan Area” means the area shown in Figure 1 of this Plan.
3. “Land Use Bylaw” means the *Okotoks Land Use Bylaw No. 40-98* adopted by Council pursuant to the *Municipal Government Act* or any succeeding Land Use Bylaw.
4. “Municipal Development Plan or MDP” means the *Okotoks Municipal Development Plan Bylaw No. 50-98* adopted by Council pursuant to the *Municipal Government Act* or any succeeding MDP.
5. “Subdivision Approving Authority” means the Okotoks Municipal Planning Commission or prior to 1995, the Calgary Regional Planning Commission.
6. “Concept Plan” means an intermediate plan between the ASP and an Outline Plan that encompasses the entire contiguous land holding of a developer. Such a plan should provide information regarding the allocation of reserves and the mix of land uses proposed throughout the Plan Area with particular attention given to the proposed mix of housing types. Concept Plans are referred to the Okotoks MPC for consideration.
7. “Outline Plan” means an intermediate plan between a Concept Plan and a Tentative Plan that encompasses a logical development cell or the entire contiguous land holding of a developer. Such a plan should provide information regarding the allocation of reserves and the mix of land uses proposed throughout the Outline Plan area with particular attention given to the proposed mix of housing types. An Outline Plan should also show the entire road system proposed within the Outline Plan including sidewalks and pathways, information regarding servicing, proposed *Land Use Bylaw* Districts and all proposed reserve parcels. Outline Plans are referred to the Okotoks MPC for consideration.
8. “Tentative Plan” is a detailed proposal for development of a site and may form the basis for application to subdivide.
9. “Private Open Space” means an area of land that may include a facility such as a golf course, private lake and/or private park provided by the developer as an additional amenity to the area.
10. “Non-traditional Residential” means any housing form other than R-1 and R-1N district land uses and includes the existing R-1E, R-2, R-3, R-MH districts and new land use districts adopted by Council that provide alternate forms of housing.
11. “Council” means the Council of the Town of Okotoks.
12. All other words and expressions have the meanings respectively assigned to them in the *Land Use Bylaw* or the *Municipal Government Act*.

2.0 SITE ANALYSIS

2.1 TOPOGRAPHY

The lands contained within the Plan Area drain generally from the north to the south. Elevations vary from 1105± metres (3625± feet) in the north to 1067± metres (3500± feet) in the south for an overall slope of approximately 2%. The Sheep River escarpment lies partially in the southwest portion of the Plan Area. Other than the escarpment there are no topographical features in the Plan Area which are a constraint to development.

2.2 UTILITIES

Several utility lines cross the Plan Area. Two large diameter high pressure gas lines operated by ATCO cross the Plan Area in a north-south direction and define part of the Plan Area's west boundary.

The particulars of these pipelines are as follows:

Table 2 – High Pressure Gas Lines				
ERBC License Number	Type of Line	Operator	Outside Diameter	Maximum Operating Pressure
2027	Natural Gas	ATCO	406.4 mm	2070kPa
16846	Natural Gas	ATCO	323.9 mm	4960kPa

2.3 EXISTING DEVELOPMENT

The majority of the Plan Area is developed as per the NEOASP for residential use. As of January 2012, all but approximately 55 hectares have approved Outline Plans, primarily for residential uses. Other uses are also located in the Plan Area. They include a recreational airpark and a golf course complete with clubhouse.

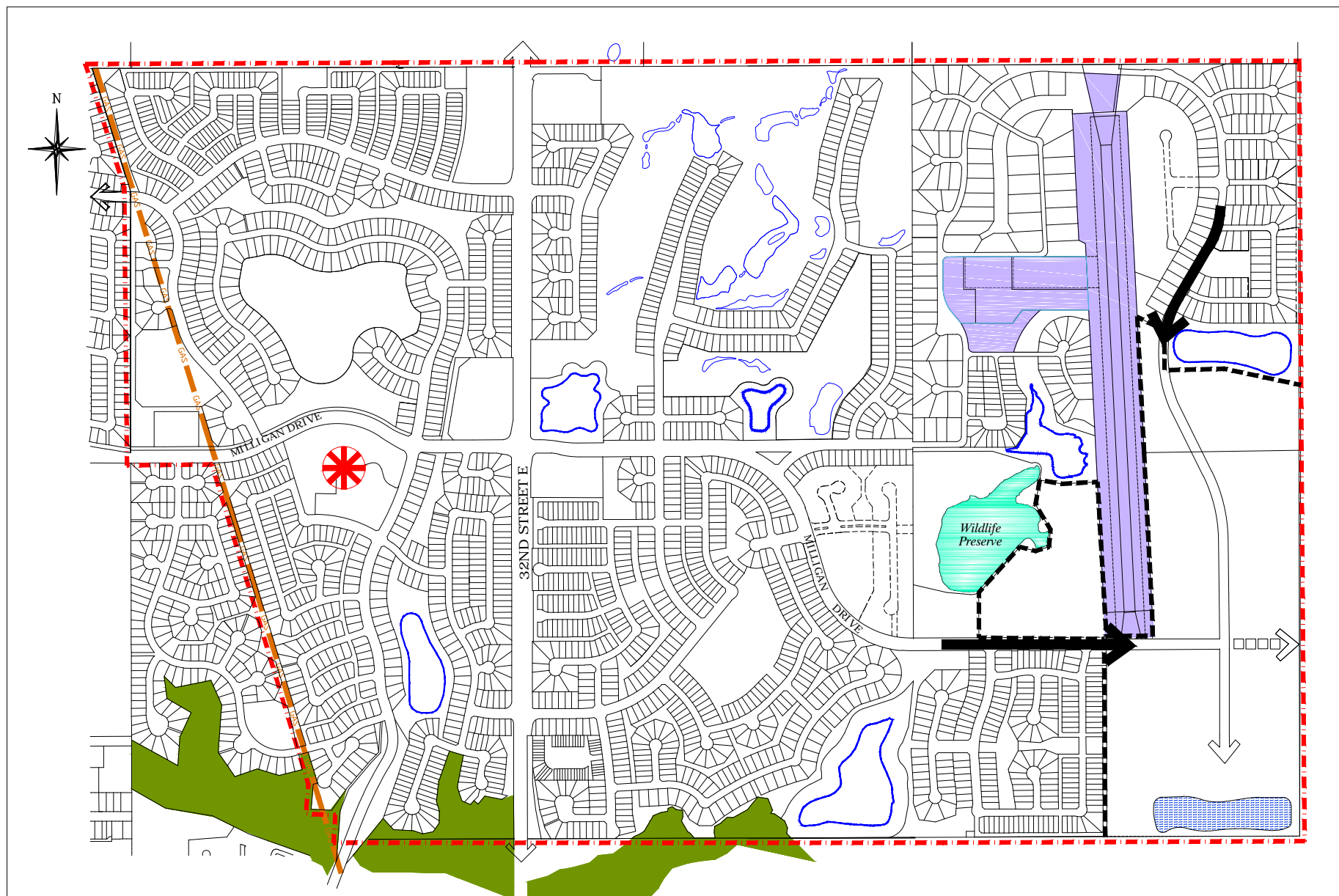
2.4 ADJACENT DEVELOPMENT

At the time of preparing the original NEOASP three adjacent land uses had an impact on the Plan Area. The first is the decommissioned gas plant to the south of the Plan Area. The second is the existing Tower Hill neighbourhood which has established road connections and the third is an industrial park below the escarpment which may necessitate special design considerations.

2.5 SUMMARY OF DESIGN CONSIDERATIONS

- High pressure gas line.
- Decommissioned Gas Plant site to the south of the Plan Area.
- Existing golf course development.
- Existing airpark.
- Sheep River escarpment.
- Wildlife Preserve.
- Existing road connections and proposed future arterial alignments.
- Industrial Park below escarpment.

These are shown in Figure 2.



LEGEND

--- ASP BOUNDARY

--- FUTURE DEVELOPMENT AREA

ESCARPMENT

GAS GAS HIGH PRESSURE GAS LINE



EXISTING SCHOOL



EXISTING ROAD CONNECTIONS



AIRSTIP & HANGER



POTENTIAL ROAD EXTENSION

Figure: 2 **AS AMENDED, BY 21-12**
DESIGN CONSIDERATIONS
 N.E. OKOTOKS AREA STRUCTURE PLAN

3.0 DEVELOPMENT PLAN

3.1 OVERALL STRATEGY

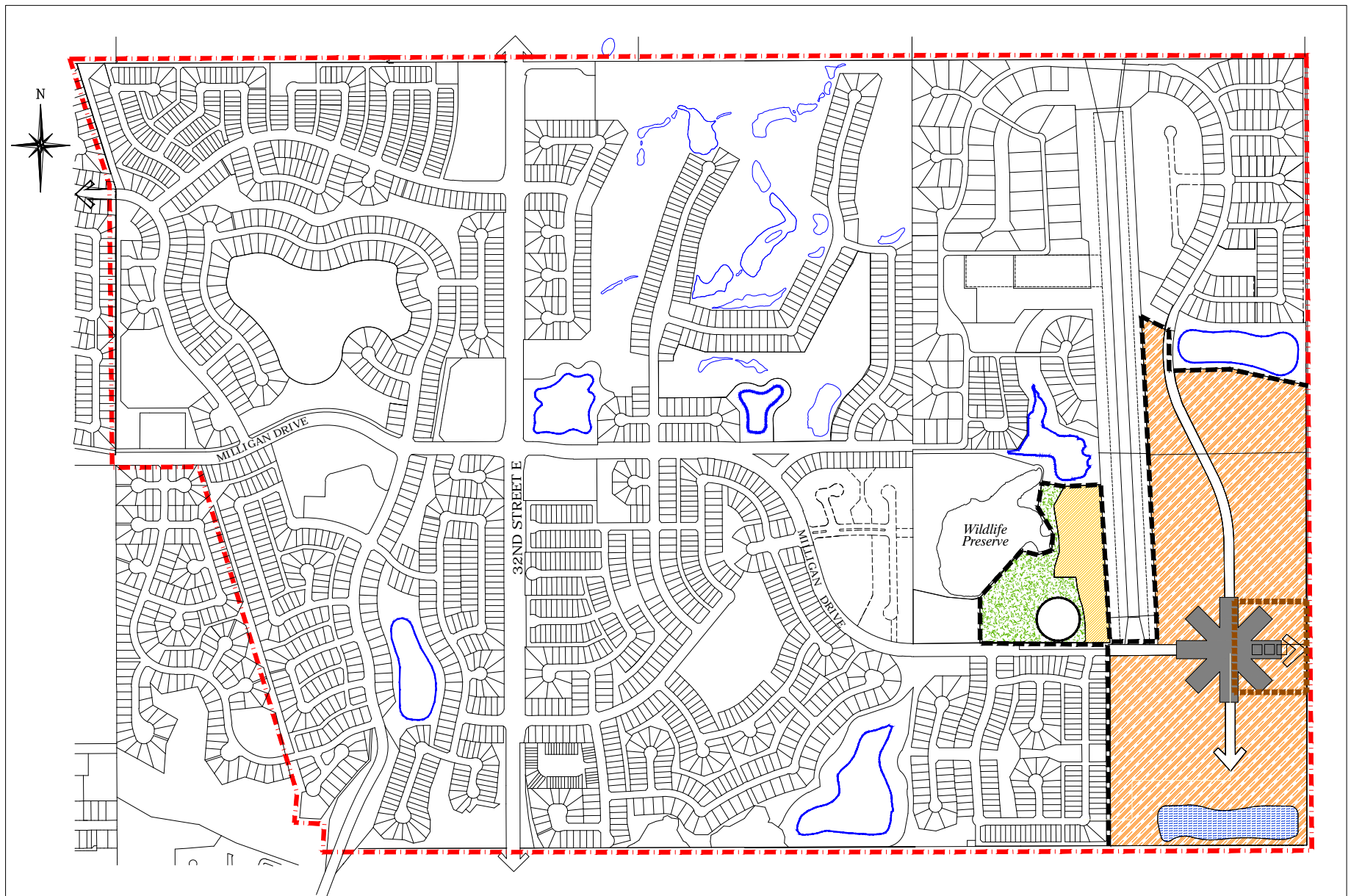
The Development Plan shown in Figure 3 is based upon an analysis of the Plan Area's physical and man-made opportunities and constraints, and represents Council's Development Strategy for northeast Okotoks. The Plan indicates generalized land uses and the approximate boundaries of the various land uses. Major components of the Development Plan include:

- A number of development cells which are defined by major transportation routes or physical features.
- A range of land uses as shown in Table 3.
- A land use pattern which separates incompatible uses by means of buffers, landscaping and location of roadways.
- Conservation of the wildlife preserve and escarpment for active and passive recreational use.
- Provision of a comprehensive public open space system.

Table 3 - Land Uses

Land Use	Hectares ±	Acres ±
Traditional Residential	112	275
Non Traditional Residential	90	225
Local Commercial	2	5
Mixed Use Area	4	10
Public Open Space	40	99
Private Open Space	40	99
Environmental Areas	10	25
Airpark	18	44
Roads and Lanes	54	132
TOTAL	370	914

The roadway and pathway networks required to service this Development Plan are detailed in Figures 4 and 5 and the policies outlines in Section 4.0 of this Plan further define the development strategy.



LEGEND

- - - - - ASP BOUNDARY
- FUTURE DEVELOPMENT AREA
- TRADITIONAL RESIDENTIAL
- RESIDENTIAL WITH A NON-TRADITIONAL HOUSING COMPONENT AS PER THE MDP.
- FUTURE STORMPOND

- PUBLIC OPEN SPACE
- ✱ MIXED USE AREA
- POTENTIAL SCHOOL SITE

- □ □ → POTENTIAL ROAD EXTENSION

- DEVELOPMENT DEFERRAL AREA

Figure: 3

AS AMENDED, BY 21-12

DEVELOPMENT PLAN

N.E. OKOTOKS AREA STRUCTURE PLAN

4.0 PLAN POLICY

4.1 GENERAL

The policies and objectives of this section confirm that the *Northeast Okotoks Area Structure Plan* conform to senior planning documents of the Town of Okotoks.

4.1.1 Objective

To ensure that the Plan and any future amendments conform with senior planning documents.

4.1.2 Policies

- a) All subdivisions and development shall conform to the following statutory documents adopted by Council or their successors.
 - i. Bylaw No. 50-98 being the Okotoks MDP.
 - ii. Bylaw No 40-98 being the *Land Use Bylaw* of the Town of Okotoks,
- b) Subdivision and development of lands within the Plan Area should be in conformity with the following guidelines:
 - i. Okotoks Transportation Study.
 - ii. Transport Canada guidelines, policy and regulations regarding land use in the vicinity of airports.

4.2 DEVELOPMENT CONSTRAINTS

The objectives and policies of this section are intended to ensure that subdivision and development of the Plan Area takes into account existing constraints associated with these lands,

4.2.1 Objective

To control subdivision and development in the vicinity of the escarpment, high pressure pipelines, the decommissioned gas plant to the south and the airport,

4.2.2 Policies

- a) All development adjacent to the escarpment or its associated features shall be set back a minimum distance of 30 metres (98.42 feet) from the “top of the slope” as designated by the Town, in consultation with Alberta Environment and any other agency as deemed necessary by the Town.
- b) At its discretion, the Town may consider, on a site-specific basis, permitting an encroachment into the 30 metre (98.42 feet) setback requirement to occur where it can be demonstrated to the satisfaction of the Town that such an encroachment would not impair the stability of the slope. In cases where a lesser setback is justified, the minimum setback from the “top of slope” to property line shall be 6 metres (19.69 feet).
- c) The developer shall survey the top of the escarpment bank to the satisfaction of the Town

- when seeking approval for a Tentative Plan of subdivision in the vicinity of an escarpment.
- b) Development and subdivision shall be set back from high pressure pipelines in accordance with this Plan and any other Federal, Provincial and other Municipal regulations.
 - c) Buildings developed in the vicinity of the ATCO high pressure gas pipelines in the west portion of the Plan Area shall be set back a minimum distance of 15 metres (49.21 feet) from the centreline of any pipeline.
 - d) Public institutions such as churches, hospitals, nursing homes, schools and other similar uses where people are dependent upon others for evacuation shall be set back a minimum distance of 200 metres (656.16 feet) from the centreline of any ATCP pipeline.
 - e) Proper engineering practices shall be employed where utilities cross or straddle any ATCP high pressure pipelines. As a general practice the number of crossings should be minimized and utilities should be set back from these pipelines.
 - f) The developer(s) shall determine the feasibility of locating urban development and, particularly, residential development in close proximity to the airport prior to the subdivision and development of the SE ¼ 34-20-29-W4M and NE ¼ 27-20-29-W4M. The feasibility of developing these lands shall be determined through a report prepared by the developer in accordance with Transport Canada guidelines which:
 - i. establishes the limit to which objects may project into the airspace around the airport so that aircraft operations may be conducted safely;
 - ii. determines noise exposure forecast contours for the airport; and
 - iii. identifies any land uses which would have a negative impact on the operation of the airport.
 - g) All subdivision or development within the Plan Area shall adhere to the requirements of Alberta Culture with respect to sites of archaeological or paleontological significance.
 - h) The developer shall prepare and submit an Environmental Impact Assessment prior to, or concurrent with, the submission of the Concept Plan or Outline Plan for lands in the vicinity of the existing air strip and the decommissioned gas plant.

4.3 RESIDENTIAL

The policies and objectives of this section are intended to guide new residential development in the Plan Area. The Neighbourhood Concept [see MDP] has been applied to the Plan Area to assist in determining open space allocation, internal road networks, pathway systems, housing mix and other essential components of a residential area.

A residential area in the vicinity to the airport is intended to provide the opportunity to develop private residences for individuals desiring direct access and/or close proximity to the airport. In the event that this concept is not viable, the Town will review land uses in these areas.

This Plan conforms to the MDP by ensuring that the existing community character is maintained and negative social, economic and environmental impacts are minimized.

4.3.1 Objective

- a) To ensure that residential development is attractive, orderly and efficiently developed.

4.3.2 Policies

- a) Residential areas should contain a variety of housing types catering to different lifestyles, age groups, income groups and household types consistent with the MDP.
- b) Medium density multi-unit developments shall be located adjacent to a residential or major collector road and provide direct access from its parking area onto the collector.

- c) The overall density of residential neighbourhoods shall not exceed 11 units per gross developable hectare (4 units per gross developable acre).
- d) Residential development within the Mixed Use Area shall not be included in overall residential neighbourhood density calculations.
- e) Architectural design guidelines shall be established in consultation with the Town, and implemented by the developer, to encourage compatibility between buildings.
- f) A landscaping and tree planting program, to be specified in a development agreement, shall be provided to the satisfaction of the Town.
- g) Residential areas shall incorporate, as part of the overall design of the subdivision, pedestrian walkways and public open space.
- h) New residential development phases should be contiguous with existing residential areas.
- i) Residential development shall be fully serviced with municipal water, sanitary sewer and storm water drainage systems.
- j) Dwellings located in the SE ¼ 34-20-29-W4M and the NE ¼ 27-20-29-W4M shall be designed, sited, and constructed to minimize the impact of noise from the airport. Special design, siting and construction methods should be established in accordance with Canadian Mortgage and Housing Corporation [CMHC] standards taking into account noise exposure

forecasts as submitted by the Developer in a report.

- k) Lots created within the SE ¼ 34-20-29-W4M and the NE ¼ 27-20-29-W4M shall have a caveat registered on the title which notifies any purchaser that the airport is located in close proximity and that noise levels will be higher than those encountered in other residential areas.

4.4 COMMERCIAL

It is the intent of the Okotoks MDP to retain the downtown as the primary focal point for commerce in the community. The MDP does, however, permit nodes of local commercial facilities in developing residential neighbourhoods. A local commercial site and the Mixed Use Area in the Plan Area will service area residents with commercial facilities. The Okotoks Airport will continue to support commercial, recreational and social services on the airport lands.

4.4.1 Objective

To ensure that the Plan Area is adequately served by local commercial facilities.

4.4.2 Policies

- a) One site of approximately 2.5 hectares (6.2 acres) is designated for commercial development in the Plan Area (see Figure 3).
- b) A landscaped buffer shall be provided on any yard abutting a residential area.
- c) The continued operation of the Okotoks Airport and related services and programs is recognized.
- d) The Mixed Use Area will provide employment opportunities and local services in various commercial facilities within the neighbourhood scale activity centre.

4.5 MIXED USE AREA

The Okotoks MDP encourages a mix of land uses to create complete, sustainable communities. The Mixed Use Area is central to the eastern Plan Area located at the intersection of Milligan Drive and Ranch Road. The Mixed Use area provides employment opportunities in a variety of commercial facilities. In addition, higher density forms of residential development would be located at this future transit hub.

4.5.1 Objective

To support neighbourhood retail and service commercial needs as well as transit service in the Plan Area and to provide employment opportunities in addition to the jobs offered by the educational facilities in the community.

4.5.2 Policies

- a) The Mixed Use Area shall be a community focal point that will incorporate a mix of complementary commercial and residential uses in a horizontal or vertical form.
- b) The Mixed Use Area should include residential, commercial and/or institutional uses.
- c) A variety of medium and high density residential uses shall be located in the Mixed Use Area to support the commercial and institutional uses and transit service.
- d) The Mixed Use Area shall accommodate transit facilities and function as a transit hub when transit service is provided.
- e) Residential units in the Mixed Use Area shall not be included in the overall residential neighbourhood density. Rather residential units in the Mixed Use Area shall be approved based upon their compatibility in form with the surrounding residential area, complementary nature to the non-residential uses and support of the transit hub.
- f) Live-work uses shall be allowed and encouraged in the Mixed Use Area.
- g) Daycare facilities shall be encouraged to locate within or near the Mixed Use Area.
- h) Architectural design guidelines shall be established in consultation with the Town and implemented by the developer to encourage a high standard of building quality.
- i) Seniors and/or assisted living uses shall be encouraged to locate in the Mixed Use Area recognizing the contribution of such use as an employment facility.
- j) Connections to the surrounding residential and open spaces shall be incorporated through a comprehensive sidewalk and pathway system.
- k) Buildings shall be designed, sited, and constructed to minimize impact of noise from the airport where appropriate in the Mixed Use Area and shall abide by established standards taking into account noise exposure forecasts.

4.6 COMMUNITY EDUCATION AND SOCIAL FACILITIES

Three public open space areas, intended as community focal points, have been identified in the Plan Area. As of 2011, two of these sites have been fully developed namely Morris Gibson School and the soccer park in Drake Landing and the third park named Beatrice Wyndham Parkway was under development.

As part of the 2012 amendment to the NEOASP, to change the intended land use of lands east of the aerodrome from light industrial to residential, it was determined that a school site was required east of 32nd Street to provide adequate school facilities for area residents and that the preferred option was to enlarge and reconfigure Beatrice Wyndham Parkway park to accommodate a school facility. The school site will provide the majority of employment opportunities in the community.

4.6.1 Objective

To ensure the Plan Area is provided with adequate sites for community, education and social facilities.

4.6.2 Policies

- a) The sites designated as public open space in Figures 3 and 4 are intended as neighbourhood focal points and may be used for school facilities and recreational facilities.
- b) The locations and sizes of future church sites, seniors' homes or any other community educational and/or social facility shall be determined at the Outline Plan stage in consultation between the developer, the Town and respective authorities. Refer to Policy

4.2.2(g) for specific setback requirements for certain uses.

- c) The potential school site identified within Figure 3 will be improved to a developable standard by the developer of the lands to accommodate a school building and all necessary accessory uses.
- d) Seniors and/or assisted living uses should be encouraged to locate in the Mixed Use Area.

4.7 PUBLIC OPEN SPACE

The objectives and policies of this section are intended to ensure provision of an open space system in the Plan Area which includes three parkways, tot lots, neighbourhood recreation areas and a pathway system with connectors to external pathways.

4.7.1 Objective

To provide a comprehensive open space system for the Plan Area.

4.7.2 Policies

- a) Reserve land shall be utilized to provide for both public recreational and educational needs with a high priority in future phases to the development of:
 - i. a parkway open space corridor from the escarpment through the west portion of the Plan Area with a link to the NW ¼ 33-20-29-W4M located to the northwest of the Plan Area;
 - ii. a parkway open space corridor from the escarpment to the wildlife preserve located in the NE ¼ 27-20-29-W4M; and
 - iii. a parkway open space corridor along the top of the escarpment located along the south edge of the Plan Area.
- b) Environmental Reserve shall be dedicated along the escarpment areas and in the vicinity of the Wildlife Habitat as shown in Figure 3.

General locations of reserves shall be identified at the Concept and Outline Plan stages and precise location of reserve sites shall be determined at the Tentative Plan Stage.

- c) Total Municipal Reserve dedication shall equal 10% of the area to be subdivided less any Environmental Reserve dedication.
- d) Lands required for buffers adjacent to major roadways and the airpark and any ornamental park should not be considered as part of the 10% Reserve dedication.
- e) A linear open space with a Multi Purpose Pathway linking to Sanctuary Parkway shall be located along the airpark.
- f) Reserve required within the industrial park shall be dedicated as reserve land within the industrial park for the purpose of developing an athletic park or deferred into residential areas for the purpose of augmenting parks serving residents of the area.
- g) Reserves required within the airpark site may be deferred into the airpark through registration of a deferred reserve caveat. In the event that subdivision is proposed on these lands at some future date, full dedication of reserve land shall then be required.
- h) Lands used for private open space are not considered reserve land dedication and reserve requirements for these lands shall be met in full through registration of a deferred reserve caveat. In the event that subdivision is

proposed on these lands at some future date, full dedication of reserve land shall then be obtained.

- i) A recreation and open space system should be provided in accordance with the guidelines outlined in the MDP and shown in Figure 4.
- j) A pedestrian pathway system should be provided within the Plan Area as outlined in Figure 4 to link the following:
 - i. Environmental Reserve;
 - ii. neighbourhood recreation areas;
 - iii. pathway systems in adjacent neighbourhoods;
 - iv. community facilities; and
 - v. the escarpment edge.
- i) A pedestrian pathway system should be developed in accordance with the guidelines for Recreation, Multi Purpose and Local Trails (Pathways) as outlined in the MDP.



LEGEND

- - - - - ASP BOUNDARY
- - - - - FUTURE DEVELOPMENT AREA
- EXISTING PRIVATE OPEN SPACE
- EXISTING /APPROVED PUBLIC OPEN SPACE

- POTENTIAL ROAD EXTENSION
- MULTI PURPOSE PATHWAYS
- RECREATION PATHWAYS
- - - - - LOCAL PATHWAYS
- POTENTIAL SCHOOL SITE

Figure: 4 AS AMENDED, BY 21-12
OPEN SPACE AND PEDESTRIAN SYSTEM
 N.E. OKOTOKS AREA STRUCTURE PLAN

4.8 PRIVATE OPEN SPACE

The objectives and policies of this section are intended to outline the conditions under which the Town may allow private open space to be provided by the developer as part of residential development in the Plan Area.

4.8.1 Objective

To ensure that private open space areas provided by developers is compatible with adjacent land uses and the Town of Okotoks' corporate goals and objectives.

4.8.2 Policies

- a) Prior to subdivision of lands adjacent to a proposed golf course, the developer(s) shall provide a report prepared by a professional golf course designer which shows:
 - i. the location of all fairways in relationship to proposed lots; and
 - ii. measures taken to minimize potential conflict between the golf course and proposed adjacent uses.
- b) Prior to the development of the proposed private park with possible lake or the golf course, the developer shall provide a study prepared by a qualified professional engineer which:
 - i. verifies that a viable water source is committed to fill a lake and maintain water levels for the long-term; and also

- ii. verifies that a viable water source is committed to support construction and maintenance of a golf course facility.

4.9 TRANSPORTATION

The road system required for the Plan Area is shown in Figure 5. Roads located outside of the Plan Area and within the Municipal District of Foothills are also required to meet the transportation needs of the Plan Area.

The network includes one north-south arterial (32nd St.) extending north from the Plan Area along an existing road allowance and an east-west connector road within the MD of Foothills (338th Ave.). The primary collector (Milligan Drive) provides east-west connectivity within the Plan Area with the potential to connect to 48th Street in the MD of Foothills in the future.

The internal network is comprised of: i) arterials; ii) primary collectors; iii) residential collectors; and iv) local residential streets (Table 4).

The ASP defers development of lands abutting the potential Milligan Drive and 48th Street road connection within the Plan Area to the future when there is greater clarity regarding mutual benefit of such a road connection based on an Intermunicipal Plan review or agreement. The Development Deferral Area encompass the east half of the mixed use area and are identified in Figures 3 and 5. Re-designation of these lands will not proceed until a final decision is made to either develop or abandon the proposed connection.

4.9.1 Objectives

To establish a hierarchy of roads that satisfy the Town's present needs without jeopardizing long-term goals.

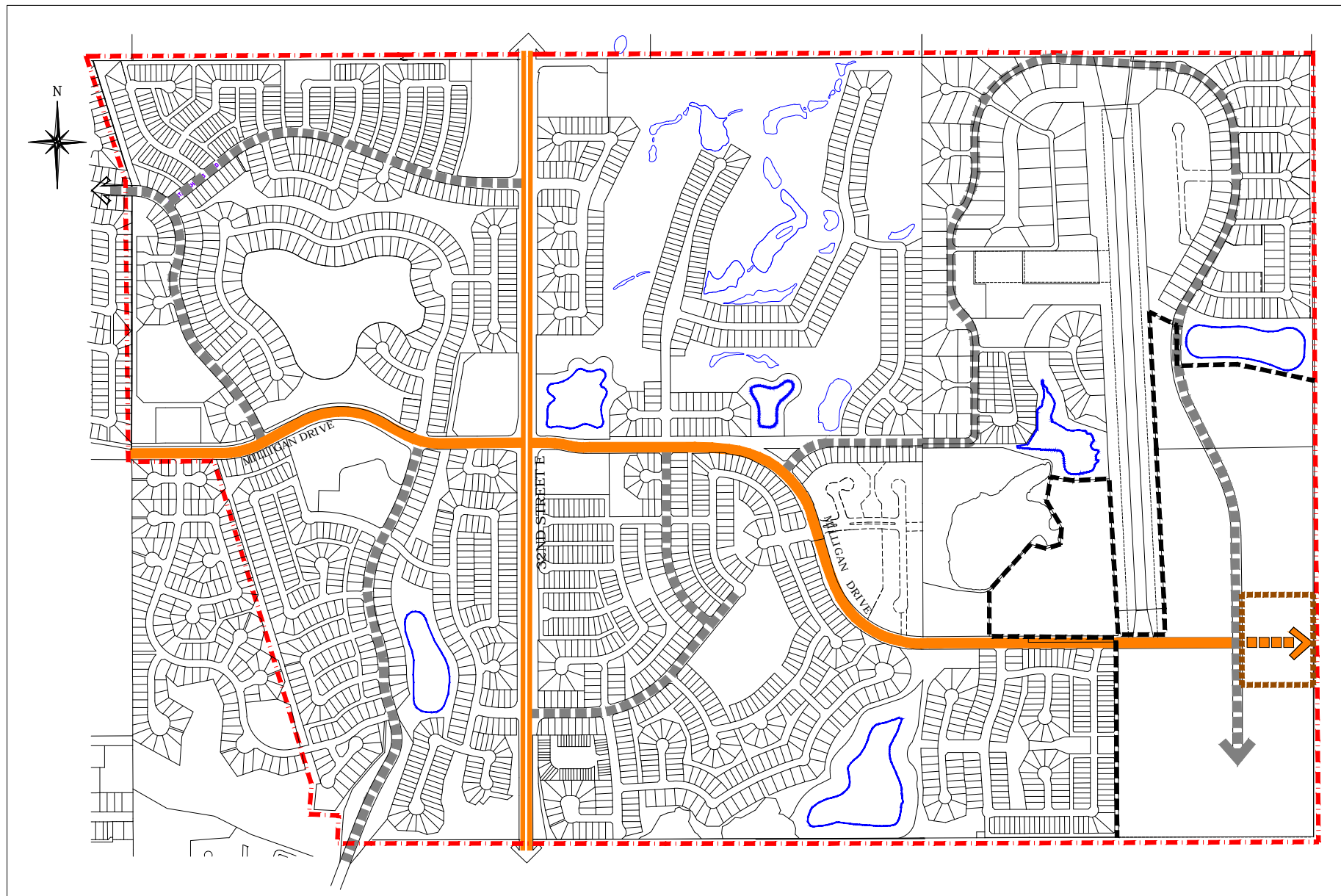
To encourage efficient and safe traffic movement.

4.9.2 Policies

- a) A transportation system shall be provided as shown in Figure 5 and in accordance with the standards outlined in Table 4.
- b) Local streets should be designed to minimize through-traffic and potential points of conflict with internal collectors.
- c) All collectors (primary and residential) are designated as future bus routes.
- d) All arterials and street intersections shall provide sufficient right-of-way for ultimate development of intersections in order to facilitate continuous and safe traffic movements.
- e) Where residential lots are constructed adjacent to arterial roadways, a noise analysis is required. Proper setbacks and suitable noise attenuation devices shall be provided in accordance with CMHC standards.
- f) The developer shall be responsible for incorporating drainage swales when changing from a laned system to a laneless system in accordance with Municipal Standards as approved by the Town.
- g) The Town shall not re-designate lands within the Development Deferral Area as shown in Figures 3 and 5, register any portion of the potential road connector as road right of way or approve a subdivision within the Development Deferral Area until either:

- i. A road connection agreement between the Town and MD is completed in relation to the Milligan Drive and 48th Street connection, or
 - ii. The decision is made to abandon the road connection.
- h) Milligan Drive may be extended to connect with 48th Street in the MD of Foothills only upon execution of a road connection agreement between the Town and MD that specifies:
 - i. a cost-sharing agreement* making the Town responsible to provide and undertake all necessary contributions, construction, reconstruction and surfacing of the following improvements as identified in the Town of Okotoks NE ASP Network Review – Transportation Impact Assessment (TIA) Addendum (May 2012, D.A.Watt), including but not limited to:
 - a. Intersection upgrades to TWP RD 210 (338th Avenue)/ 48 Street,
 - b. Intersection construction at Milligan Drive / 48 Street to Type III standard,
 - c. Surfacing of the unsurfaced portion of 48 Street south from the TWP RD 210 (338 Avenue)/ 48 Street intersection to the southern most extent of the existing surface portion of 48 Street, and
 - d. Contribution to intersection upgrades required to TWP RD 204 (370 Avenue)/ 48 Street.
 - ii. Includes Endeavors to Assist provisions for the recovery of cost of road improvements from future benefitting parties.

* Generally in accordance with the cost sharing principles as per the Municipal District of Foothills No. 31/ Town of Okotoks Master Shared Services Agreement.



LEGEND

- | | | | |
|---|------------------------------|---|---------------------------|
|  | ASP BOUNDARY |  | POTENTIAL ROAD EXTENSION |
|  | FUTURE DEVELOPMENT AREA |  | DEVELOPMENT DEFERRAL AREA |
|  | ARTERIAL ROADS (TRUCK ROUTE) | | |
|  | PRIMARY COLLECTOR | | |
|  | RESIDENTIAL COLLECTOR | | |

Figure: 5 **AS AMENDED, BY 21-12**
TRANSPORTATION SYSTEM
 N.E. OKOTOKS AREA STRUCTURE PLAN

Table 4 - Roadway Standards					
Class of Roadway	Primary Function	Number of Lanes	Right-of-way Width m (ft.)	Design Speed km/h (mph) ³	Type of Access and Frontage Control
Arterial or Major Street (Divided)	To provide for movement of local and regional through traffic and connect principal areas of the community	4	36 (118)	50-70 (30-45)	No direct access to frontage, 220m min. spacing between intersections & no parking
Primary Collector (Divided)	To provide for local traffic movement, and also access to local streets and properties	4 moving, 0-2 parking	27 (90)	50 (30)	Direct access to adjacent property & frontage is allowed
Residential Collector	To provide for local traffic movement and access to local streets and properties	2 moving, 1 or 2 parking	22 (72) 19.5 (64)	50 (30)	Same as primary collector
Local Residential Street	To provide access to residential properties	2 moving, 2 parking	15 (49)	50 (30)	Direct access to adjacent property
Rear Lane	To provide rear access to residential or commercial lots	N/A	8 (26), 9 (30) or 10 (33) if services, 6 (20) for existing areas only	15-30 (10-20)	Not applicable

4.10 UTILITIES

The objectives and policies of this section are intended to ensure that utilities are provided at a standard acceptable to the Town.

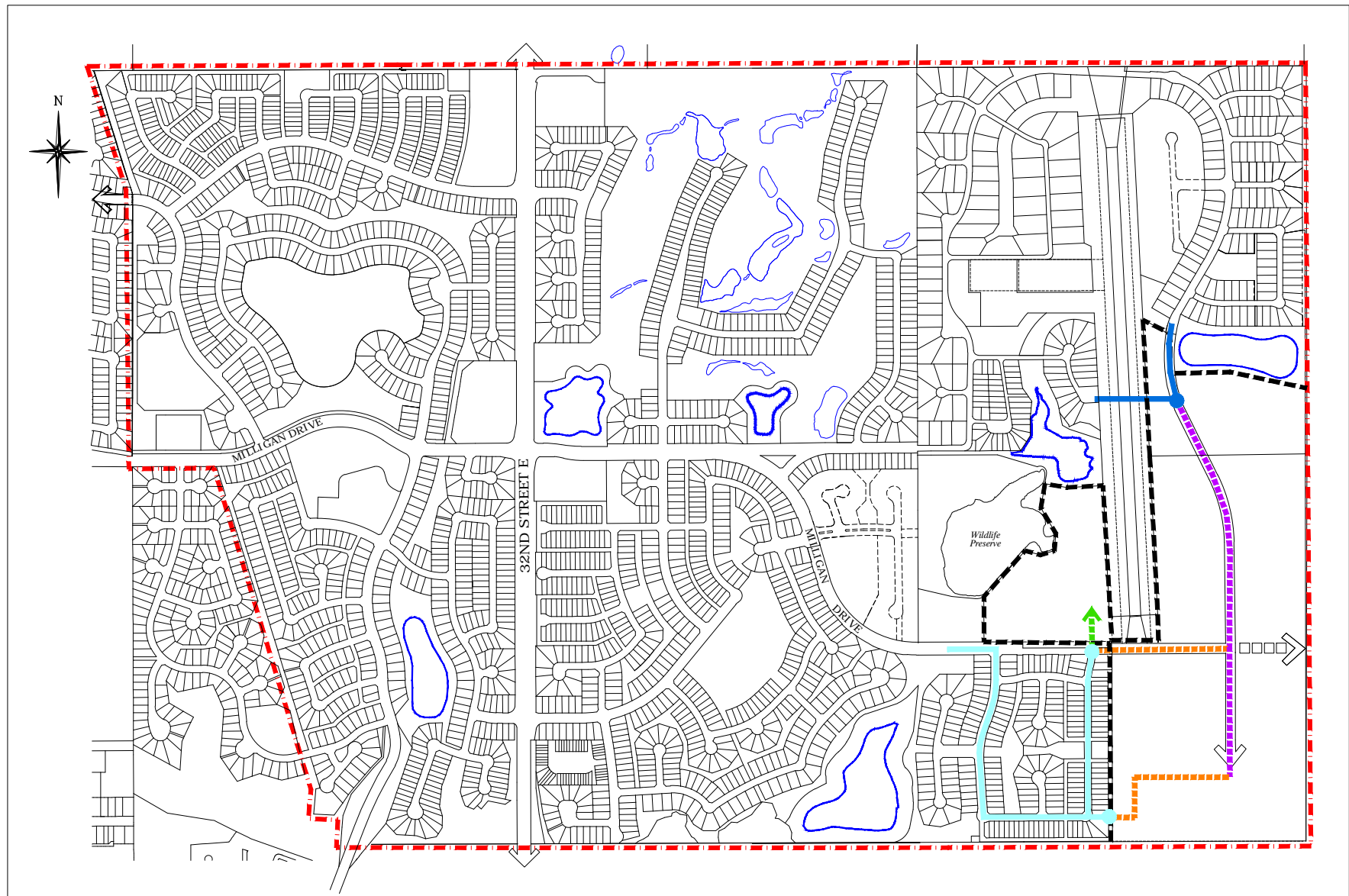
4.10.1 Objectives

To ensure the orderly and economic extension of utility systems.

4.10.2 Policies

- a) When reviewing and deciding upon development and subdivision proposals the Town or its approving authorities shall ensure that municipal utilities (e.g. water, sanitary and storm sewers) are designed to meet appropriate engineering standards and satisfy the following criteria:
 - i. water supply, treatment and distribution facilities shall be adequately designed to meet projected domestic consumption and fire-flow requirements;
 - ii. sanitary sewage collection and treatment facilities shall be adequately designed to meet peak demand requirements and to minimize maintenance and capital costs;
 - iii. the Town's storm water collection and disposal system is upgraded and/or expanded as required; and

- iv. the provision of these facilities are comprehensively planned to meet anticipated growth and demand requirements of the entire Town.
- b) The developer shall be responsible for any costs arising from provision or necessary upgrading of utility lines and associated facilities to service the development Area.
- c) Off-site levies or acreage assessments to recover the costs of providing major public utilities will be imposed by the Town in respect to land that is to be developed or subdivided, and which has not been previously subject to an off-site levy. These levies shall be assessed on a gross acreage basis, pursuant to the relevant sections of the *Municipal Government Act* and the Town's current off-site levy schedules.
- d) All utilities in residential areas shall be underground.
- e) Detailed requirements for the provision of services shall be determined at the Tentative Plan stage.
- f) Figures 6, 7 & 8 show general utility infrastructure to service the Plan Area.



LEGEND

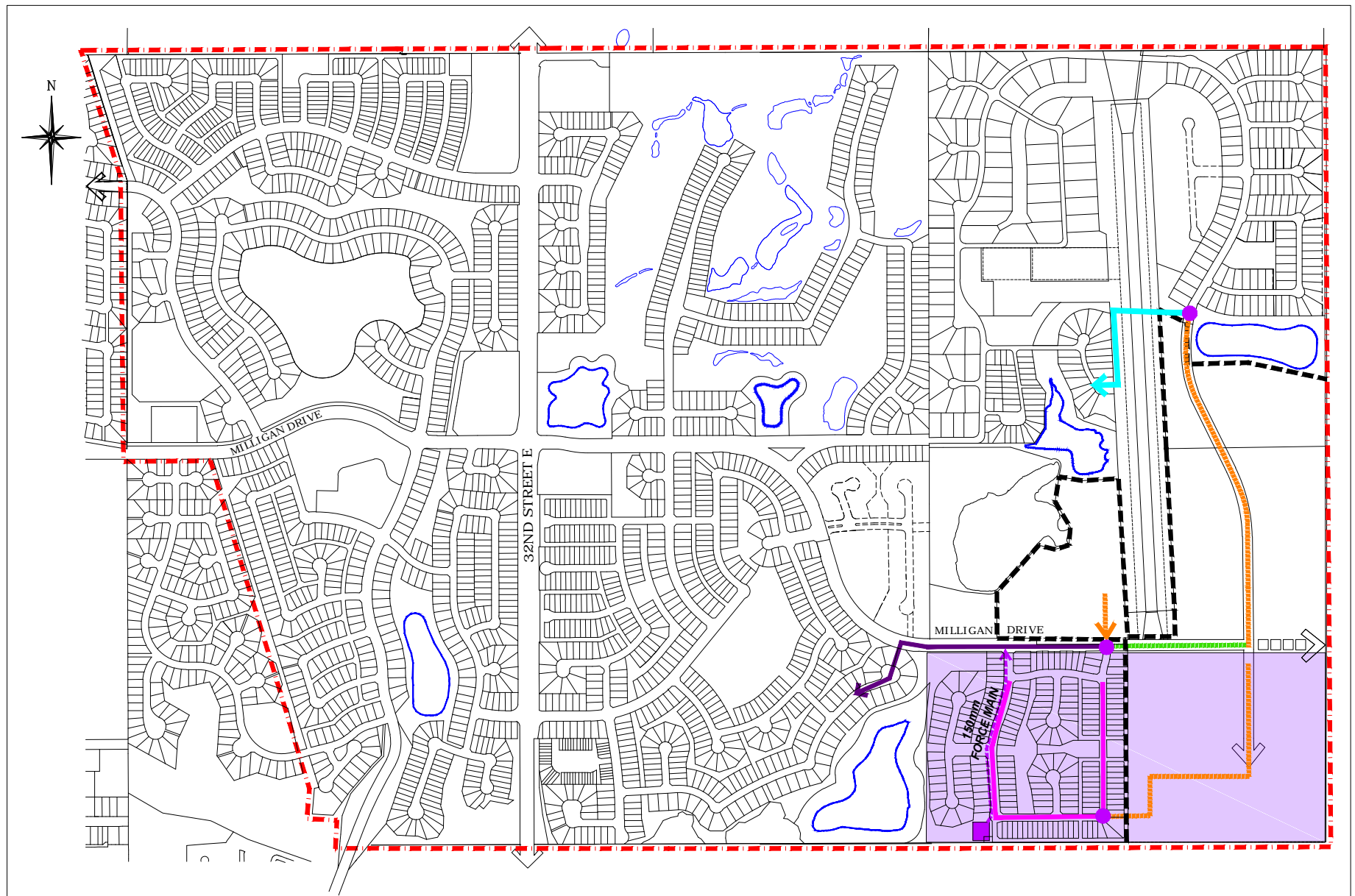
- | | |
|---|---|
| - - - - - ASP BOUNDARY | - - - - - FUTURE WATER MAIN (300mm) |
| - - - - - FUTURE DEVELOPMENT AREA | - - - - - FUTURE WATER MAIN (250mm) |
| ● ● TIE TO EXISTING MAINS | - - - - - FUTURE WATER MAIN (200mm) |
| — EXISTING WATER MAIN (300mm) | □ □ □ □ > POTENTIAL ROAD EXTENSION |
| — EXISTING WATER MAIN (250mm) | |

Figure: 6

AS AMENDED, BY 21-12

WATER SERVICING SYSTEM

N.E. OKOTOKS AREA STRUCTURE PLAN



LEGEND

--- ASP BOUNDARY

--- FUTURE DEVELOPMENT AREA

--- EXISTING MILLIGAN DRIVE GRAVITY SEWER MAIN (300mm)

--- EXISTING DRAKE LANDING SEWER MAIN

--- EXISTING SEWER MAIN (200mm)

--- FUTURE SEWER MAIN (250mm)

--- FUTURE SEWER MAIN (200mm)

● TIE TO EXISTING SEWER MAIN

■ LIFT STATION

■ DRAKE LANDING LIFT STATION SERVICE AREA

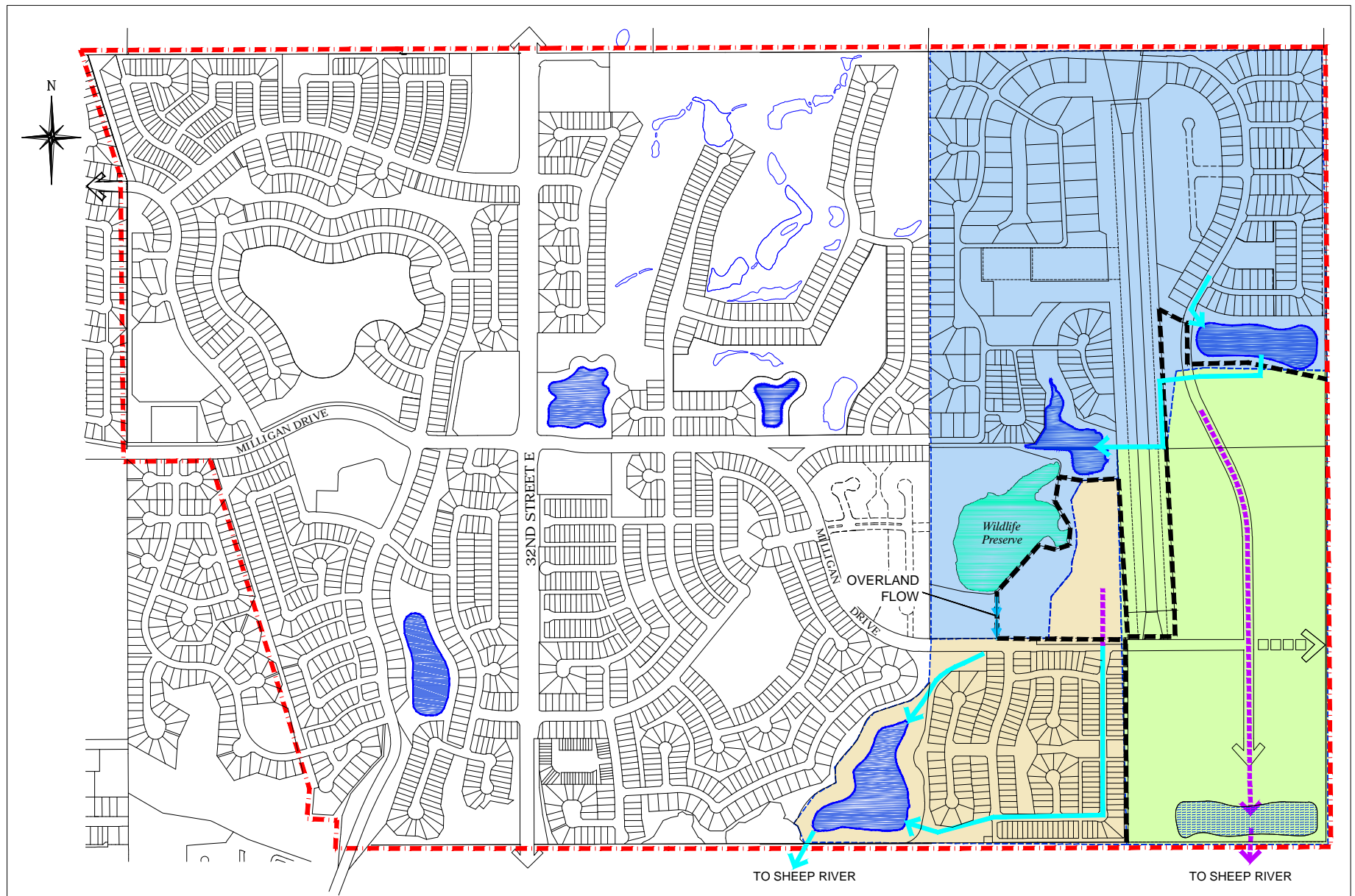
--- POTENTIAL ROAD EXTENSION

Figure: 7

AS AMENDED, BY 21-12

SANITARY SEWER SYSTEM

N.E. OKOTOKS AREA STRUCTURE PLAN



LEGEND

- ASP BOUNDARY
- FUTURE DEVELOPMENT AREA
- SOUTHEAST CATCHMENT AREA
- EXISTING AIR RANCH CATCHMENT AREA
- DRAKE LANDING PHASE II CATCHMENT AREA



EXISTING/APPROVED
STORMPOND



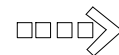
FUTURE STORMPOND



EXISTING STORM MAIN



FUTURE STORM MAIN



POTENTIAL ROAD EXTENSION

Figure: 8 **AS AMENDED, BY 21-12**
STORM SEWER SYSTEM
 N.E. OKOTOKS AREA STRUCTURE PLAN

4.11 PHASING

The objectives and policies of this section are intended to ensure that urban services are provided to an acceptable standard during the development of the Plan Area.

4.11.1 Objectives

To ensure the orderly and economic extension of utility systems and the provision of a high level of municipal services to residents.

4.11.2 Policies

- a) The sequence of subdivision in all portions of the Plan Area shall represent a logical and efficient extension to existing utility and transportation infrastructure. Detailed planning and design may not take place for areas contingent on regional and intermunicipal planning until such time that regional and intermunicipal plans or agreements are in place or the Town determines that it is never the less appropriate. Refer to Figure 1 for indication of future development direction.
- b) Particular attention shall be given to completing key collector road links into a developing cell as soon as possible in the phasing scheme.
- c) In no case shall a local road be used to carry more than its design environmental capacity for an interim period.

- d) Temporary accesses to facilitate emergency access requirements may be considered.
- e) Temporary accesses to facilitate construction access into developing cells to minimize conflict with existing phases in the developing area shall be considered.
- f) The consideration of approval of Land Use Bylaw amendments, Outline Plans, Tentative Plans, and Subdivision will take into account the completion of neighbourhood infrastructure, including but not limited to: collector road infrastructure, public open space and pedestrian systems; and to eliminate the need for temporary accesses as per Policies 4.11.2 d and 4.11.2 e of this Area Structure Plan.
- g) Phasing will be consistent with the Town's Policy 11-02, Water Allocation System for Planning Approvals, with respect to allocation of water service capacity and be consistent with the direction of future development outlined in Figure 1.
- h) The Town may consider the following with respect to Land Use Bylaw amendments, Outline Plan, Subdivision and Tentative Plan approvals in the Plan Area:
 - i. Transfers of categories of lands under Policy 11-02 provided the net land area in each category is not materially different than before the transfer,

- ii. Outline Plan approval prior to further water rights being secured by the Town.

5.0 IMPLEMENTATION

phase in accordance with the Master Agreement as adopted by Council.

5.1 PLAN ADOPTION

The *Northeast Okotoks Area Structure Plan*, passed in accordance with Section 692 of the *Municipal Government Act* shall become a statutory document of the Town of Okotoks.

5.2 LAND USE BYLAW AMENDMENTS

Amendments to the *Town of Okotoks Land Use Bylaw* required to implement this Plan include:

- Designating newly proposed lots in the Plan Area as Tentative Plans are submitted and in accordance with the Development Plan shown in Figure 3.

5.3 PLAN AMENDMENT

While this Plan is intended to establish a long-term development pattern for the Plan Area, future conditions may require Council to make amendments to the Plan.

5.4 DEVELOPERS AGREEMENTS

The Developer shall be required to enter into a Master Agreement prior to the approval of any Tentative Plan of Subdivision. The contents of this Agreement shall pertain to many of the broader development issues that are not specific to any one subdivision phase and include, but are not to be limited to, staging of development in relation to transportation infrastructure improvements outside of the Town boundaries. In addition, the Town shall require the Developer to enter into Servicing and Construction Agreements for each subdivision