



# NORTHWEST OKOTOKS AREA STRUCTURE PLAN

Town of Okotoks

*Adopted June 27, 2016*

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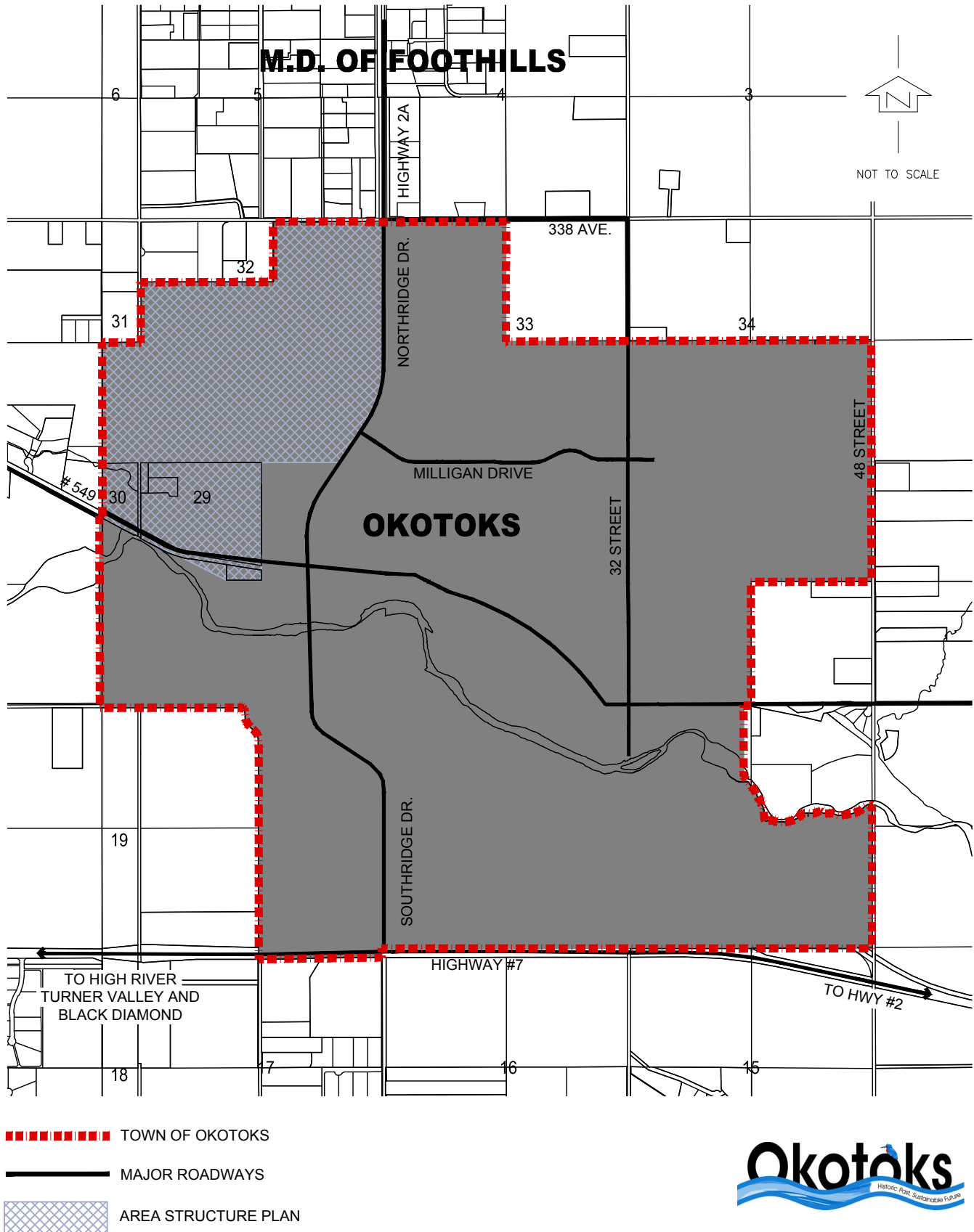
# 1.0 INTRODUCTION

## 1.1 PURPOSE AND OBJECTIVES

The purpose of this Area Structure Plan (ASP) is to provide a framework of municipal land use policies that will guide future land use, subdivision, and development within the northwest sector of Okotoks as shown in Figure 1.

The objectives of this Area Structure Plan include the following:

- a) To ensure alignment with the Calgary Metropolitan Plan.
- b) To encourage additional housing supply in the northwest quadrant of the Town of Okotoks.
- c) To encourage a variety of housing choices and neighbourhood-centered amenities in addition to amenities for use by the larger community.
- d) To provide an open space system that will accommodate a range of passive and active recreational opportunities and establish future linkages to the existing and future recreational pathway system and pedestrian circulation systems in Okotoks.
- e) To encourage a safe, efficient transportation system for vehicles and active transportation users.
- f) To ensure that development within the Plan Area is aligned with the Okotoks Municipal Development Plan and 2014 Okotoks Community Vision where:
  - i. neighbourhood design and architecture create places that reflect neighbourhood culture;
  - ii. community gathering spaces are animated and anchor neighbourhoods;
  - iii. streets are lively and engaging places;
  - iv. people can move around in a safe and inclusive environment; and
  - v. residential communities are permeable and connected to encourage active transportation.
- g) To establish a North Gateway Commercial / Employment Centre.
- h) To identify ultimate infrastructure requirements for the northwest sector and appropriate phasing and implementation mechanisms to accommodate efficient phasing of development.
- i) To establish attractive vehicular and non-vehicular entrances into the Plan Area and enhancements along the North Gateway entrance to the larger community of Okotoks.
- j) To establish a D'Arcy Gateway Area that will intensify over time and form a high-quality village-like pattern of development within the larger Plan Area, which will act as a distinct, cohesive, and visually related centre and focal point for residents.



## FIGURE 1:

### PLAN LOCATION

NORTHWEST OKOTOKS AREA STRUCTURE PLAN

February 2016

## 1.2 LEGISLATIVE FRAMEWORK

An Area Structure Plan, as defined in the Municipal Government Act,

- a) must describe:
  - the sequence of development proposed for the area;
  - the land uses proposed for the area;
  - the density of population proposed for the area;
  - the general location of major transportation routes and public utilities; and
- b) may contain any other matters which the Municipal council may consider necessary.

## 1.3 INTERPRETATION

In this plan:

- a) “**Active Transportation**” means any form of human-powered transportation, including but not limited to walking and cycling.
- b) “**Council**” means the Council of the Town of Okotoks.
- c) “**Development Concept Plan**” means a plan for a cohesive development concept for multiple land holdings or a logical development area that is intended to establish more detailed development guidelines – such as the layout, building design styles and compatibility, parking, access, etc. – of the area. Such a plan is used to evaluate future development and subdivision applications within the Plan Area. Development Concept Plans are referred to the Okotoks Municipal Planning Commission (MPC) for consideration.
- d) “**Environmental Reserve**” or “**ER**” is as defined by Section 664(1) of the Municipal Government Act, 2000.
- e) “**Land Use Bylaw**” means the Okotoks Land Use Bylaw #40-98 adopted by Council pursuant to the Municipal Government Act or any succeeding Land Use Bylaw.
- f) “**MD**” means the Municipal District of Foothills No. 31.
- g) “**Municipality**” means the Town of Okotoks unless otherwise specified.
- h) “**Municipal Development Plan**” or “**MDP**” means the Okotoks Municipal Development Plan Bylaw #50-98 adopted by Council pursuant to the Municipal Government Act or any succeeding legislation.
- i) “**Municipal Reserve**” or “**MR**” is as defined by Section 666(1) of the Municipal Government Act, 2000.
- j) “**Outline Plan**” means an intermediate plan between an Area Structure Plan and a Tentative Plan that encompasses the entire contiguous land holding of a developer. Such a plan should provide information regarding the allocation of reserves and the mix of land uses proposed throughout the Outline Plan area. An Outline Plan should also show the entire road system proposed within the Plan area including sidewalks and pathways, information regarding servicing, proposed Land Use Bylaw Districts and all

proposed Reserve parcels. Outline Plans are referred to the Okotoks MPC for consideration.

- k) “**Safe Route**” means an established, defined route that is designed to allow children to safely use active transportation to get to major facilities and to get to and from school daily.
- l) “**Subdivision Approving Authority**” means the Okotoks Municipal Planning Commission.
- m) “**Tentative Plan**” is a detailed proposal for development of a site and may form the basis for application to subdivide.
- n) “**Town**” means the Town of Okotoks.
- o) “**Plan**” means the Northwest Okotoks Area Structure Plan.
- p) “**Plan Area**” refers to the land contained within the Northwest Okotoks Area Structure Plan as defined in Section 2.0 and shown in Figure 2.
- q) All other words and expressions have the meanings respectively assigned to them in the Municipal Development Plan, Land Use Bylaw or the Municipal Government Act.



## **2.0 THE PLAN AREA**

### **2.1 LOCATION AND PLAN BOUNDARIES**

The Plan Area is located within the northwest quadrant of the Town of Okotoks as illustrated in Figure 2. The following features and characteristics bound the Plan Area.

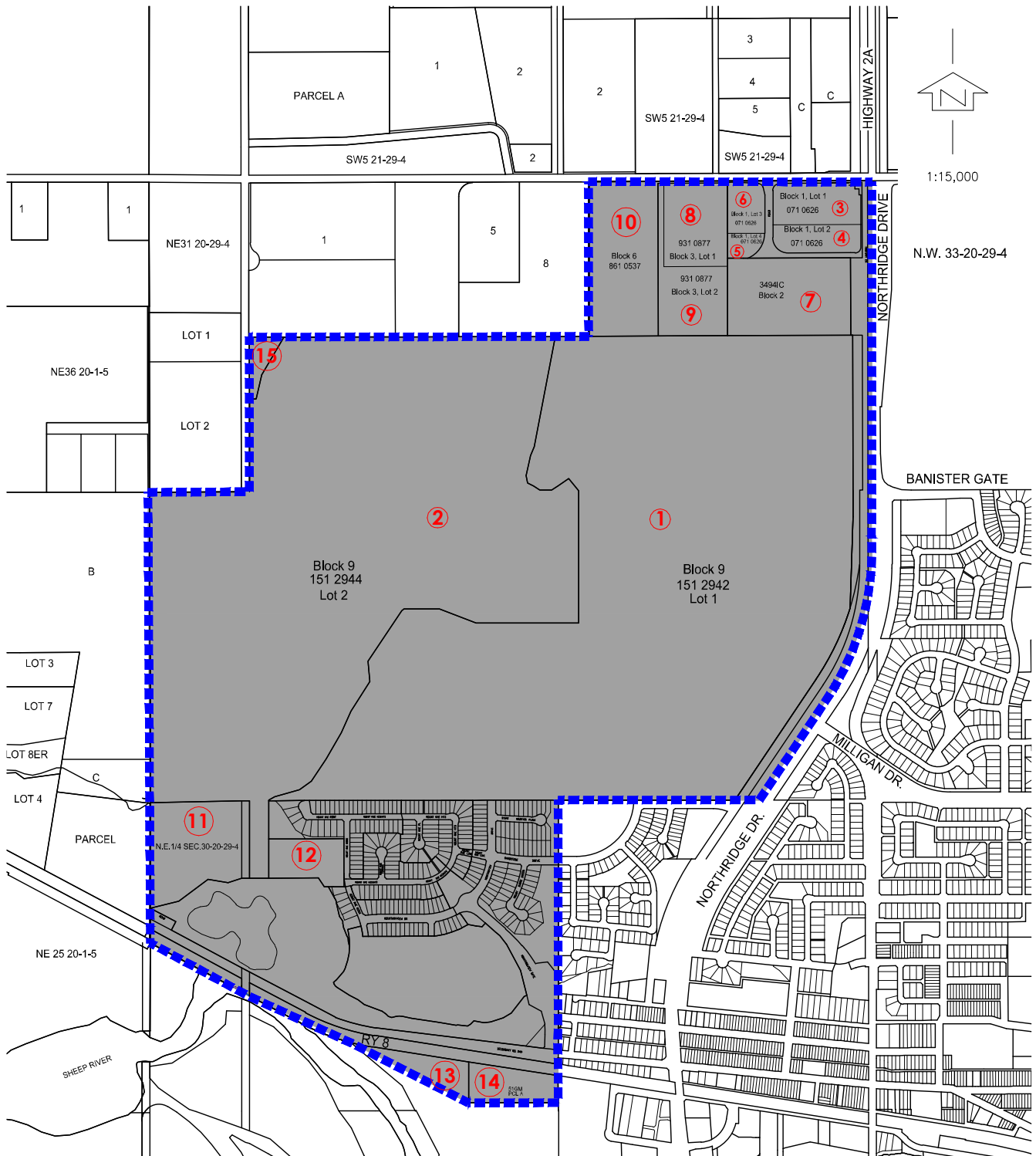
- Northridge Drive (Highway #2A) and the community of Sandstone to the east;
- 338th Avenue and the MD of Foothills to the north;
- Country residential properties and agricultural properties in the MD of Foothills to the west; and
- Elizabeth Street (Highway #549) and the Sheep River to the south.

### **2.2 LEGAL DESCRIPTION**

Land within the Plan Area is currently comprised of legal parcels as illustrated in Table 1 and Figure 2. It is important to recognize the existence of multiple ownerships within the Plan Area so that provision of required infrastructure can be phased, coordinated, and financed effectively among the landowners.

### **2.3 SUBAREAS**

The Plan Area has been partitioned into several subareas shown in Figure 3. These subareas are referenced throughout the Plan when policies or sections of the Plan apply specifically to a subarea.



■■■■■■■■■■ PLAN AREA



EXISTING TITLES (SEE TABLE 1)



## FIGURE 2:

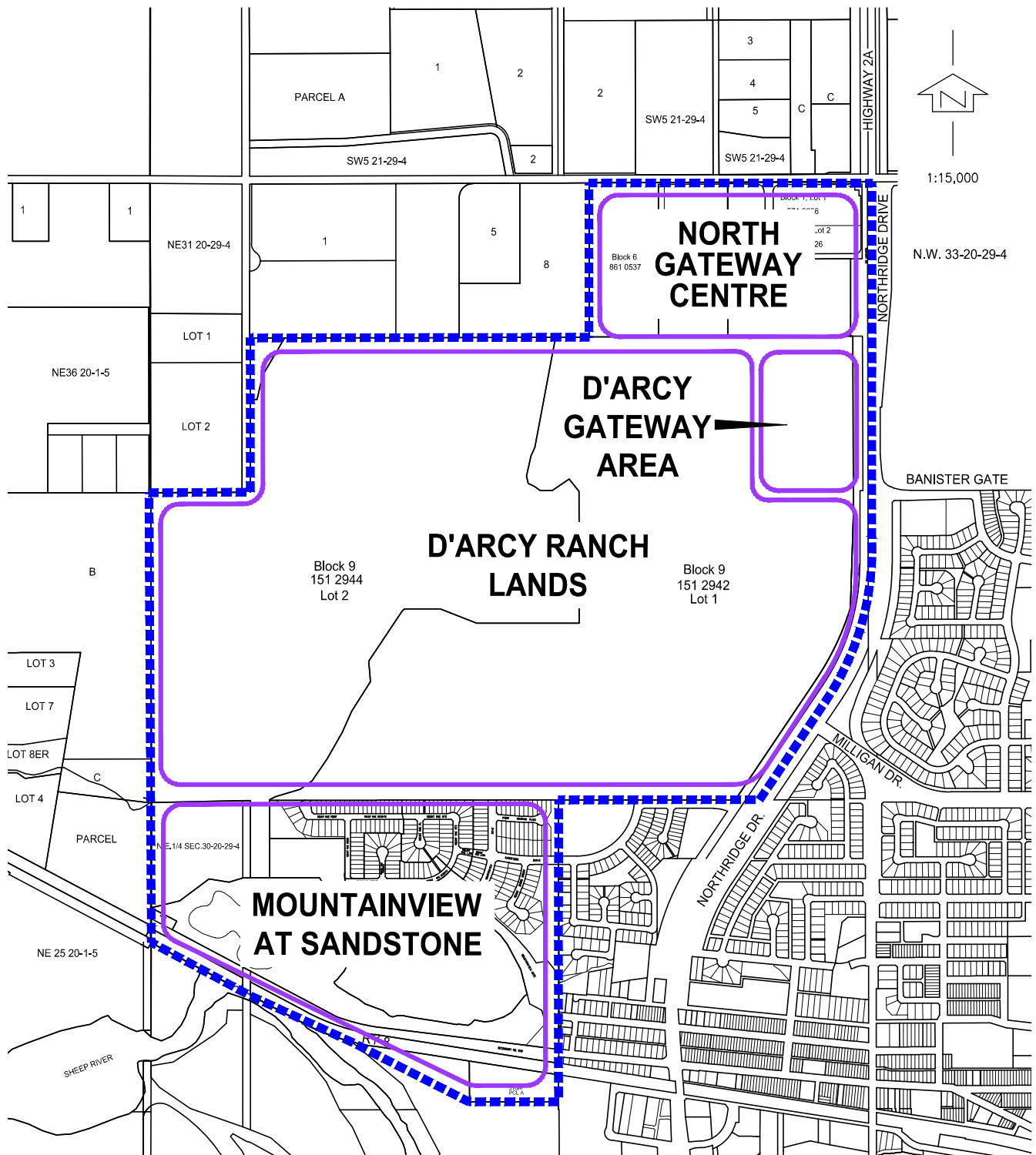
### PLAN BOUNDARY

NORTHWEST OKOTOKS AREA STRUCTURE PLAN

FEBRUARY 2016

**Table 1: Existing Subdivision Pattern**

Map Key	Legal Description	Hectares
1	Plan 1512942, Block 9, Lot 1	110.85 ha (273.91 ac)
2	Plan 1512944, Block 9, Lot 2	92.01 ha (227.37 ac)
3	Plan 0710626, Block 1, Lot 1	2.40 ha (5.93 ac)
4	Plan 0710626, Block 1, Lot 2	1.64 ha (4.05 ac)
5	Plan 0710626, Block 1, Lot 4	0.55 ha (1.36 ac)
6	Plan 0710626, Block 1, Lot 3	1.27 ha (3.14 ac)
7	Plan 34941C, Block 2	6.42 ha (15.86 ac)
8	Plan 9310877, Block 3, Lot 1	3.58 ha (8.85 ac)
9	Plan 9310877, Block 3, Lot 2	3.58 ha (8.85 ac)
10	Plan 8610537, Block 6	7.22 ha (17.84 ac)
11	Fractional Section 30-20-29-4. Portion of the North Half which lies to the North of Railway Plan RY8	5.58 ha (13.79 ac)
12	Plan 8911784, Block 1	2.13 ha (5.26 ac)
13	Portion of Plan 9211386, Block 6	1.57 ha (3.88 ac)
14	Plan 51GM, Parcel A	2.02 ha (5 ac)
15	Plan 0012490, Lot 1	0.75 ha (1.85 ac)
Plan Difference ( Includes Mountainview Subdivision, GOV Road Allowance, Highway 2A widening, Secondary Road 549 and CP Rail area )		63.06 ha ( 155.82 ac)
Total ASP		304.63 ha (752.76 ac)



■■■■■■■■■■ PLAN AREA



## FIGURE 3:

### SUBAREAS

NORTHWEST OKOTOKS AREA STRUCTURE PLAN

APRIL 2016

## **2.4 EXISTING FEATURES**

Existing features located within the ASP boundaries are illustrated in Figure 4 and includes the D'Arcy Ranch Golf Club located along the western edge of the Plan Area. The golf course layout incorporates a natural drainage ravine that discharges to the Sheep River to the south of the Plan Area. The remainder of the D'Arcy Ranch, consists of gently rolling topography within the transitional area between the relatively flat topography north of Okotoks and the Sheep River escarpment. This topography continues through the upper terrace of MountainView at Sandstone, with lower lands to the south and west of the escarpment containing a variety of natural environments including the escarpment hillside, tributary and poplar bluffs.

Land in the Plan Area slopes downwards from a topographical high of  $\pm 1,114$  metres in the northeast to  $\pm 1,058$  metres in the southwest. The topography is suitable for development and provides the potential for a range of natural views to the Rocky Mountain foothills to the west and southwest.

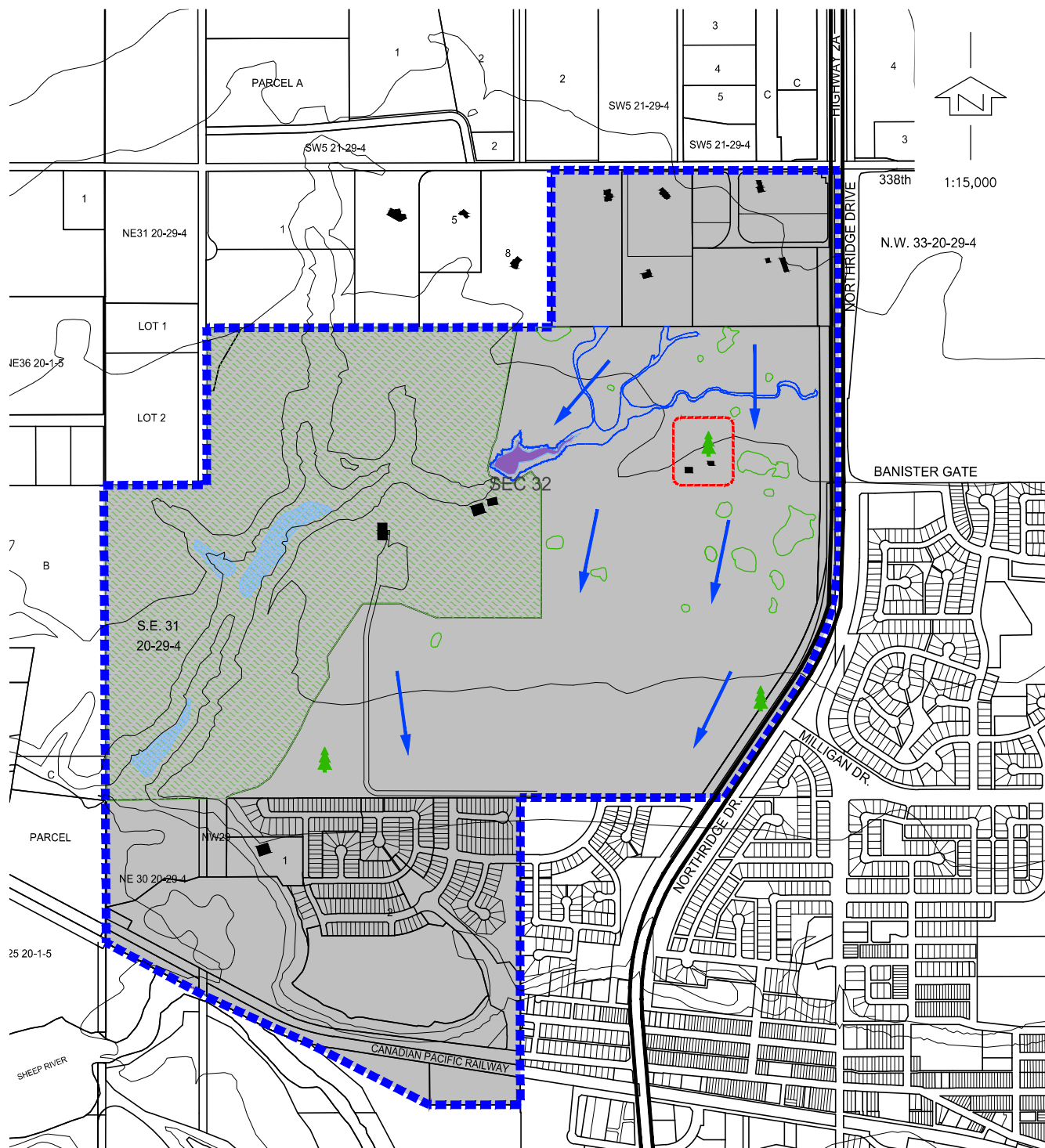
In addition to the golf course, the D'Arcy Ranch Lands currently contain the interim golf course access road and a farmstead consisting of two dwellings and various related structures. The farmstead is located in the northeast quadrant of the site in the NE 1/4 Sec. 32-20-29-4.

## **2.5 BIOPHYSICAL OVERVIEW**

In 2015, a Biophysical Overview was conducted (Stantec, 2015) for the D'Arcy Ranch Lands. The purpose of this Biophysical Overview was to provide an inventory and assessment of current land use, landscape condition, hydrological features, soils characteristics, vegetation communities, wildlife usage, and wildlife habitat present within the subject area as well as provide planning considerations for the development of the lands.

Vegetation community types identified within the study area are primarily cropland with patches of grasslands. A total of 18 wetlands, one (1) ephemeral drainage, one (1) intermittent stream and one (1) small permanent stream were identified. No rare plants or rare plant communities were found. No fish species were captured within the man-made pond, however the man-made pond was found to have the potential for high quality fish habitat. The species of management concern identified during the wildlife surveys were sora and Baird's sparrow.

The planning considerations provided in the Biophysical Overview were considered in the Land Use Concept for the D'Arcy Ranch Lands and will be advanced further in the Outline Plan and Biophysical Impact Assessment for the lands.



- PLAN AREA
- CONTOUR INTERVAL (10m)
- NORTHRIDGE DRIVE / HIGHWAY 2A
- EXISTING GOLF COURSE
- EXISTING POND
- EXISTING MAN-MADE POND
- EXISTING BUILDINGS
- EXISTING WETLANDS
- OVERLAND DRAINAGE ROUTES
- GENERAL DIRECTION OF SLOPE
- EXISTING TREES
- FARMSTEAD SITE



## FIGURE 4:

### EXISTING FEATURES

#### NORTHWEST OKOTOKS AREA STRUCTURE PLAN

## **3.0 DEVELOPMENT CONCEPT**

### **3.1 PLAN OVERVIEW**

The land use and transportation concept for future development in the Plan Area is illustrated in Figure 5 – Land Use and Transportation. The MountainView at Sandstone area commenced development in 2010, is nearing buildout as of June 2016, and has been planned and developed in accordance with this ASP.

### **3.2 THE D'ARCY RANCH LANDS**

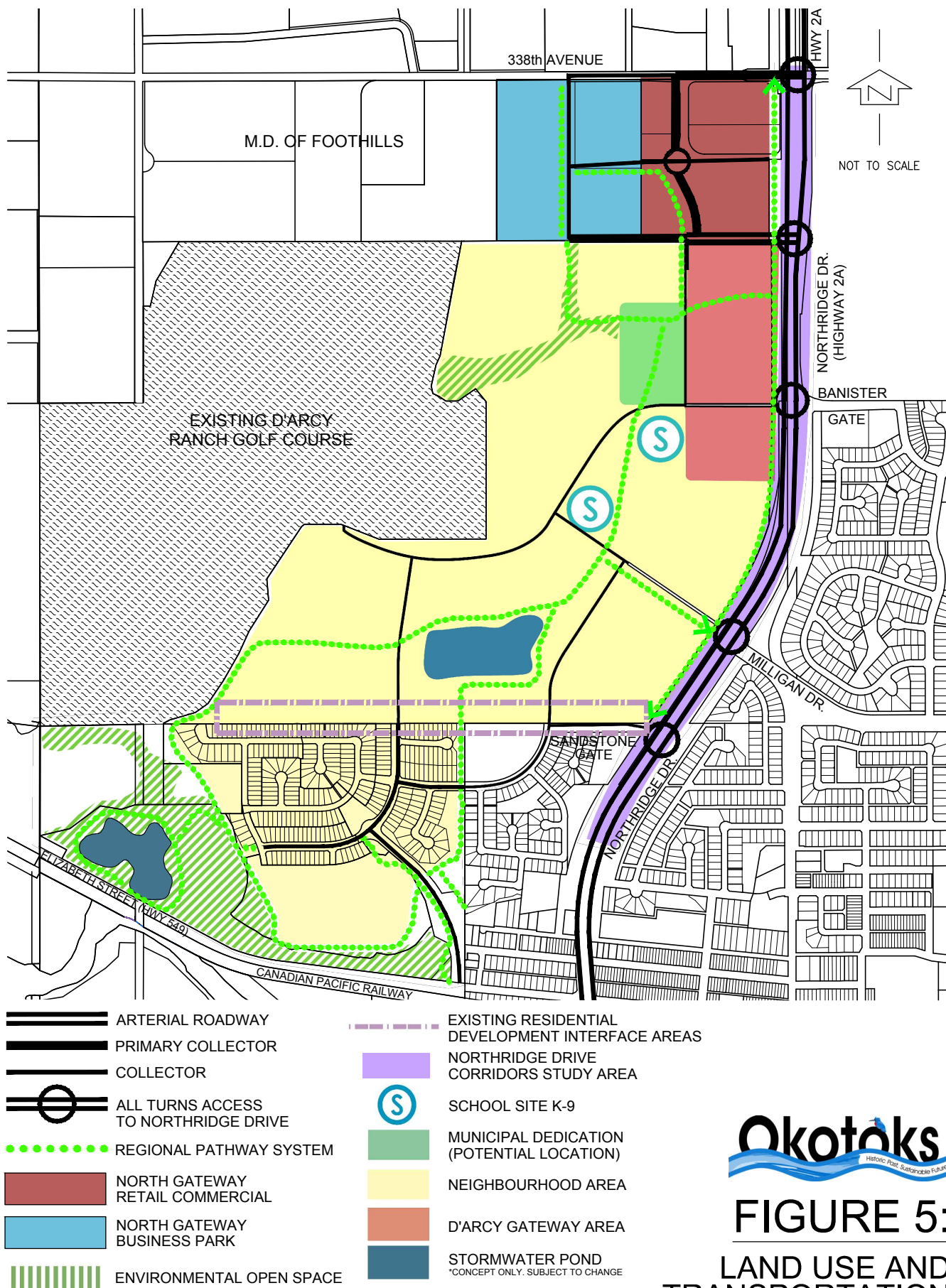
The D'Arcy Ranch Lands consists of residential land uses arranged around a central open space/municipal reserve area and a system of interconnecting multi-purpose pathways, local pathways and walkways. MountainView at Sandstone is predominantly residential in nature. A variety of open space areas are provided on these lands in the form of municipal reserve, linear open space, and stormwater retention ponds. The arrangement of open space will provide a high degree of connectivity within the community and allows the public to conveniently access and enjoy the open space system.

The Area Structure Plan provides for a range of housing choices and community amenities, with the general orientation of housing lots designed to maximize the natural view offered by the west and southwest exposure, sloping topography, and the existing golf course facility.

The Area Structure Plan design incorporates a multi-functional open space and recreational pathway system that complements the existing golf course amenity and a future water feature that will operate as a stormwater retention ponds for the ASP area. The D'Arcy Ranch open space system consists of a centrally located park/municipal reserve area and neighbourhood open spaces that are incorporated into the individual neighbourhoods. Walkways and local pathway connections throughout the D'Arcy Ranch Lands and MountainView at Sandstone orient activities to the open space areas establish pedestrian connections between residential areas and the D'Arcy Gateway Area and provide for connections to adjacent development areas and the larger recreational pathway system within the Town.

The proposed road network provides access to and circulation within the Area Structure Plan from Northridge Drive and Elizabeth Street, establishes a direct entrance route to the existing golf course and signature entrances into the community, and provides for connections to existing and future development areas.





# NORTHWEST OKOTOKS AREA STRUCTURE PLAN



### **3.3 NORTH GATEWAY COMMERCIAL / EMPLOYMENT CENTRE**

The North Gateway Commercial / Employment Centre will accommodate a mix of retail stores, services, and other clean business park uses. See Section 7.2 of this Plan for a description of “clean business park” land uses. Development of the 77 gross acres Centre is expected to be phased over many years in response to actual market demand.

Development of the North Gateway Centre will support the Sustainable Okotoks strategy, as outlined in the Okotoks Municipal Development Plan by:

- a) Ensuring land is available to increase the commercial to residential assessment base;
- b) Providing jobs and retail services within convenient walking and cycling distance from homes.

The planned road system reflects the proposed and existing pattern of subdivision and land ownership within the area. The proposed roads generally respect existing property lines and will create logical new “blocks” of land within an ownership pattern that exists prior to urban development.

The open space system within the North Gateway Centre area will emphasize the provision of a continuous multi-use pathway network. The pathway network will provide connections through the centre of the commercial area and tie-in with the adjacent D’Arcy Ranch Lands.

The North Gateway Centre is ultimately expected to accommodate a mix of Retail Commercial Uses and Business Park employment uses. The Retail Commercial Area is designed to avoid the creation of “strip” or “highway” commercial frontages oriented primarily to the automobile. The Retail Commercial area provides a traffic circle as a central urban design feature. Development will be encouraged to define and reinforce this central design through placement of buildings, landscaping, commercial uses, entryway and other amenity features.

## 4.0 RESIDENTIAL DENSITIES

The following policies shall apply to Outline Plans developed within the Plan Area:

- a) MountainView at Sandstone Lands shall not exceed 440 housing units as prescribed by the Municipal Development Plan and Council policy. **(22-14)**
- b) D'Arcy Ranch and D'Arcy Gateway Lands in combination are targeted to accommodate a density of 8 units per gross developable acre. A 10 acre portion of the D'Arcy Gateway Lands and the 10.0 acres open space area provided above the normal municipal requirement, as per the provisions of an annexation agreement between the Town of Okotoks and Can-Tex Drilling & Exploration Ltd., are excluded from the target density of 8 UPA.

## **5.0 D'ARCY RANCH POLICIES**

### **5.1 RESIDENTIAL LAND USES**

The policies and guidelines of this section are intended to guide residential development in the D'Arcy Ranch Lands identified in Figure 3: Subareas. This Plan conforms to the Okotoks Municipal Development Plan and Okotoks Vision 2014 by ensuring the existing community character is maintained and negative social, economic and environmental impacts are minimized.

The following policies shall guide planning and development of the D'Arcy Ranch Lands:

- a) Streetscape Designs for residential areas are aligned with the Okotoks Community Vision 2014.
- b) Laneways will be encouraged wherever possible. A lane will not service those residential areas backing onto a park.
- c) Single Detached Residential Land Use Districts used within the Plan Area should be aligned with the 2014 Community Vision and the Community Sustainability Plan.
- d) A variety of single detached housing designs will be encouraged within residential areas.
- e) Medium and high density housing units are encouraged primarily in and adjacent to the D'Arcy Gateway Area.
- f) A target of 30% non-traditional housing units, as described in the Municipal Development Plan shall be achieved.

### **5.2 RESIDENTIAL DEVELOPMENT INTERFACE AREA**

The Residential Development Interface Area is shown in Figure 5: Land Use and Transportation. The intent of this section is to identify policies that will ensure that new development within the Residential Development Interface Areas will have compatible and complimentary land uses, massing and scale.

The following policies shall apply to interface areas:

- a) The future development within the Residential Development Interface Area should be of a similar massing and scale as well as architectural articulation to existing residential areas to ensure an appropriate interface condition.
- b) Additional interface treatments, including innovative landscaping conditions, stormwater management infrastructure, low impact development infrastructure, as well as compatible siting, within the Residential Development Interface Area will be considered at the Outline Plan / Land Use Amendment stage.

## 6.0 D'ARCY GATEWAY AREA POLICIES

The D'Arcy Gateway Area (DGA) is located in the northeast corner of the D'Arcy Ranch lands adjacent to Northridge Drive as identified in Figure 3; Subareas and Figure 5: Land Use and Transportation.

The DGA is intended to be planned as a village-like transit supported development and accommodate a range of uses to support Okotoks as a distinct, walkable and complete community with the Calgary Region. The area is intended to intensify over time offering a range of retail and service commercial, employment, as well as other land uses that horizontally and vertically integrate with adjacent medium and higher multi-family residential uses. Appropriately scaled and positioned open space will be designed into the DGA to support future intensification. The diversity of uses in the DGA will intensify overtime and grow into a vibrant and livable area.

The following policies shall guide commercial development in the D'Arcy Ranch Lands:

- a) The exact boundary and location of these lands may be refined further at the Outline Plan/Land Use Amendment stage.
- b) The DGA will comprise a minimum of 10.50 net hectares (25.95 ac) of land as outlined in the MDP.
- c) Within the DGA, a minimum of 27,000 m<sup>2</sup> of gross commercial floor space shall be planned for and achieved over time, based on an FAR of 0.25 at full build-out.
- d) The DGA will intensify over time through redevelopment to achieve an intensity of 140 people and jobs per gross developable hectare to accommodate local employment opportunities and support the long-term direction of the Town.
- e) This specific gross commercial floor space target in the DGA shall be achieved through non-residential employment generating uses, including, but not limited to retail and service commercial, office, cultural, institutional or employment uses.
- f) The DGA will be designed to function over time as a highly connected and permeable transit supporting development.
- g) Desired build out of the DGA should be comprised of a mix of retail and services, employment, and medium and high density multi-family development.
- h) Medium and high density multi-family developments must account for and contribute to the diversity of public plazas and gathering spaces within the larger Plan Area through thoughtful planning and design considerations.
- i) In addition to retail and service commercial, employment and multi-family residential developments, the DGA may include a range of compatible neighbourhood-oriented uses such as, but not limited to secondary and/or postsecondary schools, day care facilities, community facilities (e.g. seniors' housing and/or assisted living complexes), civic uses, institutional uses, as well as cultural uses as deemed appropriate by the Approving Authority. This will be accomplished through the utilization of a range of land uses.

- j) Certain land uses, where feasible, may be mixed horizontally as well as vertically on site and be designed to support intensification and an increase in diversity and range of uses over time.
- k) The DGA should provide for a permeable grid-like pattern street layout and position buildings and infrastructure, such as pipes and roadways, to accommodate future intensification and a higher intensity of land uses at full build-out. The sizing of infrastructure is to be determined at the Outline Plan / Land Use Amendment stage to support this future intensification over time.
- l) Interim uses while the DGA intensifies over time may include, but are not limited to, landscaped surface parking lots, public plazas, gathering spaces and open spaces.
- m) The DGA will support direct and easily accessible active transportation connections to 338th Avenue through use of a range of design considerations and strategies to be determined conceptually at the Outline Plan/Land Use Amendment stage. Further, the design and layout of the DGA should account for at grade active transportation connections across Northridge Drive east to the Gateway Area (GA) within the North Okotoks Area Structure Plan.
- n) The conceptual layout and potential mix of land uses of the DGA shall be determined during the Outline Plan/Land Use Amendment stage through the submission of a Concept Plan.
- o) The Concept Plan shall demonstrate the following:
  - i. Land use concepts;
  - ii. Internal street concepts;
  - iii. Public plazas and gathering spaces location and concepts;
  - iv. The integration of the DGA to the larger open space network;
  - v. Future transit routes and centrally located and easily accessible stops for residents walking to and from the surrounding neighbourhood;
  - vi. Proposed urban design features that contribute to the distinct, cohesive, and visually related identity of the area;
  - vii. Connections to the adjacent Municipal Dedication and farmstead;
  - viii. Internal and external integration of the larger Plan Area's active transportation network through design considerations and strategies; and,
  - ix. A phasing and intensification strategy to maximize employment uses over time and enhance the diversity of uses.
- p) At the discretion of the Approving Authority, the DGA may be developed with reduced road carriageways or with relaxed land use bylaw standards (setbacks, lot width, height, etc.) in order to achieve a more efficient and distinct development form, consistent with sound planning principles and placemaking objectives.
- q) Loading and storage facilities as well as delivery areas for commercial developments should be located away from public streets. Where possible, they should be visibly screened with natural landscape buffers.

## **7.0 NORTH GATEWAY POLICIES**

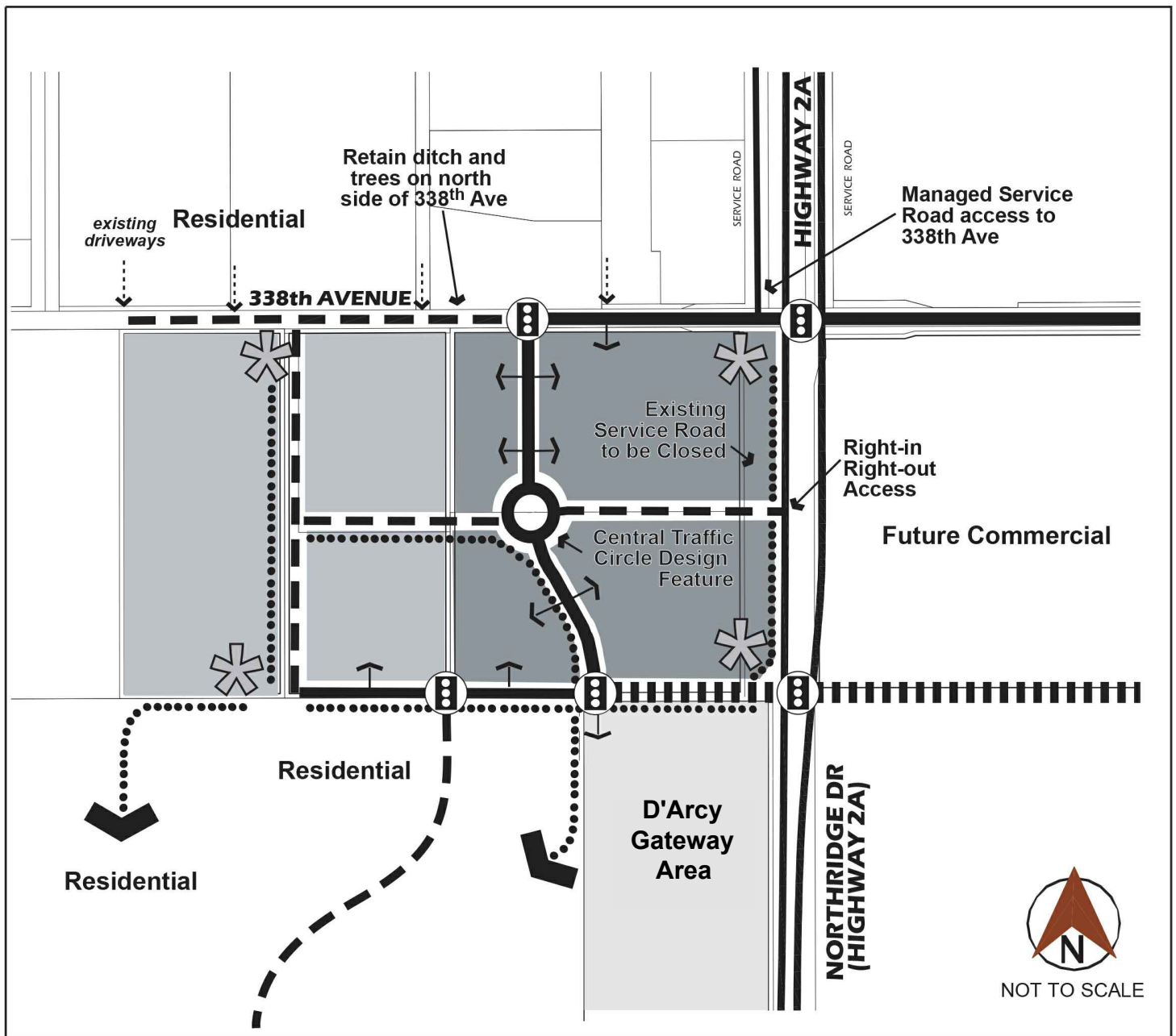
### **7.1 RETAIL COMMERCIAL AREA**

The North Gateway Centre is located in the northeast corner of the Plan Area as identified in Figure 3: Subareas.

The policies of this section are intended to accommodate the commercial needs of residents living in Okotoks and surrounding regional areas. The North Gateway Centre Retail Commercial Area will provide direct access to Northridge Drive and the visual exposure that is valued by these commercial land uses. The North Gateway Centre Retail Commercial Area is one of a number of future retail commercial areas planned to meet the Municipal Development Plan objectives for commercial development. Other future retail areas include the D'Arcy Ranch Gateway Area and additional North Gateway Centre commercial areas planned for the east side of Northridge Drive.

The following policies shall guide land use within the Retail Commercial Area of the North Gateway Centre:

- a) The predominant use of land within the Retail Commercial Area as shown in Figure 6 shall be commercial uses (primarily retail, automotive sales and service and personal service uses) located within a comprehensively planned sector or regional centre.
- b) Commercial uses within the Retail Commercial Area shall include those uses listed in the Gateway Commercial District of the Land Use Bylaw, and any additional specific uses that Council considers consistent with the intent of this Area Structure Plan.
- c) In order to create a cohesive shopping, living and working environment, multi-unit residential, institutional, recreation, and public uses may be considered within and adjacent to the Retail Commercial Area where determined to be compatible and appropriate.
- d) The Retail Commercial Area will incorporate a central traffic circle as a traffic management, urban design, and open space focal point. The design of buildings, public entryways, and quasi-public on-site landscaped areas should reinforce this central focal point as a node of public activity.
- e) Sites that are created within the Retail Commercial Area which are proximate to the Business Park Area may be appropriate for Business Park land uses.



**FIGURE 6:**  
**NORTH GATEWAY CONCEPT PLAN**

NORTHWEST OKOTOKS AREA STRUCTURE PLAN

## 7.2 BUSINESS PARK AREA

The policies in this section are intended to ensure that non-retail commercial employment developments are the predominant land use within the Business Park Area. The Business Park Area will be limited to clean business services, offices, wholesale service, warehousing and light manufacturing, fabricating and processing activities and other similar uses that occur within buildings and are compatible with adjacent and nearby residential areas. Generally speaking, development within the Business Park Area can be expected to contain low-rise, high site coverage buildings featuring good quality building design and landscaping. Developments in this area should provide a “prestige business park” option within the Town of Okotoks. Some retail commercial uses may be allowed as secondary or ancillary uses within the Business Park area. Generally, speaking these retail uses will be secondary to the primary use of a site, or provide support services for employees and/or businesses within the area.

The following policies shall guide land use within the Business Park Area of the North Gateway Centre:

- a) The predominant use of land within the Business Park Area as shown in Figure 6 shall be: clean business services, offices, wholesale service, warehousing and light manufacturing, fabricating and processing activities that occur within buildings; compatible with adjacent and nearby residential areas; and located within a fully-serviced and comprehensively planned business park.
- b) Institutional, recreational, and other land uses that are considered to be compatible and complementary within the Business Park and with the surrounding residential lands also may be allowed. “Institutional” uses include public and quasi-public facilities, public facilities, religious institutions, and community facilities as defined in the Land Use Bylaw.
- c) Commercial Uses within the Business Park Area shall be limited to uses that:
  - I.) Are identified within an appropriate Direct Control District, new Business Park or Employment Centre District, or other district within the Town of Okotoks Land Use Bylaw that Council considers to be consistent with the purpose and intent of this Area Structure Plan;
  - II.) Contain all negative impacts within the building. Negative impacts include but are not necessarily limited to noise, odour, vibration, outdoor lighting, atmospheric emissions, and visual impacts.
- d) A wide range of commercial employment uses could be accommodated where the commercial activities have little or no negative impact outside of the building.
- e) Due to the proximity of the Business Park Area to residential and country residential development, the design of buildings and sites will need to provide a compatible interface with the adjacent neighbourhood and an attractive appearance when viewed from an adjoining public road.
- f) Business activities should not be allowed outside of a building in the Business Park Area unless it can be demonstrated that the activities will not have an adverse impact on adjacent residential development.



- g) Uses that require outdoor storage areas generally will be discouraged within the Business Park Area. Small outdoor storage areas may be acceptable where such areas are visually screened by high quality fencing or landscaping. Outdoor storage areas should not be larger than 10% of the grade-level floorspace on any site.
- h) Secondary or ancillary retail goods and service uses will be appropriate within the Business Park area. Such uses should be directly related to the primary business use of the site, or serve local employees and businesses. Secondary or ancillary retail uses should not be larger than 25% of the grade-level floorspace on any site.
- i) Sites that are created within the Business Park Area which are proximate to the Retail Commercial Area may be appropriate for Retail Commercial land uses.

### **7.3 DEVELOPMENT AND ARCHITECTURAL GUIDELINES**

The North Gateway Commercial / Employment Centre is to be a comprehensively planned non-residential activity center that will become a visually attractive gateway development at the north end of Okotoks. All development within the North Gateway Centre also should be compatible with surrounding residential development. The intent of this section is to provide site development and architectural guidelines that should be considered by developers, builders and the Subdivision Approving Authority to achieve a high-quality Centre.

The following land use and development guidelines will apply to all development within the North Gateway Centre.

#### **1) Development Guidelines**

- a) Sites abutting 338th Avenue or residential areas shall provide a 6-metre landscaped setback area between the 338th Avenue right-of-way, or the abutting residential property line, and any building, parking or circulation area.
- b) Landscaped open space in the North Gateway Centre will include:
  - Public boulevard and median space within the road right-of-way;
  - Public linear parks and multi-use pathways adjacent to the road right-of-way;
  - Private and “semi-public” on-site landscaped areas and plazas on commercial sites that complement the public parks and open space.
- c) Where a linear park and pathway system has been provided:
  - reduced development setbacks may apply adjacent to the public linear park and multi-use pathway system; and
  - the Town will consider applications to allow temporary outdoor seating areas or other quasi-public activities to “spill over” from adjacent commercial sites into public linear park areas. This would allow commercial landowners and tenants to use adjacent park areas for temporary events such as cafes, outdoor markets, etc. during summer months upon application and approval from the Town of Okotoks.
- d) Private amenities such as lighting, walkways, benches and waste receptacles should be coordinated with the public open space system wherever possible.

- e) On-site landscaped areas and/or amenity space shall be provided that is complementary to any adjacent multi-use public pathway system.
- f) Visual screening of surface parking, rooftop apparatus, and loading or service areas will be required where such facilities otherwise may be visible from adjacent public roads and nearby residential areas (i.e., berms, fencing, landscaping, rooftop parapets, etc.).
- g) Loading and service (i.e., garbage) areas to be designed as an integral part of the building or site.
- h) Noise, odour, visual, or vibration impacts to be contained within the building. Outdoor storage areas will be discouraged, and where permitted, such areas will provide effective visual screening.
- i) Surface parking areas should be organized into smaller cells of parking surrounded by landscaping and buildings.
- j) Shielded lighting fixtures or equally effective means should be used to prevent commercial lighting overspill to residential areas.
- k) Outdoor display/sales areas, garbage storage, and loading areas shall be located more than 6.0 metres from public roadways, and in no case shall vehicle display areas be provided within minimum landscaped yards. Outdoor vehicle display areas should be separated from adjacent landscaped areas and defined by vertical face curbing and low-profile fencing.
- l) Trees in the road right of way and private landscaped areas along 338<sup>th</sup> Avenue should be maintained and replaced as necessary.
- m) Site periphery landscaping should be irrigated. Landscaped islands with a width greater than 2.0 metres are encouraged.
- n) Shared access driveways and integrated driveway connections between sites should be used wherever possible to minimize sidewalk breaks and intersections.
- o) On-site pedestrian walkways that connect directly to the public sidewalk and pathway systems should be provided. Any subdivision should ensure that logical pedestrian connections are maintained.

## **2) Architectural Guidelines**

- a) High quality materials will be required on all building facades that are openly visible from public roadways or adjacent residential areas.
- b) Visually attractive buildings and high quality building materials will be required to enhance this high profile entryway to the Town of Okotoks.
- c) Within any single parcel bounded by public roadways, the colours, materials, and finishes of buildings should be coordinated to achieve a continuity of appearance.
- d) Building design should make use of features such as varied roof pitch, overhanging eaves, parapets (false front), façade modulation, trim style and colour, etc. to increase aesthetic interest.

- e) Building entryways should be clearly defined by features such as overhangs, canopies, peaked roof forms, arches, or planters.

### **3) Signage Guidelines**

- a) All signage guidelines should be read in context with the regulations of Section 10 of the Town of Okotoks Land Use Bylaw.
- b) All signage should be discreet in size, of high quality appearance and material, and not add to a perceived proliferation of excessive signage throughout the area.
- c) Building-mounted façade signs should be the primary form of signage throughout the area. Roof mounted signage and projecting signs will be discouraged.
- d) Where freestanding signage is required, they should include design elements and materials that match the associated buildings.

## 8.0 OPEN SPACE

The objectives and policies of this section are intended to ensure provision of a multi-functional open space system, which will accommodate the active and passive recreational needs of future community residents within the Plan Area. A variety of open space areas are provided including two school sites, municipal reserve, regional pathway corridors, and stormwater retention ponds. The arrangement of open space provides a high degree of connectivity within the communities and allows the public to conveniently access and enjoy the open space system.

The Area Structure Plan provides 10% Municipal Reserve in the form of open space/park, multi-purpose pathways and walkways. An additional 10.0 acres contained within the open space area are provided above the normal municipal requirement as per the provisions of an annexation agreement between the Town of Okotoks and Can-Tex Drilling & Exploration Ltd.

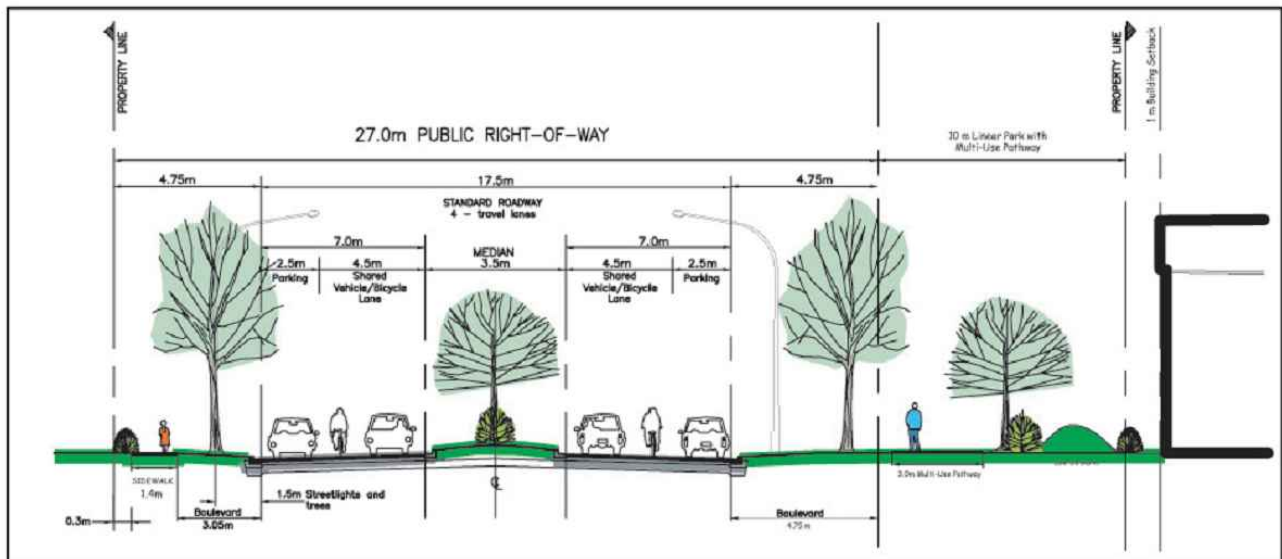
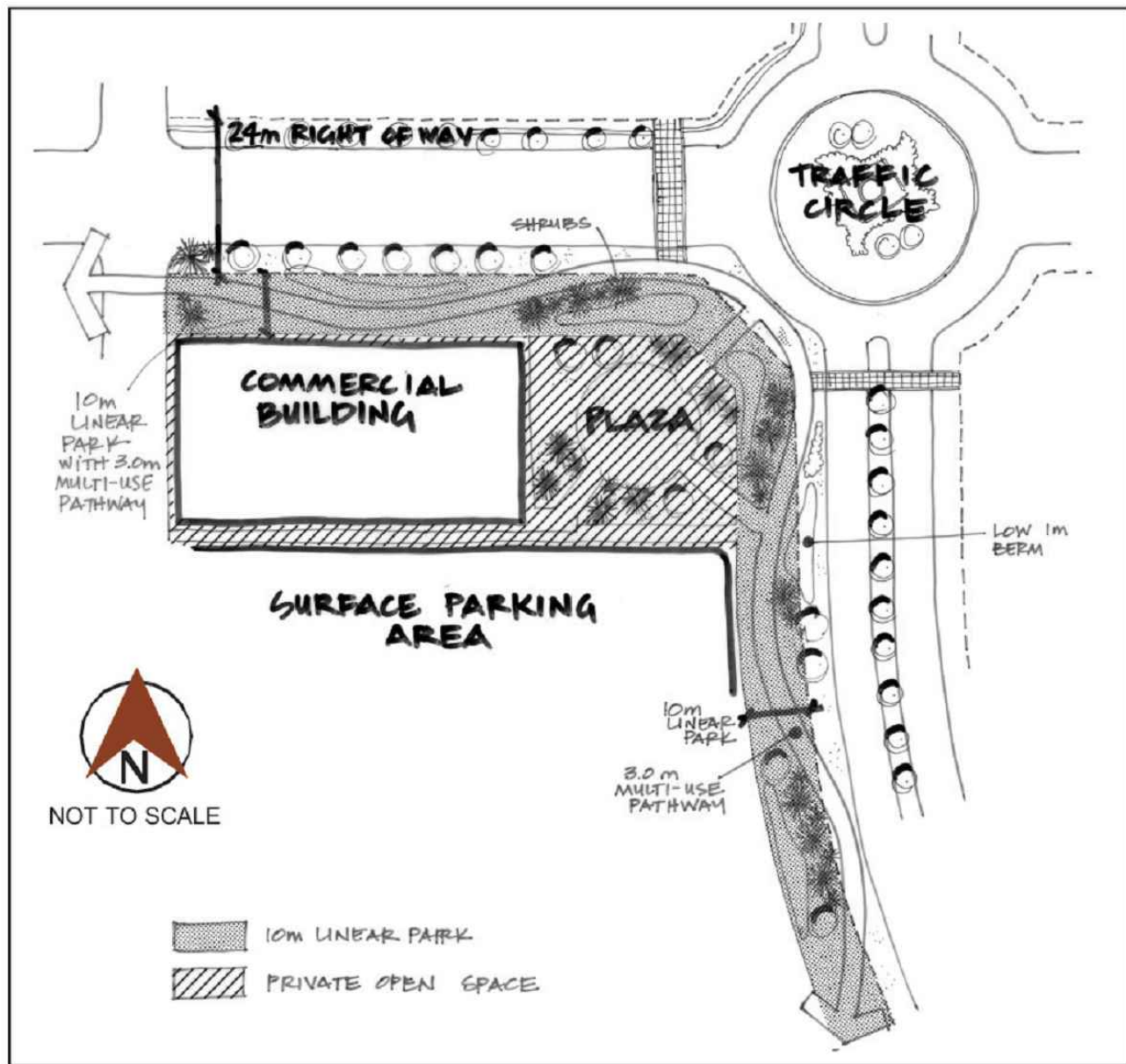
The focal points of the open space system include a primary municipal reserve area, which is centrally located to provide for two school sites and a large open space / stormwater retention ponds amenity in the lower bench lands.

The proposed open space/municipal reserve system provides adequate areas of appropriate sizes and frequency to accommodate a range of neighbourhood uses, including schools, playgrounds and local parks. All neighbourhood-scale municipal reserves have direct access to the local residential street system. The larger municipal reserve areas abut the collector road system to provide accessibility and to minimize the impact of traffic on adjacent residential areas.

The following policies shall guide open space development in the Plan Area:

- a) Reserve land shall be utilized to provide for public recreational and educational needs.
- b) Total Municipal Reserve dedication shall be no less than 10% of the Plan Area to be subdivided less any Environmental Reserve dedication.
- c) Lands required for buffers adjacent to major roadways and any ornamental park should not be considered as part of the 10% reserve dedication.
- d) Lands used for the D'Arcy Ranch Golf Course are not considered reserve land dedication and reserve requirements for these lands shall be met 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.
- e) A recreation and open space system shall be provided in accordance with Figure 5.
- f) The open space system shall integrate the Plan Area to the existing regional pathway system in Okotoks with potential connections shown in Figure 5. A major connection to the system shall be at Northridge Drive and Sandstone Gate. Future connections shall also be considered at Northridge Drive and Milligan Drive.
- g) Tot lots will be developed where most appropriate, in accordance with the Municipal Development Plan.

- h) The existing man-made pond located northwest of the golf clubhouse area should be retained as a focal point within the pathway system.
- i) The D'Arcy Ranch farmstead site shall be retained as a potential future community site. This concept is in the tentative stage and will be given further consideration as the development proceeds.
- j) The landscaping features that transition from the neighbourhood area to Northridge Drive will be established by the Northridge Drive Functional Study.
- k) The open space system and its associated pathways shall endeavour to achieve a safe and desirable pedestrian route across Northridge Drive, where feasible, in order to complete the regional pathway loop.
- l) In the case of North Gateway lands, credit reserve owing may be required to be dedicated as money-in-lieu of land where reserve land is not considered necessary to meet the site requirements for public educational or recreational uses.
- m) Credit reserve parks within the North Gateway Centre should include:
  - i. Linear parks that provide links in the multi-use pedestrian/cycle pathway system to connect to the Town-wide pathway system and through the North Gateway Centre; and
  - ii. Small park sites to be located at focal points within the North Gateway Centre or at "gateway" entry locations to the Town of Okotoks, the Business Park, and the D'Arcy Ranch Lands (see Figure 6). The size of these small parks will be determined at the Outline Plan or subdivision stage.
- n) Linear parks containing links in the Town-wide multi-use pathway system should generally be aligned as shown in Figure 6 and Figure 7. Multi-use pathways are typically located within a park or natural area. Within the North Gateway Centre, a multi-use pathway should be accommodated within a linear park located between public roads and on-site landscaped areas as illustrated in Figure 7.



## 9.0 TRANSPORTATION

### 9.1 PLAN AREA

The road network for the Plan Area is intended to establish a road system to adequately service the residential and commercial areas, establish a well-defined access to the existing D'Arcy Ranch Golf Course and to provide for connections to existing and future developed areas to the south and north. The roadway interfaces with the Northridge Drive corridor and Elizabeth Street are intended to provide an aesthetically pleasing gateway into the D'Arcy Ranch / MountainView at Sandstone Lands and into northwest Okotoks in general. The road network that is required to service the Plan Area is illustrated in Figure 5.

The following policies shall guide development of the transportation system in the Plan Area:

- a) The transportation system may be provided as shown in Figure 5.
- b) All development shall be constructed in accordance with the General Design Standards and Specifications at the time of application of engineering drawings for construction. Variations to the standards may be considered if the development is comprehensively planned.
- c) Local streets should be designed to provide multiple access opportunities to commercial areas while discouraging through traffic.
- d) Local streets are to be designed with consideration of complete street design principals to support the Town of Okotoks Active Transportation Strategy and the 2014 Community Vision. These streets should be integrated with the off-street pathway system.
- e) All collectors shall be designed to accommodate future bus routes.
- f) Where residential lots are to be constructed adjacent to Northridge Drive a noise analysis shall be required. Proper setbacks and noise attenuation techniques shall be provided in accordance with CMHC standards.
- g) The Primary Collector at Milligan Drive will be constructed concurrent with or prior to, the first development Phase to provide suitable access to the D'Arcy Ranch Golf Course and to provide access for construction traffic.
- h) Active transportation modes are encouraged throughout the Plan Area and should be supported by a complete and connected Active Transportation Network. This network is to be conceptually identified at the Outline Plan/Land Use Amendment stage.
- i) The Active Transportation Network should provide connections to community destinations, including, but not limited to, major parks, educational and community facilities, commercial nodes, and future transit stops throughout the Plan Area.
- j) Community destinations within the Plan Area should provide appropriate bike storage facilities to encourage greater use of the Active Transportation Network for functional based trips.

- k) The Active Transportation Network should establish direct connections through and between the Plan Area and surrounding neighbourhoods to enhance the community's permeability and promote opportunities for future residents to easily use active modes.
- l) The Active Transportation Network may utilize on-street and off-street corridors, including the pathway system, in order to establish a high-quality permeable and attractive network for all active modes. Emphasis should be placed on achieving a safe, comfortable, and connected network.
- m) Traffic Calming Principles to manage vehicular speeds are encouraged to be integrated into the design of communities at the Outline Plan/Land Use Bylaw Amendment stage to ensure an environment that is safe, secure and comfortable for active modes, where feasible. Measures may include, but are not limited to, consideration of roundabouts, raised crosswalks, raised medians, traffic buttons, diagonal diverters, chicanes and narrow streets.
- n) Safe Routes should be prioritized and identified at the Outline Plan/Land Use Amendment stage conceptually in order to encourage children to walk or bike to school safely and reduce traffic congestion in and around schools.
- o) The Safe Routes concept plan submitted during the Outline Plan/Land Use Amendment stage should identify the following:
  - I.) The general delineation of Safe Routes within the Transportation Network;
  - II.) Details into the design consideration of streets to minimize pedestrian-vehicle conflicts along Safe Routes, which may include, but are not limited to, use of off-street pathways, limited driveways, raised crossings, signage, innovative lighting, and housing with rear lanes; and
  - III.) The planning rationale for the location of individual Safe Routes.
- p) The internal road system for North Gateway Centre shall be designed with consideration of complete street design principals that support the Town of Okotoks Active Transportation Strategy and the 2014 Community Vision. Alternatives to the recommended roadway standards may be approved by the Town based on recommendations contained in a Traffic Impact Analysis prepared by a qualified professional transportation engineer if they align to the complete street vision.
- q) Traffic signalization ultimately will be required at a number of intersections within the North Gateway Centre area.
- r) As an alternative to traffic signals a "roundabout" or traffic circle is recommended at the intersection of collector and primary roadways within the North Gateway Centre. This roundabout will provide an opportunity to provide landscaping, traffic calming and a visual focal point in the centre of the North Gateway Centre. Detailed design of the roundabout should occur at the time of subdivision of adjacent lands. Design of the roundabout should accommodate phasing options for adjacent lands, allow for a central park area, and accommodate the turning requirements of commercial and emergency vehicles.



- s) The existing frontage road along the west side of Northridge Drive (south of 338th Avenue) will be closed at the time that adjacent development occurs.
- t) At the subdivision and development stage, appropriate arrangements should be made for disposition of the former frontage road right-of-way to accommodate Northridge Drive landscaping requirements, multi-use pathway requirements, and amalgamation of any excess right-of-way land with adjacent development land.
- u) The existing frontage road located in the MD of Foothills along the west side of Highway 2A north of 338th will be affected by upgrading of 338th Avenue. The precise nature of upgrading 338th Avenue will be provided through detailed engineering drawings and access management at the intersection of 338th Avenue and the existing frontage road will be resolved by the two municipalities in accordance with the Intermunicipal Development Plan.

## **9.2 NORTHRIDGE DRIVE CORRIDOR STUDY AREA**

With the future build-out of the Plan Area likely to occur in phases and concurrently to land in the easterly North Okotoks Area Structure Plan (NOASP), it is important that details ranging from intersections to land uses in the Northridge Drive Corridor Study Area are grounded in strong planning principles and establish a cohesive identity. It is also vital that future residents on the east and west sides of Northridge Drive have enhanced and easily accessible opportunities to move between communities and across Northridge Drive from west to east. The intent of this section is to identify policies that will facilitate direct connections between the Plan Area and future communities to the east of Northridge Drive and facilitate compatible and complementary land uses.

The following policies shall guide planning and development of the Northridge Drive Corridor:

- a) The general location of the Northridge Drive Corridor Study Area is located as shown on Figure 5: Land Use and Transportation, along the eastern edge of the Plan Area. The northern boundary of the North Okotoks Corridor Study Area shall be the 338th Avenue intersection and the southern boundary shall be the Sandstone Gate intersection.
- b) Land uses within the Northridge Drive Corridor Study Area and along each side of Northridge Drive should be similar in their massing and scale as well as orientation, where feasible.
- c) Five all-turn intersections in total should be located in the Northridge Drive Corridor Study Area with their general location as illustrated in Figure 5: Land Use and Transportation. The nature and specific location of these intersections is subject to further refinement through a supporting Transportation Impact Assessment (TIA) at the Outline Plan / Land Use Amendment stage. Modifications to the location of these intersections would not constitute an amendment to the NOASP.
- d) Appropriate and well-defined pedestrian crossings, where feasible, should be provided across Northridge Drive to minimize conflicts between vehicular traffic and other modes

of travel and enhance permeability between communities on either side of Northridge Drive.

- e) Regional pathway connections should not terminate the boundaries of the Plan Area, but should extend across to other communities through use of marked and well-defined crossings and connections, where feasible. Regional pathways should also be generally located along both sides of Northridge Drive, as illustrated in Figure 5: Land Use and Transportation to allow residents from southerly and easterly neighbourhoods to be able to connect and move through the Plan Area.
- f) Any Outline Plan / Land Use Bylaw Amendment applications that border Northridge Drive should include a preliminary Concept Plan showing the full width of Northridge Drive.
- g) As part of the Outline Plan / Land Use Bylaw Amendment application process the applicant is required to submit to the Town design drawings, cross-sections and plan views showing the design of Northridge Drive and related features.

## 10.0 UTILITY SERVICING

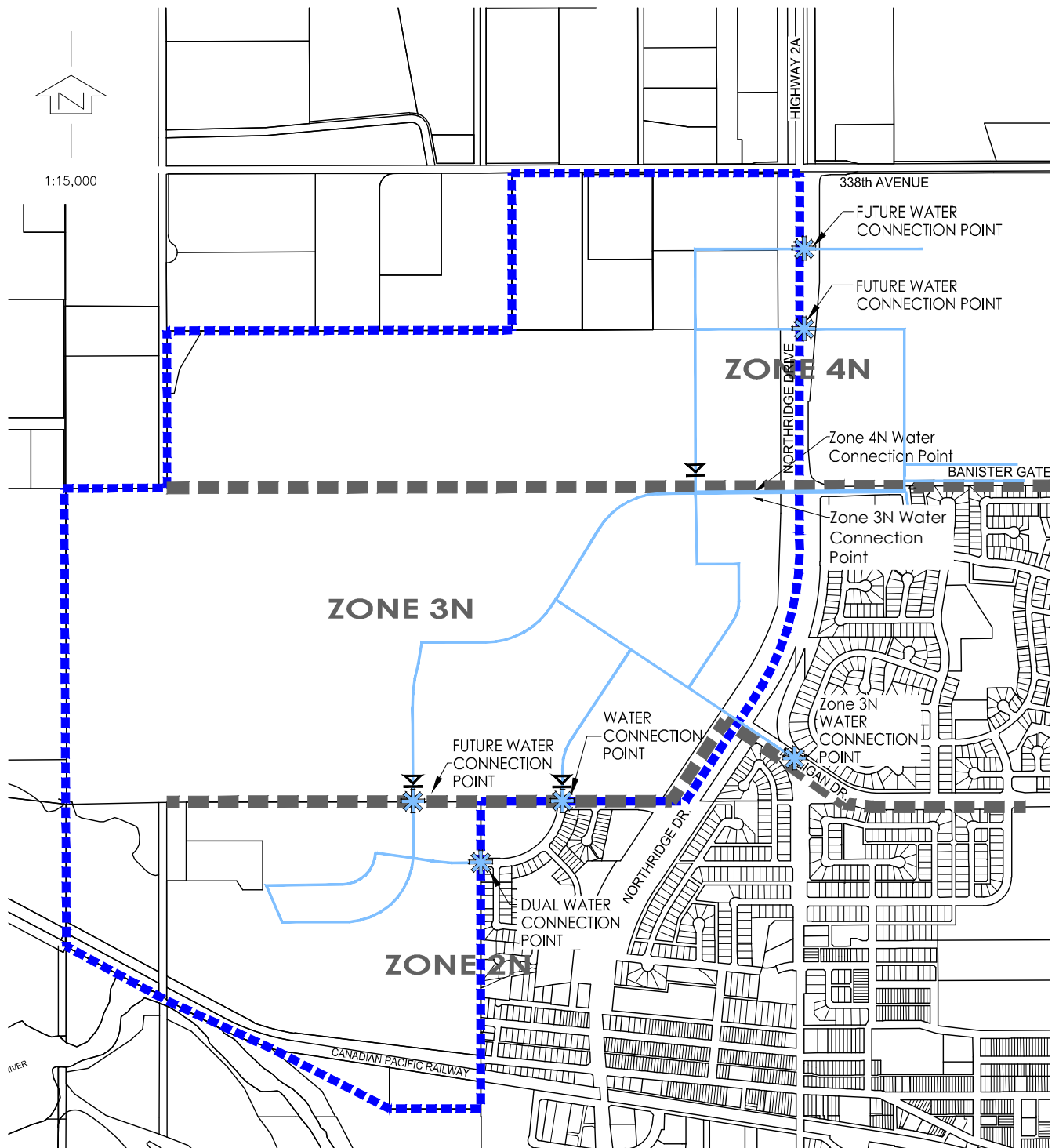
The objectives and policies of this section are intended to ensure that utilities are provided at a standard acceptable to the Town.



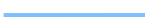


In 2015, as part of development planning for the D'Arcy Ranch Lands Plan Area the Town of Okotoks Infrastructure Study Update (1999) as well as associated background documents were revisited and additional policies were developed for the NWOASP to reflect the present day context.

### 10.1 WATER

The following policies shall guide water servicing within the Plan Area:

- a) Figure 8: Water Servicing Plan shows the conceptual water network, including individual pressure zones, feedermain layouts, water connection points and water pressure reducing facilities, required to service these lands. Further refinement to the illustrated water servicing concept shall be completed during the Outline Plan / Land Use Bylaw Amendment stage to accommodate changes in road layout and final design elevations.
- b) Water servicing for the D'Arcy Ranch Lands within S-32-20-29-W4M will require at least two connections per pressure zone to the east side of Northridge Drive. Possible connection locations are to existing water mains within Milligan Drive and by extending mains west in Bannister Gate. The lands between Sandstone Gate and Bannister Drive are within the existing 3N pressure zone as illustrated in Figure 6: Water Servicing Plan and the Town is currently in the process of determining the pump capacity at the 3N reservoir. The water distribution network capacity is also currently under review. As such, any required upgrades necessary to service these lands will be determined at the Outline Plan / Land Use Amendment stage.
- c) In locations where the D'Arcy Ranch Lands water system connects to the existing system to the south within pressure zone 2N that services the communities of MountainView and Sandstone Ridge, Pressure Control Valves (PCV's) will be required. The ability of these connections to provide limited low pressure service, if the zone 3N pumps are out of service is currently under review.
- d) Water servicing for the D'Arcy Ranch Lands north of Bannister Gate, due to their higher elevation than the existing water system in the 3N pressure zone, will be serviced by pressure zone 4N and a new set of Zone 4N pumps located in the existing Zone 3 Reservoir. This reservoir upgrade will service all lands within the pressure zone 4N roughly north of Bannister Gate, including the NOASP Plan Area and the future Gateway Area within the North Okotoks ASP.
- e) MountainView at Sandstone is currently serviced by dual watermain connections in Sandstone Gate.



-  PLAN BOUNDARY
-  **ZONE**  
PRESSURE ZONE BOUNDARY
-  LARGE DIAMETER WATER FEEDERMAIN
-  WATER DISTRIBUTION SYSTEM CONNECTION POINT
-  WATER PRESSURE REDUCING FACILITY



**FIGURE 8:**

## WATER SERVICING PLAN

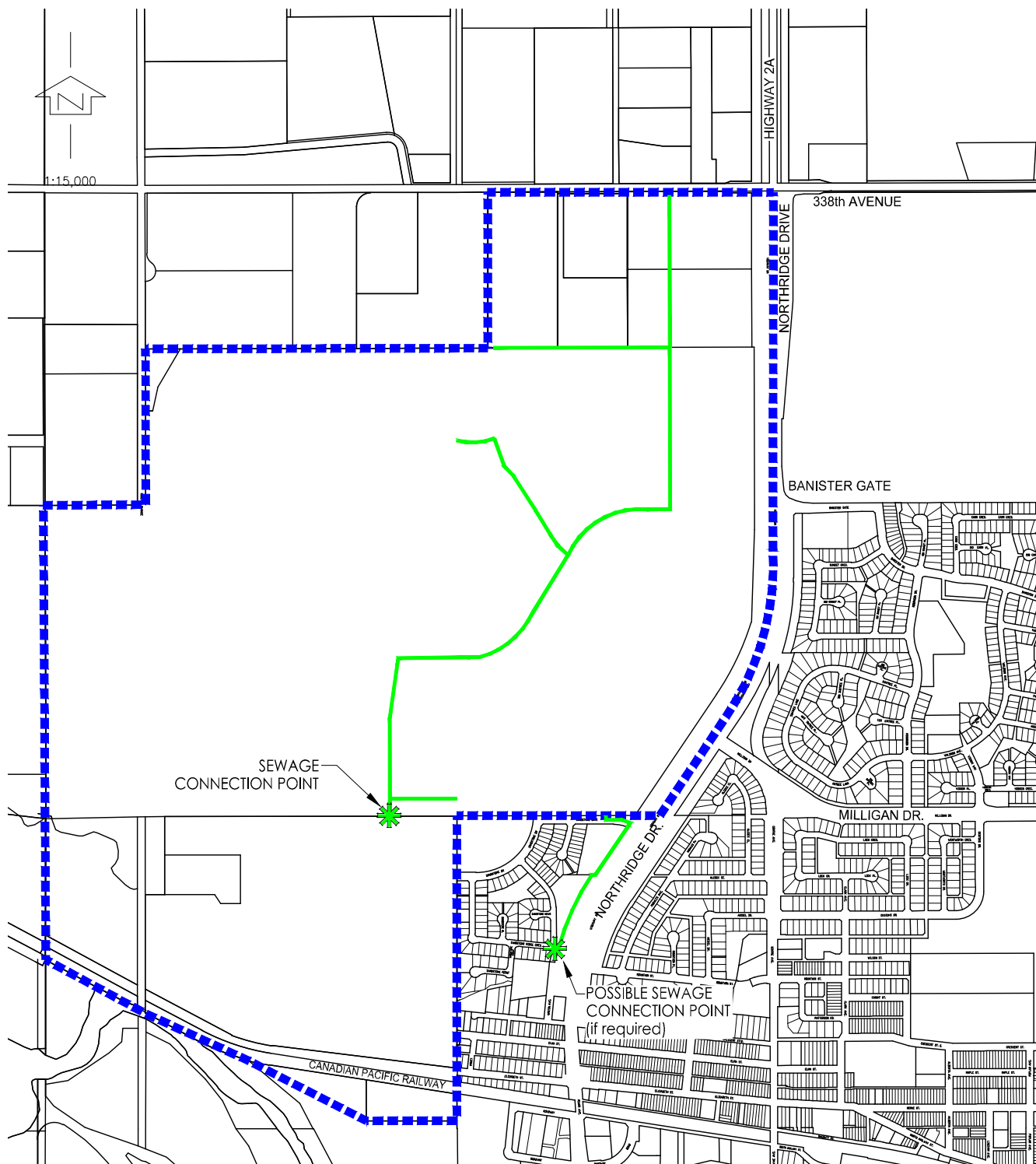
NORTHWEST OKOTOKS AREA STRUCTURE PLAN


FEBRUARY 2016

## 10.2 WASTEWATER

The following policies shall guide wastewater servicing within the Plan Area:

- a) *Town of Okotoks Sanitary Servicing Master Plan Update 2016* is nearly complete. This study evaluates the feasibility of different servicing options and identifies the preferred servicing concept for these lands. Upgrades to the existing collection network are also identified in this study.
- b) The majority of wastewater from the D'Arcy Ranch Lands can be accommodated by the existing sanitary system located in MountainView Drive; however the east half of the D'Arcy Ranch Lands within SE-32-20-29-W4M may be tied into the existing system at the southeast corner of Sandstone Ridge Crescent through a pipe installed within the west side of Northridge Drive. Alternatively this easterly section may be graded to also flow into MountainView Drive. Any required offsite upgrades necessary to service these lands will be determined by the Town through its offsite levy process bylaw.
- c) Sanitary servicing for MountainView at Sandstone has also been reviewed in the Sanitary Servicing Master Plan Update and offsite levies may need to be adjusted for the remaining phases to align with the Sanitary Servicing Master Plan Update.



- PLAN BOUNDARY
-  SEWAGE COLLECTION SYSTEM CONNECTION POINT
- SEWAGE COLLECTION TRUNK SYSTEM



## FIGURE 9:

### SEWER SERVICING PLAN

NORTHWEST OKOTOKS AREA STRUCTURE PLAN

FEBRUARY 2016

### 10.3 STORMWATER

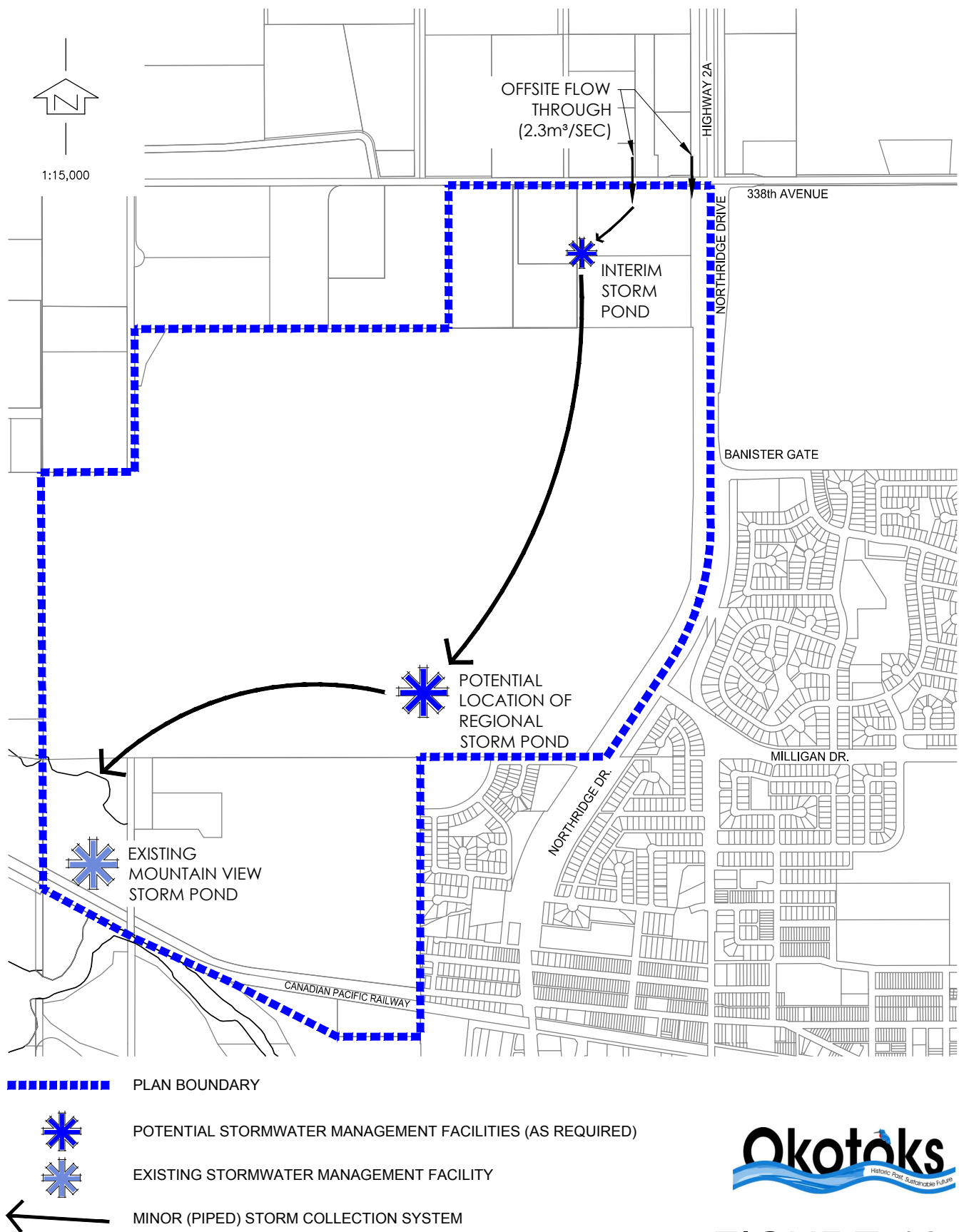
The objectives and policies of this section are intended to ensure that utilities are provided at a standard acceptable to the Town. *A Stormwater Management Master Plan and Flood Management Plan – ISL Engineering 2014* was prepared for the Town of Okotoks. A North Okotoks Stormwater Master Drainage Plan –Stantec 2016 has been prepared to support the ASP amendment and outline planning for the D’Arcy and North Gateway Lands.

The following policies shall guide stormwater servicing within the Plan Area:

- a) A regional stormwater management facility will be developed at a strategic location within the D’Arcy Ranch Lands to accommodate ultimate urban development of all lands contained within the D’Arcy Ranch, D’Arcy Gateway, and Northgate Gateway subareas. This facility, in conjunction with overland drainage, and low impact development (LID), where feasible, will provide adequate storage to meet established requirements and policies by the Town. A potential location for this future facility is identified conceptually in Figure 10 – Stormwater Management Plan. An existing stormwater management facility accommodates the Mountainview at Sandstone lands.
- b) Development shall adhere to the following stormwater management policies.
  - a. All development will be required to limit post development runoff to the pre-development rate.
  - b. All development will be required to treat stormwater runoff to Alberta Environment and Town of Okotoks Guidelines prior to discharge.
  - c. All development will be required to accommodate existing upstream flow through their site.
- c) A number of pre-existing stormwater concerns have been identified within the Plan Area. Specifically, concerns have been identified for stormwater impacts on the D’Arcy Ranch Golf Course and Downtown Okotoks. Engineering and planning efforts will identify these concerns and mitigate if practical and feasible as development progresses.
- d) Prior to Outline Plan and Land Use Bylaw Amendment approval, where a stormwater management facility is proposed, the developer shall submit a stormwater management report, a conceptual design plan, a landscape plan, a preliminary grading plan, and any other information determined to be necessary to evaluate the proposal.
- f) Interim stormwater management facilities may be permitted within the North Gateway Centre where necessary and appropriate prior to construction of the ultimate regional stormwater management facility for northwest Okotoks. In all cases development shall respect the following stormwater management policies:
  - i. All development will be required to limit post-development runoff to the pre-development rate.
  - ii. All development will be required to treat stormwater runoff to Alberta Environment and Town of Okotoks Guidelines prior to discharge.
  - iii. All development will be required to accommodate existing upstream flow through their site.

- g) The Town of Okotoks may require that interim stormwater management facilities be privately owned and/or maintained in a manner that meets all municipal and senior government requirements. Interim stormwater management facilities will be subject to applicable agreements including (but not necessarily limited to) a Deferred Services Agreement and off-site financial contributions toward construction of the planned ultimate regional stormwater management facility for northwest Okotoks. The Town of Okotoks may also require assurance that any lands used for an interim, private stormwater management facility will be appropriately reclaimed for urban development at such time as connection to the ultimate stormwater management facility is appropriate, as determined by the Town of Okotoks.





**FIGURE 10:**

## STORMWATER MANAGEMENT PLAN

NORTHWEST OKOTOKS AREA STRUCTURE PLAN

## **8.0 PLAN IMPLEMENTATION**

### **8.1 PLAN ADOPTION**

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

### **8.2 PLAN IMPLEMENTATION AND FINANCING**

The policies of this section are intended to ensure that development occurs in conformity with senior Town of Okotoks land use policy documents.

- a) All subdivision and development shall conform to the Town of Okotoks Municipal Development Plan, the Town of Okotoks / MD of Foothills Intermunicipal Development Plan, and the Town of Okotoks Land Use Bylaw.
- b) Prior to Outline Plan / Land Use Amendment approval, a satisfactory Concept Plan shall be submitted for the D'Arcy Gateway Area (DGA) and any other situation determined necessary in order to assist the Town of Okotoks Council and Municipal Planning Commission in evaluating a proposal in terms of its conformity with this ASP.
- c) All subdivision and development permit applications are to be consistent in intent with the DGA Concept Plan or shall be required to apply for an amendment to the Concept Plan. Amendments to the Concept Plan are at the discretion of the Development Authority.
- d) In order to implement the policies and maps of this ASP conditions may be applied to an Outline Plan by the Municipal Planning Commission and enforced through the subdivision approval process, and land use controls may be applied to a site by Council through the Direct Control District provisions of the Municipal Government Act and enforced through the subdivision approval or development permit approval process.
- e) Staging of residential development should be contiguous and sequential in order to provide infrastructure efficiently and maintain efficient and cost effective access to parks, schools, and recreational facilities and soft services (fire, police, school bussing, garbage collection, etc.)
- f) Any public expenditure proposed within this plan to be funded by the Town shall be subject to the Town's capital budget budgeting priorities and shall be evaluated in relation to the needs of Town-wide spending priorities.
- g) As subdivision and development proceeds on a parcel of land, the developer shall pay an appropriate share of costs of new infrastructure required to service the site in accordance with Town of Okotoks standards.
- h) Where a developer finances the cost of extending infrastructure that would normally be financed by the Town, the Town shall enter into an "endeavor to assist" agreement or a servicing and financing agreement with the developer that details the facilities to be constructed and the method and timing of any payback to the developer.

- i) Each developer within a neighbourhood may be required to pay applicable offsite levy charges to accommodate interim and ultimate infrastructure servicing requirements for the Northwest Okotoks plan area.

### **8.3 PHASING**

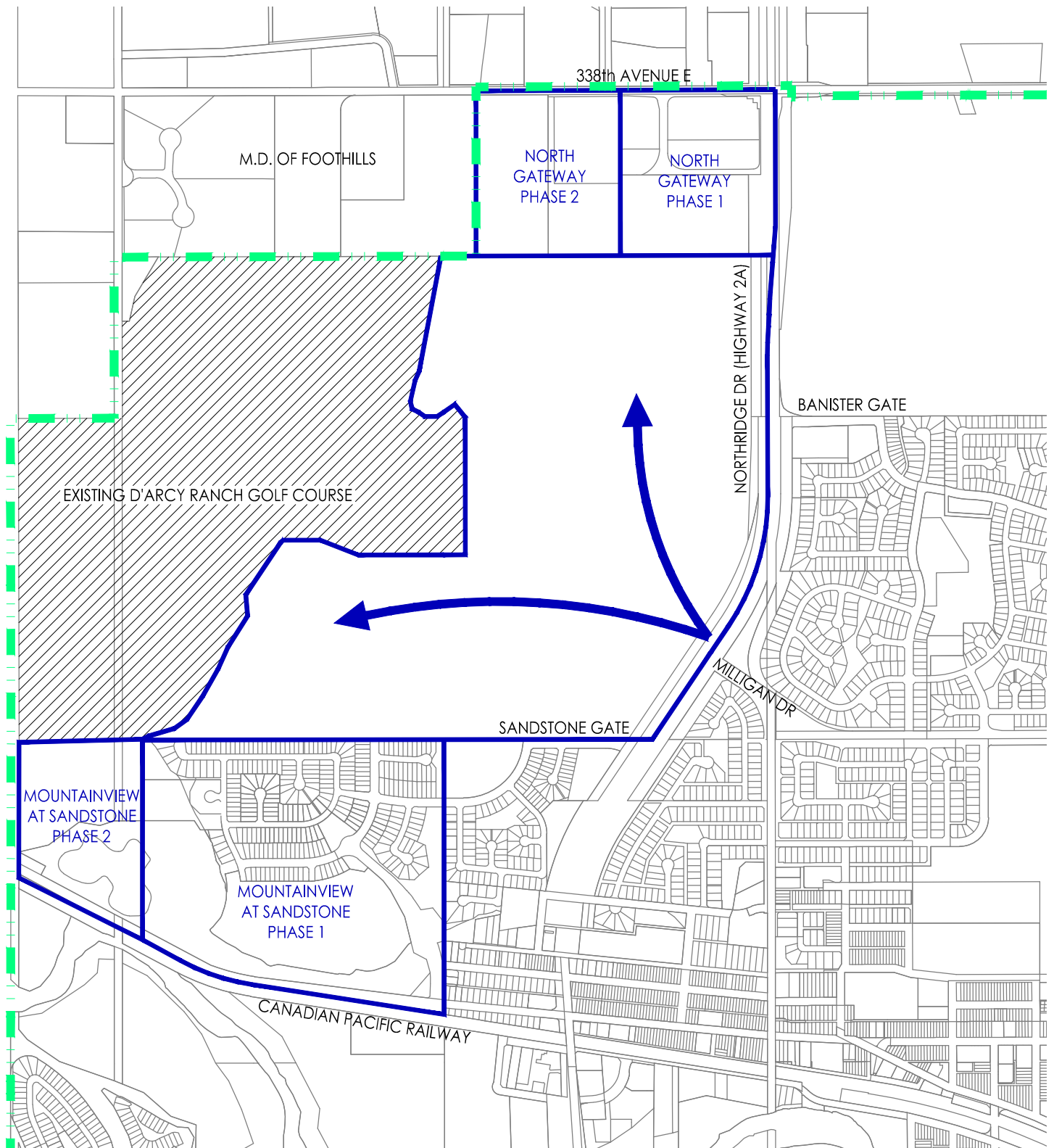
The policies of this section are intended to ensure that development occurs in a logical and sequential manner while recognizing current demand for commercial land within the North Gateway Centre. Anticipated phasing of development is illustrated in Figure 11 – Phasing.

#### **1) The D’Arcy Ranch and MountainView at Sandstone**

- a) Development of the Plan Area will proceed in a logical, orderly fashion with respect to the provision of critical roadway segments, access to the existing D’Arcy Ranch Golf Course, municipal servicing requirements, and in response to market demand factors.
- b) Phasing for the D’Arcy Ranch Lands will begin with the construction of the D’Arcy Ranch Golf Course access road and the development of lands adjacent to this road. Development will proceed from the southeasterly corner of the Plan Area in a westerly direction.
- c) Phasing for MountainView at Sandstone will proceed from east to west.
- d) It will be critical for internal roadways to be constructed in a manner to divert construction traffic away from established residential neighbourhoods where possible.

#### **2) North Gateway Centre**

- a) Development of the North Gateway Centre will proceed from east to west as access roadways are extended from Northridge Drive.



**FIGURE 11:**

## PHASING

NORTHWEST OKOTOKS AREA STRUCTURE PLAN

#### **8.4 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.

- a) In order to make any change to the text or maps within this ASP, an amendment to the plan shall be approved by bylaw in accordance with the Municipal Government Act.
- b) Where an amendment is requested, the applicant shall submit the supporting information considered necessary to evaluate the request.

#### **8.5 DEVELOPER'S 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 limited to, staging of development in relation to transportation infrastructure improvements. In addition, the Town may require the Developer to enter into a Servicing and Construction Agreement for each subdivision phase in accordance with the Master Agreement as adopted by Council.