



Council
January 27, 2020

PUBLIC HEARING FOR BYLAW 06-20 WEST OKOTOKS AREA STRUCTURE PLAN

Purpose

The purpose of Bylaw 06-20 is to adopt a new area structure plan to facilitate future urban development of ±428.6 ha (±1059.0 ac) of land to the southwest of the existing developed areas of Okotoks and replace the existing Sandstone Springs Area Structure Plan covering a portion of the lands.

Readings

Depending on the outcome of this public hearing, Bylaw 06-20 is ready for second reading.

Prior to consideration of third reading, Bylaw 06-20 must be referred to the Calgary Metropolitan Region Board through the Interim Regional Evaluation Framework in order to be evaluated against the Interim Growth Plan.

Report, Analysis and Financial Implications

The purpose of an area structure plan is to provide a framework for subsequent subdivision and development of an area of land. The *Municipal Government Act (MGA)* prescribes minimum requirements for the content of an area structure plan (s. 633) and the process for preparing one (s. 636). The proposed West Okotoks Area Structure Plan (WOASP) addresses the content and process requirements for developing an area structure plan.

Formal application to commence preparation of the WOASP was submitted by Brown and Associates Planning Group in August 2017 following annexation of the subject lands. The area structure plan is developer funded by area landowners, Tristar Communities and New North Projects.

A separate Planning Services report is provided on the draft WOASP and is included as Attachment 3.

The WOASP was referred to Municipal Planning Commission on December 19, 2019 and received a motion of support.

Strategic Plan Goals

<input checked="" type="checkbox"/>	Manage Community Growth	<input type="checkbox"/>	Provide Strong Governance
<input checked="" type="checkbox"/>	Provide Quality Community Infrastructure	<input checked="" type="checkbox"/>	Healthy and Safe Community
<input type="checkbox"/>	Enhance Organizational Excellence	<input type="checkbox"/>	Foster Economic Vitality
		<input type="checkbox"/>	Promote Environmental Excellence

Public Participation Strategy

A robust public participation strategy and stakeholder engagement process was undertaken in the development of the WOASP in accordance with the *MGA*. A detailed summary and discussion of this process and the feedback received is contained in the Planning Services Report.

Notification of the public hearing was provided in the *Western Wheel* on January 8 and 15, 2020, posted on the Town website, and mailed to all adjacent property owners in accordance with the requirement of the *MGA*. The following correspondence has been received:

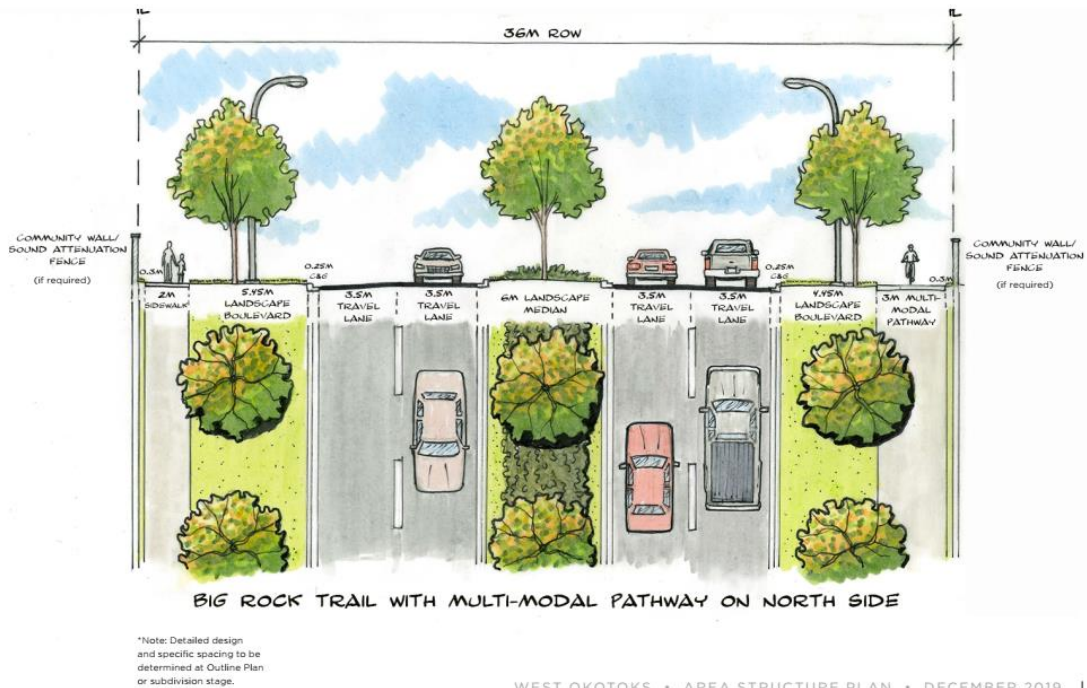
- A letter signed by five adjacent landowners in Sheep River Ridge requesting a concrete noise barrier be constructed along the rear of properties backing onto Big Rock Trail (BRT) in advance of any construction occurring with the WOASP lands (Attachment 4). Administration notes that the long-term development of the area will result in the need to upgrade BRT to a four lane arterial road as the primary means of accessing the new development area.
- Email correspondence from Bryce Hartsburg, a resident on Westland Street, raising concerns over the existing traffic and the implications of the transportation network proposed in the WOASP (Attachment 5). The resident has proposed two different alternative options for the road configuration.
- Email correspondence from Colin Ryan of 107 Sheep River Crest providing comments on landscaping considerations for the proposed future pathway behind his property (Attachment 6). The conceptual landscaping design for the area will be considered at the outline plan stage.
- A letter of support was received from B&A Planning Group on behalf of the sponsoring developers/landowners (Attachment 7).

Town Administration has the following additional comments with regard to the received correspondence:

The timing of upgrades to BRT is dependent on the timing of development and the draft WOASP provides the following direction on assign sound attenuation for BRT:

- Policy 6.5(c) BRT must transition over time to an urban arterial roadway and should be designed and constructed in general accordance with Section E: Future Arterial Street - BRT - Conceptual Section. The transition of BRT to an arterial roadway will be determined by the Town of Okotoks in consideration of the Town Transportation Master Plan and TIA's accompanying future outline plan and land use amendment applications

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



- Policy 6.5(d) A noise impact assessment and attenuation study must accompany adjacent outline plan applications to ascertain and inform appropriate noise attenuation measures for existing and new development as BRT transitions to an urban arterial roadway

The construction of a sound attenuation fence (typically constructed of wood) may be warranted for the ultimate design and volumes on BRT. This would need to be assessed at the more detailed design stage for BRT or at the outline plan stage for the adjacent lands. It is not the practice of the Town to install sound fencing to mitigate the impact of construction and the Town does not currently have a program or funds set aside for sound attenuation fencing to be installed in advance of new development occurring. Unfortunately, construction of new development areas does create nuisance issues for existing residents, and the Town works actively with developers to ensure reasonable measures are undertaken to minimize impacts on adjacent landowners, such as including limits on working hours and dust management practices.

As noted in the attached Planning Services Context Report, a Transportation Impact Assessment (TIA) was undertaken that considered 14 different transportation network connection options between the subject lands and the surrounding area. Ultimately, the transportation configuration illustrated in the WOASP was identified as the preferred option over no connections to Westland Street because it limited road connectivity but provided strong active transportation connectivity between the communities. The modelling analysis demonstrated that the single connection option at Westland View balanced pressures to the greater transportation network, including Cimarron Boulevard, major arterials and local shortcutting. The disconnection of the

long, direct Westland Street in the preferred option should also help mitigate some the speeding concerns on that road.

Removing the proposed connection to Westland Street would limit traffic increases on Westland Street, which provides a limited local benefit at the expense of increases elsewhere in the Town network as well as limiting connectivity between the WOASP and the rest of the community. Traffic impacts and mitigation specifics such as calming measures will be further reviewed on a subdivision/phase basis through future TIA submissions.

Alternatives for Consideration

n/a

Deputy CAO Comments

I support second reading of this bylaw.

Attachment(s)

1. Bylaw 06-20 - First Reading Version
2. West Okotoks Area Structure Plan - First Reading Version (with correction)
3. Planning Services Context Report
4. Letter from Sheep River Ridge Residents
5. Bryce Hartsburg Correspondence
6. Colin Ryan Correspondence
7. B&A Planning Group Correspondence

Prepared by:
Colin Gainer
Senior Planner
January 21, 2020

BYLAW 06-20

**A BYLAW OF THE TOWN OF OKOTOKS
IN THE PROVINCE OF ALBERTA
TO ADOPT THE WEST OKOTOKS AREA STRUCTURE PLAN**

WHEREAS pursuant to the provisions of the *Municipal Government Act*, Revised Statutes of Alberta 2000, Chapter M-26 and amendments thereto, Council may adopt an area structure plan for the purpose of providing a framework for subsequent subdivision and development of an area of land, and

WHEREAS the West Okotoks Area Structure Plan was prepared in accordance with Section 636 of the *Municipal Government Act*, and

WHEREAS Council held a public hearing and advertised that public hearing in accordance with Section 692 of the *Municipal Government Act*.

NOW THEREFORE the Council of the Town of Okotoks enacts as follows:

1. This Bylaw may be cited as the “West Okotoks Area Structure Plan” or “WOASP”.
2. The West Okotoks Area Structure Plan attached hereto as Schedule A is hereby adopted as the area structure plan for the subject lands.
3. Pursuant to Section 135(1)(d) of the *Municipal Government Act*, Bylaw 124/2007 of the Municipal District of Foothills No. 31 adopting the Sandstone Springs Area Structure Plan is hereby repealed.
4. This Bylaw shall come into full force and effect upon third and final reading.

READ A FIRST TIME this 13th day of January, 2020.

READ A SECOND TIME this day of , 2020.

READ A THIRD TIME AND PASSED this day of , 2020.

Mayor

Chief Administrative Officer



PLANNING SERVICES REPORT WEST OKOTOKS AREA STRUCTURE PLAN

ISSUE

A new area structure plan is proposed to facilitate future urban development of approximately ± 428.6 ha (± 1059.0 ac) of land to the southwest of the existing developed areas of Okotoks and replace the existing Sandstone Springs Area Structure Plan covering a portion of the lands.

PLANNING SERVICES RECOMMENDATION

That the West Okotoks Area Structure Plan be supported by Municipal Planning Commission and adopted by Council as the planning framework for the southwest lands.

REPORT

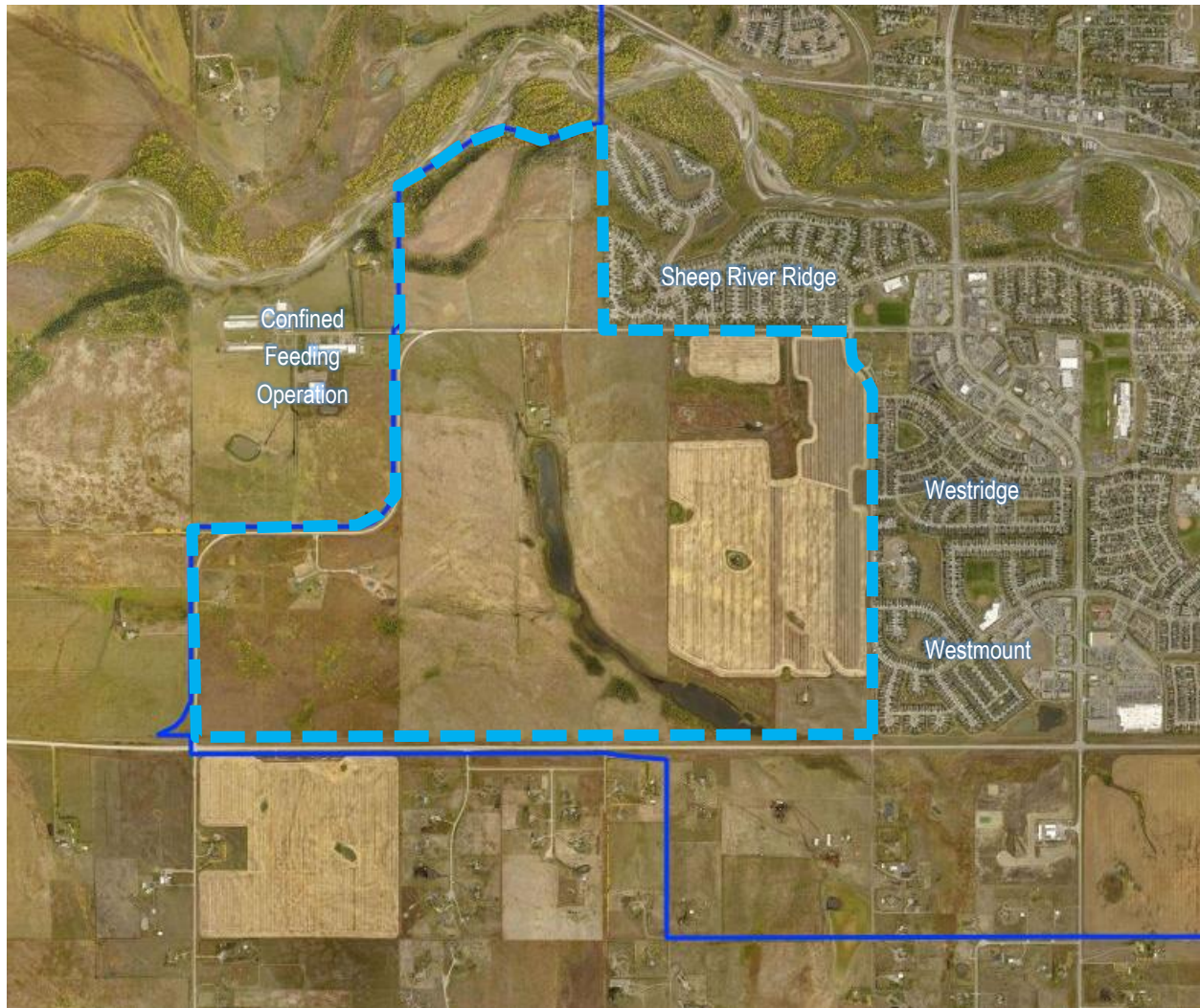
The purpose of an area structure plan is to provide a framework for subsequent subdivision and development of an area of land. At a minimum, under the Municipal Government Act, an area structure plan must describe:

- the sequence of development proposed for the area;
- the land uses proposed for the area, either generally or with respect to specific parts of the area;
- the density of population proposed for the area either generally or with respect to specific parts of the area; and
- the general location of major transportation routes and public utilities.

An area structure plan may also contain any other matters Council considers necessary to include in the planning framework for the area.

Site Context

The subject lands are legally comprised of the W $\frac{1}{2}$ 20-20-29-W4M, E $\frac{1}{2}$ 19-20-29-W4M, E $\frac{1}{2}$ and SW $\frac{1}{4}$ 24-20-1-W5M, SE $\frac{1}{4}$ 25-20-1-W5M, and intervening roads as well as Big Rock Trail. The plan area is bounded by Highway 7 to the south; the existing Okotoks neighbourhoods of Sheep River Ridge, Westridge, and Westmount to the east and northeast; the Sheep River to the north, and Big Rock Trail to the west. Most of the south and west of the plan area borders Foothills County with considerations for transportation access and other boundary considerations.



Central to the plan area is a Crown-claimed wetland with steep slopes that provides a significant natural amenity of the area. This wetland connects with a larger drainage course that flows south under Highway 7 before connecting to the drainage course that flows through Cimarron and eventually to the Sheep River. A number of other small wetlands dot the landscape. Much of the area is comprised of rolling hills with agricultural cultivation and ranching dominating the landscape, including some scattered agricultural buildings and houses as well as a country residential subdivision (Tiki Ranch) along the west boundary. Lands near the Sheep River are lower having been carved down by historical channel variations of the Sheep River with a higher plateau adjacent to the contemporary course of the river. These lands in proximity to the river contain some of the most rare and distinct vegetation of the area.

Along with the existing buildings scattered through the lands, there are existing utility servicing lines through the site, including overhead power lines and an abandoned gas pipeline. An existing telecommunications tower is located at the top of a sloped area within the lands west of Westridge.

The E ½ 24-20-1-W5 and the E ½ 13-20-29-W4 are encompassed by the Sandstone Springs Area Structure Plan. The plan was adopted by Foothills County on June 11, 2009 under Bylaw 124/2007, but construction of the proposed development concept has not commenced to date. The Sandstone Springs ASP would be rescinded with adoption of a new ASP for the subject lands.

Background

The proposed West Okotoks Area Structure Plan ('WOASP') began as a conceptual planning exercise for the subject lands at the request of three of the major landowners of the area in 2015. A terms of reference for work was brought forward to Council for information on June 15, 2015 and was limited to conceptual planning and technical background studies at the time as the lands were outside of the Town boundaries. The intent was to establish the basis for a future area structure plan for the area, with major work including public and stakeholder engagement left until the lands became part of Okotoks. The subject lands were annexed into Okotoks on July 1, 2017.

In April 2017, all landowners within the WOASP lands were invited to participate in the area structure plan process as not all affected landowners had participated in the preliminary conceptual planning for the lands. Formal application for the area structure plan preparation was made by Brown and Associates Planning Group ('Applicant') in August 2017, with the funding of the supporting landowners of Tristar Communities and New North Projects.

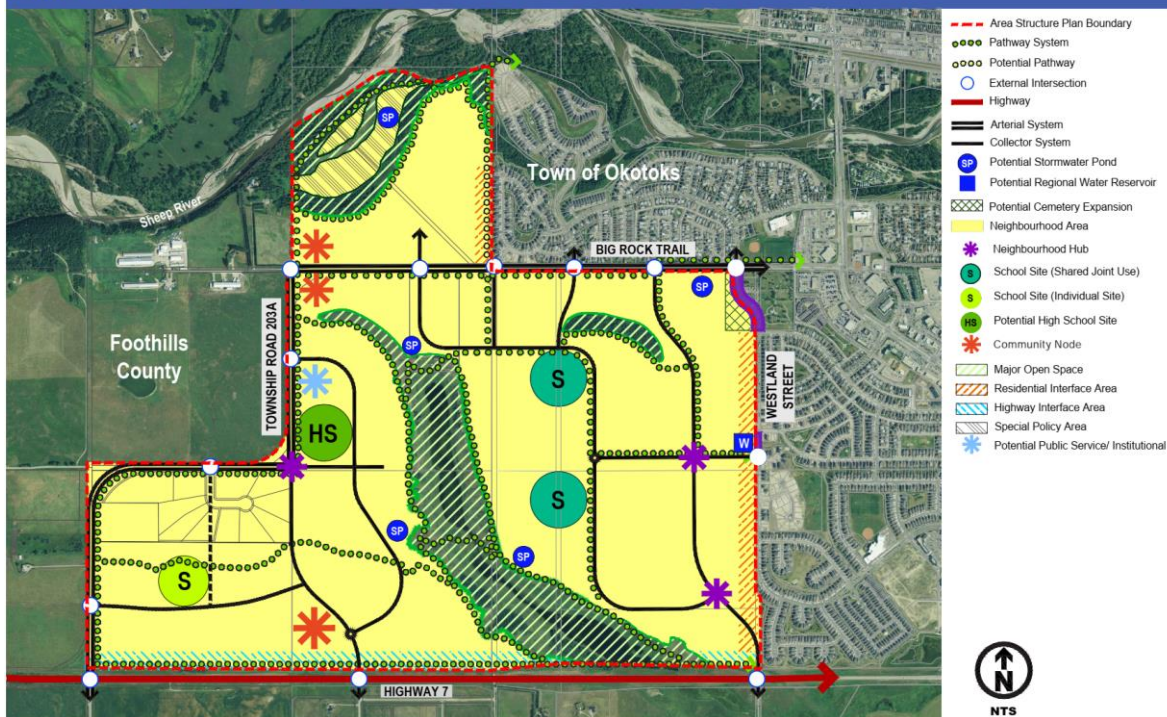
The WOASP was developed through a significant crossroads in the Town's history, with the annexation decision, Environmental Master Plan, draft new Municipal Development Plan, and formation of the Calgary Metropolitan Region Board all occurring after the plan was well into development. The initial direction for the development of the plan was largely based on what provisions of the current MDP were applicable to the lands, the voluntary Calgary Metropolitan Plan, and the 2014 Community Vision. As other relevant plans and policies began to take shape, the WOASP was revised to try and best reflect alignment expectations. The final draft provides policy direction to ensure the plan is reviewed and amended after its adoption to ensure fulsome alignment with the new MDP.

Plan Overview

The vision and guiding principles of the plan area are intended to reflect the desire for the area to function as a complete community with distinct neighbourhoods that include a range of housing options, commercial and mixed use areas, and recreational opportunities. The guiding principles of the plan are:

- connection to nature,
- places to shop and socialize,
- diverse housing options,
- active transportation and connectivity, and
- integration with existing communities.

Figure 12 | Land Use Concept



The land use concept and policy provisions of the WOASP are designed to provide the necessary framework for more detailed planning of the area, which includes:

- An overarching design that supports the natural features of the area, specifically the large crown water body, existing drainage corridors and boundary with the Sheep River;
- Thoughtfully integrated road and pathway networks between existing and future residential adjacent neighbourhoods;
- Five individual neighbourhood areas;
- Four school sites, including two shared locations for more efficient use of land and a high school site as well as supporting policies on providing safe routes to schools;
- Three community nodes that are intended to be comprehensive planned sites with commercial and mixed-use development to support daily needs;
- Three neighbourhood hubs to provide a focal point for the neighbourhood area with local commercial uses and amenity spaces;
- A site for a potential long term municipal or institutional development that could be integrated with the high school site;
- A planned expansion area for the Okotoks Cemetery;
- A special policy area for more detailed consideration of the development potential of lands situated within the lower escarpment area that have expected flood and environmental risks;
- Policy direction on interfaces with adjacent roadway corridors and existing neighbourhoods;
- Mobility policies on active transportation, future transit service, and the street network; and

- High level utility infrastructure and servicing information.

Plans and Policy Considerations

Regional Considerations and Legislation

The *Municipal Government Act* prescribes minimum requirements for the content of an area structure plan (s. 633) and the process for preparing one (s. 636). The proposed WOASP fully addresses the content requirements, including development phasing provisions, a generalized land use concept, population density projections; and the general location of major transportation routes as well as public utilities.

All statutory plans must align with the South Saskatchewan Regional Plan (SSRP). The WOASP supports the relevant direction under the SSRP for the subject lands, including technical analysis to assess wetlands and other environmental considerations to support conserving and maintaining the benefits of biodiversity, a minimum density to support efficient use of land, and policies to support strengthening communities.

The Calgary Metropolitan Region Board Interim Growth Plan (IGP) guides land use, growth and infrastructure planning in the Calgary Region until such time as a long-term Growth Plan and Servicing Plan is adopted by the Calgary Metropolitan Regional Board (CMRB). The WOASP aligns with the policies of the IGP and as a new area structure plan, will be subject to the Interim Regional Evaluation Framework (IREF) process where the plan will be assessed for consistency with the long-term regional interests identified in the IGP. The WOASP must be referred to the CMRB for approval prior to it receiving 3rd reading by Council.

The WOASP is also subject to the Intermunicipal Development Plan (IDP) between the Town and Foothills County. Key considerations of the IDP are reflected in the WOASP, including the requirement for circulation and coordination with Foothills County for new development and transportation improvements within the subject lands.

Municipal Plans and Policy

The proposed WOASP was developed at a crossroad for the Okotoks Municipal Development Plan (MDP), taking into account the current MDP in place but acknowledging that a new MDP is being developed, which is expected to be implemented in 2020. The WOASP is framed to allow for revision once the new MDP is adopted to ensure there are no issues of alignment between the two statutory plans. The new MDP will take precedence over any conflicts.

In establishing the implementation provisions of the WOASP, Administration agreed that more detailed planning and development can commence on some of the northeast subject lands (identified as Phase 1 on Figure 25: Development Phase) in advance of the new MDP being finalized. Planning and development of lands beyond Phase 1 would be restricted until the new MDP and policies are in effect.

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

Technical Review and Supporting Studies

Environmental Site Assessment – a Phase I Environmental Site Assessment was prepared by GTech Earth Sciences Corp. in 2015 indicating that there are no significant environmental concerns identified through a historical review or onsite visits for the subject lands that would warrant any further environmental study at this time.

Historical Resources – A Historical Resource Overview (HRO) of the subject lands was prepared by Bison Historical Services Ltd. in 2016. The HRO assessed the provincial historical significance of the subject lands and the potential requirement for more detailed work. Significant historical sites were identified along the cliffs by the Crown-claimed wetland that may require avoidance or other measures for protection at the detailed design stage. Based on the report and comments from Alberta Culture, Historical Resource Act Approvals and any required HRIA in support of Historical Resource Act Approval is to be provided at the Outline Plan stage.

Biophysical Conditions and Environmentally Significant Areas – A Biophysical Overview was prepared for the WOASP lands by Westhoff Engineering Resources Inc. in 2017. A summary of the major land considerations from that study are contained in Figure 6: Biophysical Conditions & Environmentally Significant Areas of the WOASP. The WOASP is located within the Parkland Natural Region and Foothills Parkland Natural Subregion; however, native grassland associated with the subregion is no longer represented within the plan area due to the history of cultivation. Three wetlands are present within the WOASP lands, two temporary marshes and the permanent shallow open water wetland that comprises 99% of the wetland area. All three wetlands have been impacted from their natural state with cultivation impacting the two temporary marshes and cattle grazing, dugout excavation and road construction impacting the large permanent wetland.

The Biophysical Overview applied provincial Environmentally Significant Areas (ESA) criteria to evaluate natural features on the landscape. The Sheep River, the Sheep River backchannel, the central permanent wetland, and the associated central valley have been identified as ESAs. Subject to the *Public Lands Act*, the Province claims crown-ownership of the permanent and naturally occurring bed and shore of the central permanent wetland and the Sheep River.

Flood Hazard – The north boundary of the subject lands are outside of the current Alberta Environment and Parks (AEP) Flood Hazard Mapping. AEP is currently working on a substantial update to the flood hazard mapping for Okotoks through a more substantial river hazard study for the Sheep River; however, this study remains ongoing and has not been released yet. The Developer of the lands impacted by the flood risk from the Sheep River (SE ¼ 25-20-1-W5M) commissioned Matrix Solutions Inc. to undertake a Flood Hazard Assessment for the area.



The study, using a similar 1:100 flood hazard model to the current provincial mapping, identified expected areas of floodway and flood fringe within the lower lands along the north of the plan area. The modeled floodway and flood fringe areas are identified in Figure 7: Floodway and Flood Fringe Delineation and will reflect the expected flood hazard area until such time as the provincial Sheep River Hazard Study is completed.

The upper and lower lands along the Sheep River have been identified as a special policy area in the WOASP given the uncertainty with the results of the provincial flood hazard study and the environmentally sensitive areas identified through the biophysical analysis. The intent of the Special Policy Area is to facilitate more detailed technical evaluation and analysis of the lands in the context of any new MDP and flood plain policies, flood hazard, environmental sensitivity, and watershed protection before determining the extent of development of the area.

Land Uses – The WOASP provides a generalized land use concept for the subject lands. Most of the lands are identified as Neighbourhood Area, which is intended largely as residential development but would also include local parks and other neighbourhood scale amenities. Neighbourhood Areas are intended to provide a range of housing types, from single detached to multi-storey apartment buildings and any suitable housing form in between, such as townhouses, semi-detached, or live-work units.

Four sites for up to six future public schools are also provided for, including a high school site. The number of school sites and location of the sites was determined through discussions with the area school divisions. Based on the demands of existing schools and the expected school-aged population of the WOASP, the number of sites is warranted. Given the demands that school sites place on the limited amount of municipal reserves available through the subdivision process, shared sites are identified to provide greater efficiency of limited reserve lands. In addition, the high school site is indicated as requiring purchase as there is insufficient reserve lands to accommodate the needs for a high school site. A potential municipal facility is identified next to the high school site to support the potential for shared facility with the high school such as library, recreation centre, or arts facility. Further analysis of the long term needs of the Town is required to determine the type or types of facilities that would best be located in conjunction with the high school.

The large permanent wetland, shoreline area, and forested sloped lands will be provided as environmental reserve and provide for naturalized open spaces. Other public open space areas will include linear pathway corridors, local park spaces, and an expansion area for the existing Town Cemetery.

The relative location of three Community Nodes are identified with the plan area, which will be refined at the more detailed plan stage. Community nodes are intended to provide for comprehensively planned commercial and mixed use development sites with provision for recreational, institutional, or cultural uses. These nodes would be at least four hectares (± 10 acres) in size and contain at least 100,000 square feet of commercial development for shopping and other services to support the daily needs of area residents.

Three other sites are identified as Neighbourhood Hubs, which are expected to contain smaller scale commercial businesses (20,000 to 25,000 square feet of commercial development each), open space amenities, and higher density residential development. The idea is each of the five proposed neighbourhoods has either Community Node or a Neighbourhood Hub within it to provide for some local amenities within each neighbourhood.

The land area dedicated to commercial development is based on the West Okotoks Commercial Opportunity Assessment and Industrial/Business Park Opportunity Assessment Report prepared by Hume Consulting Corp. (2017). The report, which was peer reviewed by the Town's consultant Hemson Consulting, indicated that the WOASP area will likely only support the demand for 300,000 to 375,000 square feet of retail and service floor area and capture only 18% to 22% of expenditure potential generated by the area residents. The report also indicates that the WOASP lands would not likely support a new industrial/business park due to location and regional considerations. Given the limitations of the analysis based on current trends and the desire for increased non-residential development in Okotoks, the commercial development targets from the Hume Report were put forward as the minimum commercial targets for the area with the ability for larger commercial areas to be developed if the opportunity arises.

Transportation and Mobility – The WOASP provides a high level transportation network for the subject area consisting of a collector road network, regional pathways, and connectivity with the existing developed areas of Okotoks, Highway 7, and lands within Foothills County. Details of the local street and pathway network will be refined through more detailed neighbourhood level plans (i.e. the Outline Plan stage). The WOASP also contains policy provisions on designing for safe routes and active transportation, transit, traffic noise, and other considerations as more detailed planning and development occurs.

A Traffic Impact Assessment (TIA) was undertaken by the developer's transportation consultant – Watt Consulting Group – to study the impact of traffic from the WOASP lands. The Town recognized that vehicle traffic would be a major challenge with the development of these lands and required that 14 different network connection options were analyzed within the TIA for these lands to the 2045 horizon. These options included connections

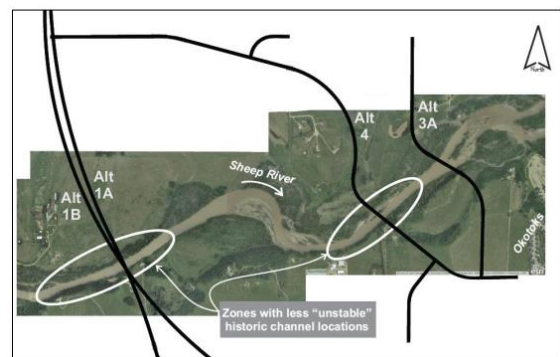
to Westridge Drive, Westland Street, Highway 7, a disconnection in Westland Street, the potential of a new river crossing on the west edge of Town, one ways, right-in-right-outs and no connections to Westridge and Westmount. Although this level of modelling is significantly higher than what is typically required for new development, the existing speeding challenges on Westland Street and concerns over the traffic impacts to adjacent neighbourhoods, it was deemed to be warranted by Administration.

In considering the impact of the WOASP on the greater Town Transportation network, the team attempted to balance the increased traffic from the new development area by limiting shortcutting through residential local streets while still maintaining connectivity between communities. Town Administration ultimately selected the transportation configuration illustrated in the WOASP (Figure 17) as the preferred option for the following reasons:

- a) The connectivity between communities is maintained and there is a significant primary active transportation connection between the WOASP lands and existing residential areas;
- b) It disconnects the long straight Westland Street to provide a calming impact to north-south traffic on this existing route; and
- c) the modelling results showed that this option balances traffic well and limits pressures to the greater network, including Cimarron Boulevard, local shortcutting, and Westland Street.

Traffic calming measures, road geometry and the detailed local street network will be reviewed further at the Outline Plan stage. The Area Structure Plan's intent is to outline at a very high level the primary connections to adjacent lands and road network. Phasing of development and the specific internal road network will be further reviewed at the outline plan. Implementation of improvements will also be further reviewed with each phase of development.

The regional connectivity also considers the potential for a new bridge crossing of the Sheep River at the west edge of the plan area. The Town hired Watt Consulting to undertake a Sheep River Crossing Functional Planning Study to investigate the technical impacts and benefits of potential Sheep River crossing locations and roadway alignments providing an ultimate connection between Highway 549 and Highway 7. Figure 18 in the WOASP identifies the two most suitable crossing locations based on topography and river stability, these crossing locations are identified as Alternative 1A/1B and Alternative 4. The Study notes that Alternative 1A/1B and Alternative 4 present the best evaluated solutions, but would serve different functions within the Town's transportation network. Alternatives 1A and 1B are very effective at removing the through/regional traffic by acting as a bypass of the Town, whereas Alternative 4 will become an internal Town



Potential crossing locations reviewed as part of the Sheep River Crossing Functional Study

arterial road servicing mainly local traffic. Based on the transportation analysis the Sheep River crossing would be required by 2045 to prevent the need for six-laning the existing Southridge Drive crossing, which is identified in the current Town Transportation Master Plan.

The potential of a third Sheep River crossing is subject to further collaboration and engagement with Foothills County, Alberta Transportation, and effected residents as well as alignment with the regional transportation network. At this time, the regional transportation network is being studied by the CMRB as part of the development of a regional servicing plan. Policy provisions are included within the proposed WOASP to protect for this crossing until such time as a decision is made to proceed with the development of the crossing or abandon a crossing within the WOASP plan area.

Utility Servicing – Conceptual servicing for water and sanitary services is based on master plans previously undertaken by the Town. More detailed study will be required at the neighbourhood level plans and subdivision applications to determining full servicing needs. A new south water reservoir will be required to provide water service to the WOASP lands. Water servicing will also be subject to the Water Allocation System for Planning Approvals Policy to limit approvals based on availability of licensed capacity to service new development.

A Conceptual Stormwater Management Report was prepared by MPE Engineering Ltd., which identified three different options for managing stormwater within the WOASP lands at a high level. Both the Developers and the Town prefer the option of providing treated stormwater into the wetland area to ensure a continuous flow of water remains to the permanent wetland once development occurs. However, this option is not currently permitted by Alberta Environment & Parks regulations. As such, the different options are provided for in the WOASP and the details and final option will be determined as development is proposed or if regulations change.

Public Participation and Stakeholder Consultation

As the WOASP is a new area structure plan, the requirements of the Municipal Government Act for statutory plan preparation [Section 636(1)] were adhered to, including notifying the public, school divisions, and the adjacent municipality of the plan preparation process as well as having the ability to make suggestions and representations.

The Applicant commenced preliminary discussions with external stakeholders in March 2017 for initial considerations into the plan development. This outreach included conversations with Foothills County staff, Mountain View Poultry, Alberta Environment and Parks, Alberta Transportation, all three school divisions, and public utility providers. As background work on the plan continued, additional stakeholders were consulted including Alberta Health Services and representatives of the Siksika First Nation, Blood Tribe, and Piikani First Nation regarding the petroglyph (rock art) within the subject lands.

On April 5, 2017 letters were sent to all adjacent landowners to the subject lands advising of the commencement of the developer funded WOASP process providing contact information for the Town and the Applicant. At the time, initial public participation opportunities were anticipated in fall of 2017, but further work was necessary between Town Administration and the Applicant on the policy direction of the proposed WOASP.

A public participation process was put in place by the Applicant in consultation with Town Administration. The strategy included a public website for project updates, information materials mailed out to property owners in proximity to the plan area, email updates, and two separate public participation events.

- On June 28, 2018 an open house specifically for area residents was held at the Foothills Centennial Centre from 5:00 pm to 8:00 pm. Invitations were sent to residents within 800m of the subject lands and no public posting or other advertising was undertaken. The session was setup as an open house format but also included a presentation by the consultant from 5:30 pm to 6:00 pm to provide background on the development of the plan. Over 150 individuals attended the event and 48 comment forms were received. A full summary of the feedback received from the event is included as Attachment 1.
- On June 19, 2019 a follow up open house was held at Foothills Centennial Centre from 5:30 pm to 8:00 pm. The open house was advertised through email notifications for individuals that had signed up to receive them, project and Town website updates, advertisements in the Western Wheel on June 5 and June 12, and postcards distributed to neighbours within 800m of the project area. Approximately 85 attended this open house and 23 feedback forms were received. A full summary of the feedback received from the event is included as Attachment 2.

Most of the feedback received from the public on the WOASP has not been in support of the plan. That said, a significant number of concerns have attempted to be addressed in the WOASP, including providing more certainty surrounding adjacent development provisions, provision of buffer space with existing residential development, timing of transportation upgrades to Big Rock Trail, and minimizing the impact of increased traffic on existing neighbourhoods.

The draft WOASP was initially circulated to external agencies for comments on June 21, 2018 with a response deadline of July 23, 2018. Below is a summary of the feedback received.

- Alberta Health Services provided comments on the draft WOASP from a public health lens, including considerations for healthy neighbourhood design, healthy housing, healthy natural environments, healthy transportation networks, and healthy food systems. The comments are included as Attachment 3 and were implemented within the provisions of the WOASP where appropriate to the scale of the plan.

- Alberta Transportation provided comments including that an update to the Highway 7 Functional Planning Study may be required to accommodate additional growth within Okotoks in proximity to Highway 7, that the intersection spacing on Highway 7 is acceptable, and highway infrastructure upgrades should be reviewed at the outline plan stage (Attachment 4).
- Foothills School Division provided comments on a variety of items within the draft WOASP in addition to specific comments on policies and school sites considerations. Feedback from the Foothills School Division has been considered in updated drafts of the WOASP.
- ATCO Pipelines indicated no objection and provided standard comments on protection of existing pipeline infrastructure (Attachment 5). Administration notes that the pipeline within the subject area is abandoned, but setback and ATCO approvals will be required in proximity to the line unless the pipeline is removed/remediated in the future. Policy provisions under section 2.3.9 of the WOASP address these requirements.
- Other responses from utility providers indicated no further comments from preliminary discussions, no objection, standard servicing provisions that are addressed at subdivision, or did not respond.
- Foothills County provided comments regarding transportation considerations, including Big Rock Trail, the regional road network, and the Sheep River Crossing Functional Study (Attachment 6). Follow up responses were provided by Administration on these items on July 24, 2018.

The current draft WOASP version was recirculated to external agencies for comments on October 29, 2019 with a summary of all the changes since June 2018. External agencies were asked to respond by November 28, 2019. Few agencies provided any follow up comments. A response was received from Foothills County highlighting remaining concerns with policy and intend provisions that speak to access of properties from Foothills County to Big Rock Trail, the impact to the County from regional transportation routes and upgrades, and coordination with the County on the Sheep River Crossing in consideration with the IDP between the Town and Foothills County. The wording of these sections was revised and follow up letter was received from Foothills County on December 10, 2019 indicating that the proposed policy revisions addresses their concerns (Attachment 7).

Attachments:

1. What We Heard Report – June 28, 2018 Resident Information Session
2. What We Heard Report – June 19, 2019 Public Open House
3. Letter from Alberta Health Services, Environmental Public Health dated July 24, 2018
4. Letter from Alberta Transportation dated July 27, 2018
5. Letter from ATCO Pipelines dated July 20, 2018

6. Letter from Foothills County dated July 6, 2018
7. Letter from Foothills County dated December 10, 2019

Links to Plans and Policy referenced in this report:

- South Saskatchewan Regional Plan (SSRP): <https://open.alberta.ca/dataset/460ac866-4416-4d77-a25a-a02fab85a6ec/resource/8261ce03-aa0f-4621-8e2d-c610a72ac37c/download/south-saskatchewan-regional-plan-2014-2024-february-2017.pdf>
- CMRB Interim Growth Plan (IGP): <https://www.calgarymetroregion.ca/news/2018/10/5/interim-growth-plan-approved-by-board-on-4th-october-2018>
- Inter-municipal Development Plan (IDP): <https://www.okotoks.ca/sites/default/files/pdfs/planning/Intermunicipal%20Development%20Plan.pdf>
- Current Municipal Development Plan (MDP): <https://www.okotoks.ca/sites/default/files/pdfs/publications/MDP%20Consolidated%20August%202019.pdf>
- Water Allocation System for Planning Approvals Policy: <https://www.okotoks.ca/sites/default/files/pdfs/planning/Water%20Allocation%20System%20for%20Planning%20Approvals%20Policy.pdf>

Prepared by:
Colin Gainer
Senior Planner
December 11, 2019



Environmental Public Health

July 24, 2018

Colin Gainer

Senior Planner
 Planning Services
 Town of Okotoks
 5 Elizabeth Street
 Okotoks, AB
 T1S 1K1

Via e-mail: cgainer@okotoks.ca

**Re: Proposed West Okotoks Area Structure Plan (WOASP)
 W 20-20-29-W4M, E 19-20-29-W4M, E & SW 24-20-1-W5M and SE 25-20-1-W5M
 Request for Comments on Draft Plan**

Alberta Health Services, Environmental Public Health (AHS) is working to update and expand our approach to land use application reviews which has traditionally focused on topics like safe drinking water, proper infrastructure for sewage disposal and contaminated lands assessments. Where appropriate we are expanding our review process to include a more proactive and holistic approach by focusing on the components of a healthy built community: connected neighbourhood design; diverse housing; improved access to natural and open spaces; healthy transportation alternatives such as bike and walking paths; and community food security. Thank you for providing AHS with the opportunity to comment on the West Okotoks Area Structure Plan (WOASP) using this public health lens. We provide the following comments for your consideration:

Airdrie

Airdrie Regional Health Centre
 604 Main Street South
 Airdrie, AB T4B 3K7
 Phone: 403-912-8400
 Fax: 403-912-8410

Claresholm

Claresholm Public Health
 5221 2nd Street W
 PO Box 1391
 Claresholm, AB T0L 0T0
 Phone: 403 625-4061
 Fax: 403-625-4062

Banff

Banff Health Centre
 303 Lynx Street
 PO Box 1266
 Banff, AB T1L 1B3
 Phone:403-762-2990
 Fax: 403-762-5570

Cochrane

Cochrane Community Health Centre
 60 Grand Boulevard
 Cochrane, AB T4C 2B9
 Phone: 403-851-6172
 Fax:403- 851-6009

Calgary

Southport Atrium
 10101 Southport Road SW
 Calgary, AB T2W 3N2
 Phone:403-943-2288
 Fax: 403-943-8056

Okotoks

Okotoks Public Health Centre
 11 Cimarron Commons
 Okotoks, AB T1S 2E9
 Phone: 403-995-2600
 Fax: 403-995-2639

Canmore

Canmore Public Health
 #104, 800 Railway Avenue
 Canmore, AB T1W 1P1
 Phone: 403-678-5656
 Fax: 403-678-5068

Strathmore

Public Health Building
 650 Westchester Road
 Strathmore, AB T1P 1H8
 Phone: 403-361-7200
 Fax: 403-361-7244

General Land Use

- The majority of the lands within the 1059 acre planning area are currently being used for agricultural and country residential purposes. Within the Town of Okotoks, directly to the east, is a mix of residential uses and commercial space. Directly to the west, within the M.D. of Foothills, is a bakery mix plant and a poultry plant.
- With regard to the poultry plant, AHS supports the recommendations presented in the WOASP, including, "...the Town of Okotoks should closely monitor any future applications to expand the CFO on site to ensure there is no conflict between future urban residential uses and intensive agricultural uses." We recommend that suitable setback distances are established, and an effort is made to ensure lower impact land uses are situated in closer proximity to the plant with residential areas located further away.
- The need to plan for utility servicing including water and sewer infrastructure is included in the WOASP.

Healthy Neighbourhood Design: Neighbourhoods where people can easily connect with each other and access a variety of day-to-day services are beneficial to the well-being of residents. A complete, compact and connected neighbourhood can foster better mental and physical health of the individuals within that community. Land use decisions that influence zoning, transportation systems and neighborhood design can support this.

- The WOASP is presented as one complete community containing five neighbourhoods, each with a distinct identity and offering a range of housing, commercial, recreational, and institutional land uses. The goal is a vibrant community with diverse options for living, working and community involvement.
- Mixed use areas are planned for each neighbourhood, which will allow for residences to be in close proximity to open spaces, commercial areas and other community amenities.
- Neighbourhood hubs will support local interactions by providing easily accessible, pedestrian-oriented destinations located in areas that could also accommodate future transit-oriented development.
- Urban centres that include a mix of medium to high density housing, recreational uses and commercial establishments will become gathering places that meet a variety of needs for the community.

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Environmental Public Health

Healthy Housing: Housing features such as quality, accessibility and affordability have impacts on health. Incorporating healthy and varied housing into land use planning assists in fostering good mental and physical health while improving the quality of life for residents of all ages and income levels.

- The WOASP states that there will be a variety of housing types and densities to cater to residents of all ages, income levels, and lifestyles.
- Low, medium, and high density residential developments will be integrated throughout the plan area.

Healthy Natural Environments: Research supports a strong relationship between people's exposure to natural areas and the reduction of stress, chronic disease, depression and anxiety as well as improved concentration and cognitive function. Communities that are designed to incorporate the natural environment into their plans can help promote more physical activity and better mental health.

- The open space plan includes a combination of natural areas, parks and pathways, programmed open space, and school sites. The design should accommodate a wide range of passive and active recreation opportunities and provide places for social interaction within walking distance for residents.
- New parks and walkways in the WOASP will be designed to integrate with the existing pathway system to create an interconnected network that links key amenities and promotes active transportation throughout the community and beyond.

Healthy Transportation Networks: Prioritizing active transportation (i.e., walking or cycling) and encouraging residents to choose self-powered movement whenever possible can help reduce emissions and achieve an increase in physical activity, leading to better mental and physical health for residents.

- The WOASP supports the use of active modes of transportation by including an extensive regional pathway network. Both on-street and off-street pathways will provide direct connections to community destinations such as school sites, commercial hubs, and other community spaces.
- Establishing Safe Routes that allow residents of all ages to safely use active transportation to get to major facilities, such as schools, have been identified in the Plan.
- In preparation for future transit service, the road system within the Plan Area should be designed to accommodate efficient transit service and potential bus stops.

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Healthy Food Systems: How people choose food and what kind of food items they have access to can be influential factors of their overall health status. Land use design decisions may impact the accessibility, quality and variety of food available to residents.

AHS supports the promotion and integration of healthy food systems into the planning process. This may include such measures as:

- Ensuring access to healthy foods in neighbourhood and public facilities (i.e., City Hall, recreation facilities, public libraries, etc.),
- Consideration of the type of food services located in relation to other community uses (i.e., promoting healthy food options near schools), and
- Support of community-scale food infrastructure and services (i.e., enhancing agricultural and community garden capacity or encouraging grocery stores to be located within walking distance of residential areas).

Thank you for the opportunity to provide feedback on the West Okotoks Area Structure Plan. AHS supports the Town of Okotoks in promoting active living and shaping healthier built environments. If you require clarification of the comments made here please contact me at (403) 912-8459 or carol.brittain@ahs.ca.

Sincerely,



Carol Brittain BSc, CPHI(C)
Public Health Inspector II Land Use Specialist
Environmental Public Health
Alberta Health Services, Calgary Zone

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Our File: 2100/OKOT/West Okotoks ASP

July 27, 2018

Colin Gainer
Town of Okotoks

Via Email: cgainer@okotoks.ca

Dear Mr. Gainer:

**RE: DRAFT WEST OKOTOKS AREA STRUCTURE PLAN
HIGHWAY 7, WEST OF HIGHWAY 783/SOUTHRIDGE DRIVE**

Alberta Transportation has reviewed the draft West Okotoks Area Structure Plan and provides the following comments:

1. East of Southridge Drive, Highway 7 is designated as a divided arterial highway with rural cross section within a 90-metre right of way, to be widened to the south. This classification will likely continue on Highway 7 bordering the plan area.
2. It is noted that an update to the Highway 7 Functional Planning Study may be necessary to accommodate additional growth within Okotoks in proximity to Highway 7.
3. While this classification of Highway typically requires a 1600 metre intersection spacing, it is noted that there are topographic and environmental challenges in meeting this ideal intersection spacing. The locations of major intersections on Highway 7 shown within the Area Structure Plan are acceptable to Alberta Transportation.
4. Upgrades to highway infrastructure, including intersections with Highway 7 should be reviewed at the outline plan stage, and identify a strategy for providing required infrastructure improvements prior to approval.

If you have any questions or require additional information please contact this office.

Yours truly,

Trevor Richelhof
Development and Planning Technologist

TBR/pf

July 20, 2018

Our File No.: 18-2574

Your File No.: D10-WE
Town of Okotoks
Planning and Development Department

SENT: via email

Attention: Colin Gainer

RE: **Proposed West Okotoks Area Structure Plan – W 20-20-29-W4, E 19-20-29-W4, E ½ & SW 24-20-1-W5, SE 25-20-1-W5**

The Engineering Department of ATCO Pipelines (a division of ATCO Gas and Pipelines Ltd.) has reviewed the above named plan and has no objections subject to the following conditions:

1. Any existing land rights shall be carried forward in kind and registered on any newly created lots, public utility lots, or other properties.
2. ATCO Pipelines requires a separate utility lot for its sole use.
3. A pipeline alteration may be required in this area.
 - All costs associated with any alterations to ATCO Pipelines' pipeline(s) and/or appurtenances to accommodate development will be borne by the developer/owner.
 - This process can take up to 18 months to complete.
4. Ground disturbances and surface works within 30 meters require prior written approval from ATCO Pipelines before commencing any work.
 - Municipal circulation file number must be referenced; proposed works must be compliant with ATCO Pipelines' requirements as set forth in the company's conditional approval letter.
 - Contact ATCO Pipelines' Land Department at 1-888-420-3464 for more information.
5. Road crossings are subject to Engineering review and approval.
 - Road crossing(s) must be paved and cross at a perpendicular angle.
 - Parallel roads are not permitted within ATCO Pipelines' right(s)-of-way.
 - If the road crossing(s) requires a pipeline alteration, the cost will be borne by the developer/owner and can take up to 18 months to complete.
6. Parking and/or storage is not permitted on ATCO Pipelines' pipeline(s) and/or right(s)-of-way.
7. ATCO Pipelines recommends a minimum 15 meter setback from the centerline of the pipeline(s) to any buildings.
8. Any changes to grading that alter drainage affecting ATCO Pipelines' right-of-way or facilities must be adequate to allow for ongoing access and maintenance activities.
 - If alterations are required, the cost will be borne by the developer/owner.

9. Any revisions or amendments to the proposed plans(s) must be re-circulated to ATCO Pipelines for further review.

If you have any questions or concerns, please contact the undersigned at 780.420.3896 or email Isabel.Solis@atco.com.

Sincerely,
ATCO Pipelines, a division of ATCO Gas and Pipelines Ltd.



Isabel Solis-Jarek
Sr. Administrative Coordinator, Operations Engineering




MUNICIPAL DISTRICT OF FOOTHILLS NO. 31

309 Macleod Trail, Box 5605
 High River, Alberta T1V 1M7
 Telephone: (403) 652-2341 Fax: (403) 652-7880
 www.mdfoothills.com

July 6th, 2018

Colin Gainer RPP MCIP
 Senior Planner
 Town of Okotoks
 P.O Box 20 Stn Main
 Okotoks, AB T1S 1K1

Via email: cgainer@okotoks.ca

Dear Colin,

**RE: Request for Comment on Draft Plan - Proposed West Okotoks Area Structure Plan (WOASP); W 20-20-29 W4, E 19-20-29 W4, E & SW 24-20-1 W5 and SE 25-20-1 W5;
 File No: D10-WE**

Thank you for the opportunity to provide comment on the West Okotoks ASP, M.D. of Foothills staff have reviewed the documentation provided and we have the following comments - all related to transportation matters:

Big Rock Trail

Foothills understands that the transportation planning directs the twinning of Big Rock Trail and requests that the Town ensure that the appropriate standard of access is provided to the existing landowners and businesses currently accessing from Big Rock Trail. Foothills will work with the Town to ensure that access to our landowners is accommodated.

Section 6.5 Regional Road Network

Foothills understands that transportation planning directs the requirement for twinning of Highway 7 and signalization of Hwy 7 intersections. We request more information on the timing of these improvements in order to gain a more fulsome understanding of the impact on traffic in the region.

Section 6.6 Sheep River Crossing Functional Study

Foothills staff requests the opportunity to review the Sheep River Crossing Functional Study to better understand the proposed alignment and the impact this infrastructure may have on Foothills residents.

We have no further comments at this time and look forward to continuing to work with The Town of Okotoks on matters of mutual interest.

Sincerely

Julie McLean MEDes RPP MCIP
 Senior Planner



FOOTHILLS COUNTY

309 Macleod Trail, Box 5605
 High River, Alberta T1V 1M7
 Tel: 403-652-2341 Fax: 403-652-7880
www.mdfoothills.com

December 10th, 2019

Colin Gainer RPP MCIP
 Senior Planner
 Town of Okotoks
 P.O Box 20 Stn. Main
 Okotoks, AB T1S 1K1

Via email: cgainer@okotoks.ca

Dear Colin,

**RE: Request for Comment – Revised Draft West Okotoks Area Structure Plan (WOASP);
 W½ 20-20-29 W4, E½ 19-20-29 W4, E½ & SW 24-20-1 W5 and SE 25-20-1 W5;**

Thank you for the opportunity to provide comment on the most recent revisions to the Draft West Okotoks ASP. We appreciate the willingness of the Town to address the concerns outlined in our November 18th, 2019 response to the circulation of the revised ASP. We have reviewed the proposed additional revisions to the ASP and offer the following comments:

Big Rock Trail

In our November response, Foothills County had requested that Policy 2.3.10(d) be amended to indicate that suitable access “will” be maintained for all Foothills County parcels that access from Big Rock Trail (not just the agriculture business parcel). We had also asked that language be added indicating that the two municipalities will work together to ensure appropriate access to Foothills County residents is maintained.

We are satisfied that the proposed amendments to this policy as well as the addition of Policy 6.5(b) in the revised ASP address this concern sufficiently.

Section 6.5 Regional Road Network

In our November response, we indicated that Foothills was disappointed in the lack of recognition that the lands on the other side of Big Rock Trail and Highway 7 are in Foothills County’s jurisdiction and that intersections on these “Regional Roads” serve residents of both municipalities. We had requested some discussion and associated policy on the necessity of working with Foothills County to ensure the regional road system continues to serve the needs of both municipalities.

We are satisfied that the proposed amendments to the text and associated policies in Section 6.5 of the ASP address our concerns.

Section 6.6 Sheep River Crossing Functional Study

In our November 2019 response, Foothills staff requested more robust requirements for working together with Foothills County on determining road alignments through our jurisdiction and for engaging County landowners who would be impacted by this regional infrastructure. We also suggested that there should be reference to the possibility that an IDP amendment may be necessary depending on the results of the study and the outcome of the engagement with Foothills County landowners.

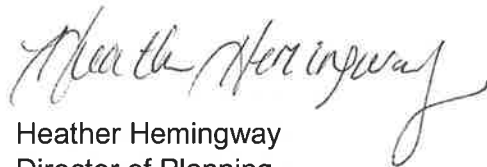
We are satisfied with the proposed revisions to the text and associated policy in Section 6.6 of the ASP.

The successful development of this area will require ongoing cooperation between the Town of Okotoks and Foothills County in order to ensure that the sub-regional transportation network continues to serve the needs of all of our residents. As such, we request that prior to granting final reading for the bylaw to adopt this ASP, the Town make a presentation on the West Okotoks ASP at the Intermunicipal Committee.

Once again, we thank you for the opportunity to provide comments and we look forward to continuing to work with The Town of Okotoks on matters of mutual interest.

Sincerely,

Foothills County

A handwritten signature in cursive script, appearing to read "Heather Hemingway".

Heather Hemingway
Director of Planning

Okotoks AB TS1 1S5

January 16, 2020

Planning Services

Town of Okotoks

8 Elizabeth Street

Okotoks AB T1S 1K1



Dear Mr. Colin Gainer,

Re: Notice for Bylaw 6-20 Proposal WOASP

We write in regard to the above future urban development proposal. Since we are adjacent landowners, located off Big Rock Trail, we have expressed the following concerns in the past. Those being; the increase in traffic and noise pollution, the decrease in the value of our homes, as well as limiting the ability to sell our homes, due to the aforementioned. Also, the quality of life which has been enjoyed by long term residents, who have significantly contributed to the Town for over 20 years, will be greatly impacted by this development.

It is our opinion, that this plan may well move forward, therefore, we are requesting that a noise barrier {a concrete wall, such as those erected in the city of Calgary} be constructed prior to the beginning of this project. This development, it appears will take a considerable amount of time and may even result in a 4 lane road. We wish to be shielded from the noise and pollution and protect our quality of life, which will be impacted significantly by this development.

We look forward to your response and acceptance of our request.

Sincerely,

Jim and Judy Buck *Jim + Judy Buck - 640 Sheep River Meadows*
Judy Buck

Marline Parfenuik *Marline Parfenuik - 642 Sheep River Meadows.*

Debra Goossen *Debra Goossen - 743 Sheep River Court*

Peter and Rosemarie Walter *Pete Walter & Rosemarie Walter 638 Sheep River Meadows*

Al and Barbara Zandbelt *Al + Barbara Zandbelt - 75 SHEEP RIVER HEIGHTS, OKOTOKS*

Colin Gainer

From: Bryce Hartsburg
Sent: January 18, 2020 9:26 PM
To: Colin Gainer
Cc: Bryce Hartsburg
Subject: Bylaw 6-20 - Written Comments in reference to WOASP - For Public Record
Attachments: Additional Road Closure Area.png; Road Connection Removal.png

Hello Colin,

Please ensure my comments are submitted to the public record. I am including the below email thread from Sept 2019 when we discussed the issues I had with the WOASP on the phone and email.

My major concern is regarding the increased traffic that the proposed development plan will generate onto Westland street in front of my residence. There is already a serious existing traffic concern with speeding cars and the safety of people walking and playing along Westland street as it stands today. Many of my neighbours and myself have all called into Okotoks bylaw or the RCMP on numerous occasions about the speeding, but without an officer sitting there constantly there is not much they can do nor have they reduced it in any way. There is also a heavy flow of traffic from the shopping areas in the south of Okotoks through Westmount and over to Sheep River area as well adding to this problem. I believe that Westland street will be used as a major thoroughfare from the Okotoks shopping areas back through the Westmount area to enter the new development as well as Sheep River area. I have a hard time believing people will go out to HWY 7 to utilize that entrance on the south side of the development. Utilizing Westland street to access this new area would be a shorter distance and much quicker than going around and utilizing the other entrances. The last thing I nor anyone else would want is for someone to get hit by a speeding vehicle and I believe the proposed development plan increases the risk of that occurring immensely.

The above issue has been brought up by myself and many of my neighbours at the numerous developer meetings over the past few years and each revision to the plan drafts I have seen no changes. I most recently discussed these concerns with yourself, Colin Gainer on the phone/email in Sept 2019 as per the below email thread.

I'm not opposed to further development but I do believe some changes need to be made to plan to reduce the safety concerns noted above. I have included some suggestions of potential road network changes and/or additional road closures that would ease my concerns. The WOASP also discussed potential traffic calming measures but doesn't detail this out for the area of concern noted on the map. I feel that if my proposed changes to removing road network connections or additional road closures are not implemented to the plan, traffic calming measures at a minimum should be included. This should be absolutely be included before the development progresses further to ensure this is rectified prior to development and having to implement an afterthought "band-aid" solution should the worse happen and someone gets injured.

The included marked up screen shots from the current WOASP draft from December 2019 shows the area of concern and some thoughts of how it could potentially be improved. The proposed road closures from the WOASP rectifies these concerns on the North end of Westland street but not the south end that wraps around to the east right in front of an elementary school. Area of concern is highlighted in Orange on both maps.

The first attachment called "Road Connection Removal" shows the road connection that if eliminated from the plan all together would rectify the concerns of increased traffic. This would require the new development area residents to utilize the main entrances to the new area from Big Rock Trail or HWY 7, instead of through Westmount. This proposed idea was brought up at at least three of the previous developer planning meetings by myself and other neighbours and was dismissed each time, with no amendments to the draft plan at each release.

The second attachment called "Additional Road Closure Area" shows a highlighted green area of an additional road closure that would block the flow of traffic from the south Okotoks shopping areas from flowing through Westmount, towards the new development and Sheep River areas. This would push traffic onto Southridge Drive and HWY 7 as I'm sure the plan intended, and actually would reduce Westmount traffic. The additional road closure still allows for multiple points of egress from the existing homes along the Orange highlighted area. The other proposed road closure area could even be removed potentially. The highlighted green area could also be a potential location for traffic calming measure like a speed reducing traffic circle.

My suggestions are obviously my opinions and thoughts but I am open to further ideas from the Okotoks engineering team that would eliminate/reduce traffic additions to an already concerning section of road. My ultimate goal from comments is to ensure that my family and our community stays safe and nobody gets hurt. The current plan does not address any of these concerns.

If you would like to setup a time to come by our house and see the existing traffic concerns, discuss my proposed solutions, or require further clarification I am happy to discuss or assist in anyway.

Thanks,
Bryce Hartsburg

- -

From: Bryce Hartsburg
Sent: September 12, 2019 4:32 PM

To: cgainer@okotoks.ca <cgainer@okotoks.ca>
Subject: Westland Street Traffic concerns with WOASP

Hi Colin,

Appreciate you taking the time to talk with me today.

As I mentioned myself and many of these neighbours along Westland street, even in the estates culdesac behind have concerns of increased traffic due to the new development. Westland street is already a major concern with speeding and I nor anyone else would want a kid to get hit by a vehicle.

Myself and a number of neighbours have been to the developer meetings and voiced our concerns but each update to the plan shows no changes.

As we discussed on the phone, I think there should be an additional road closure or at a minimum some intense traffic calming measures(in the proposal now) to ensure the existing problems do not get worse.

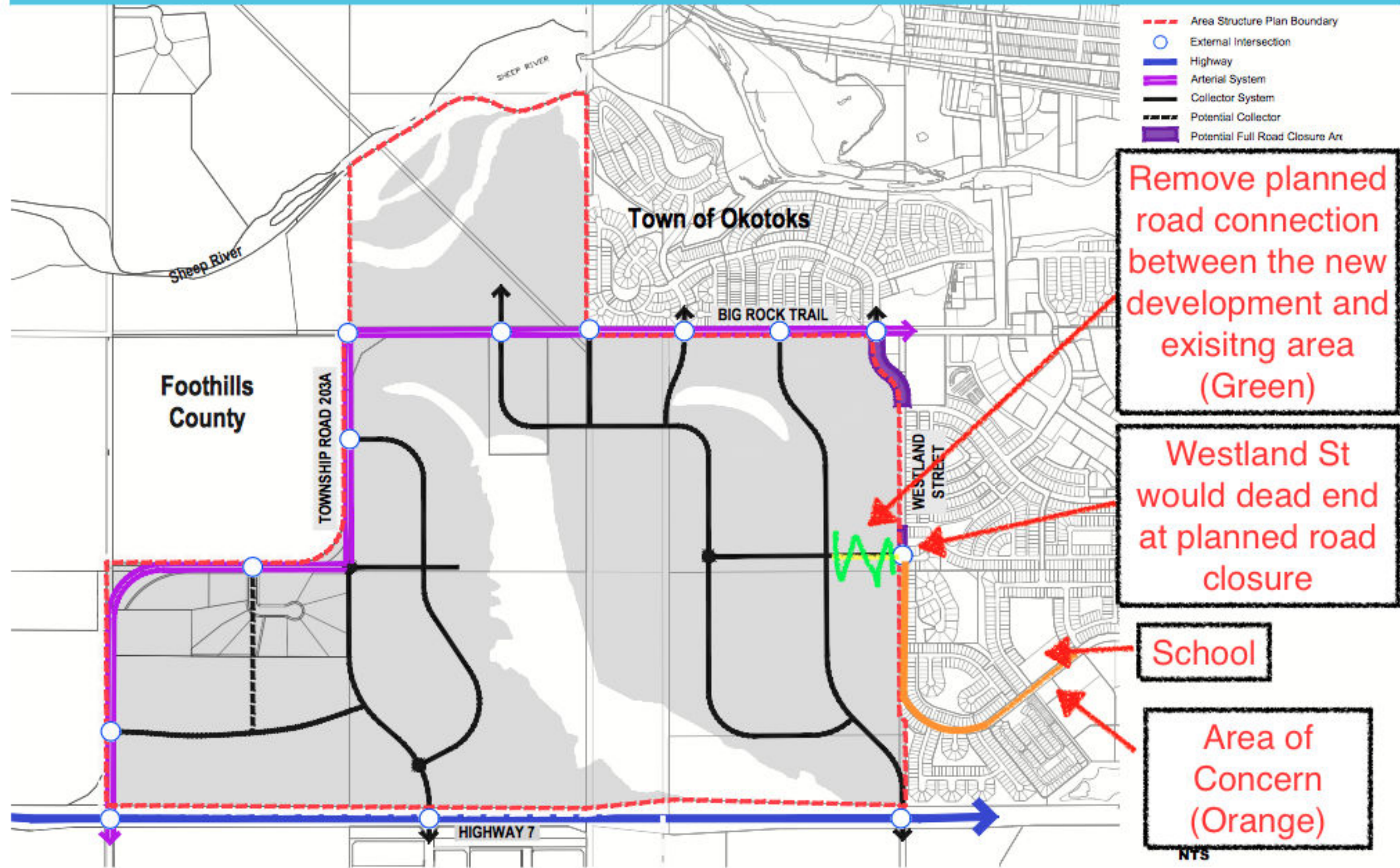
I also forgot to mention the obvious solution to just not connect the new development to Westmount. I attached this photo as well. This idea was posted numerous times by other neighbours on the developers map at at least three of the development meetings we have been too but doesn't seem to have been acknowledged by them.

Let me know if you or anyone from your team would like to stop by our house to discuss and you can see first hand the traffic and speeding concerns that exist.

Happy to discuss this further or assist in anyway.

Thanks
Bryce Hartsburg

- -

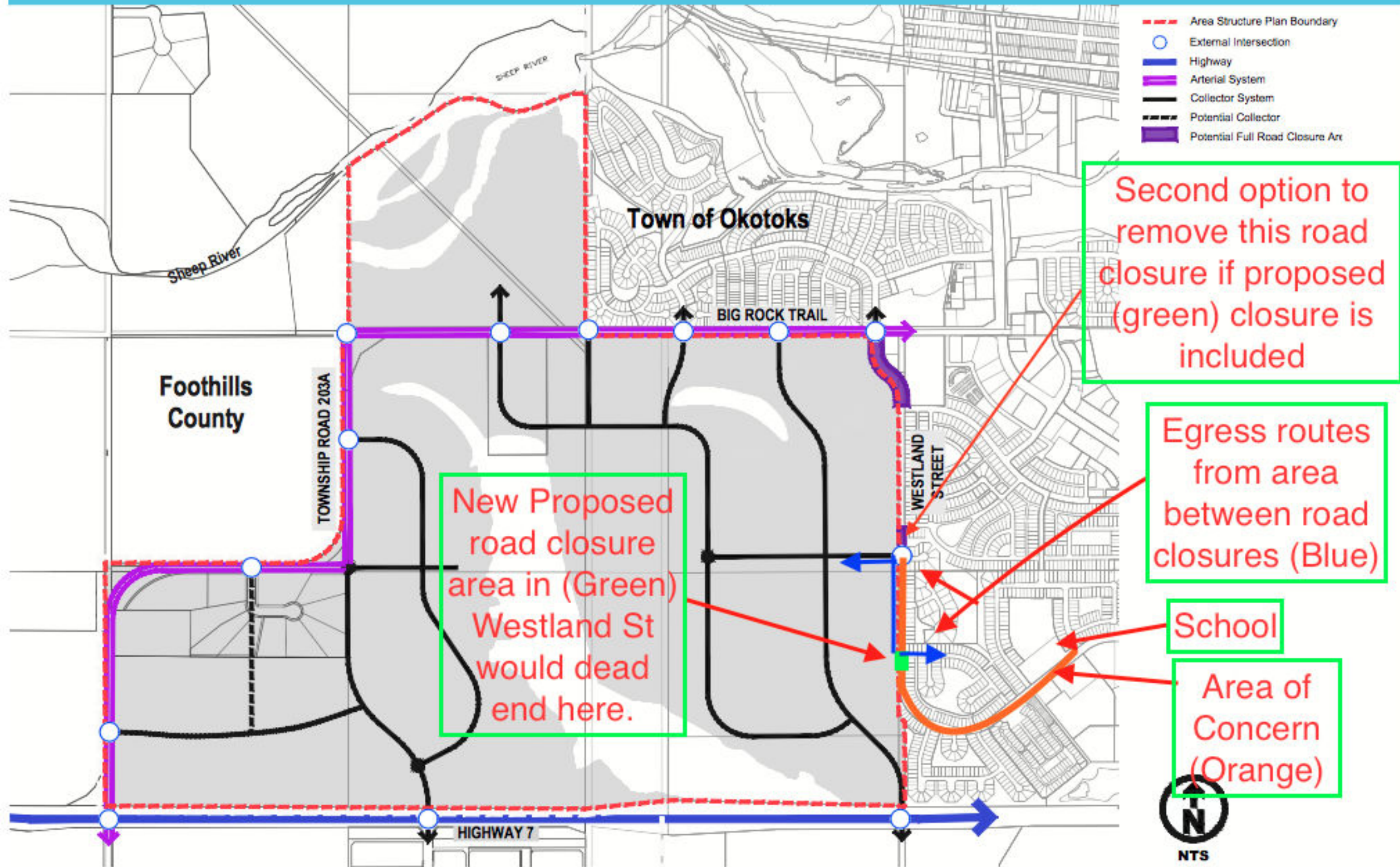


Remove planned road connection between the new development and existing area (Green)

Westland St would dead end at planned road closure

School

Area of Concern (Orange)



Colin Gainer

From: Colin Ryan
Sent: January 20, 2020 4:50 PM
To: Colin Gainer
Subject: Attention: Colin Gainer re: Bylaw 6-20 and January 27 public hearing

Dear Mr. Gainer,

Please accept my concern regarding a proposed Off Street Pathway indicated in Figure 16 (pg 89), of the Draft WOASP, running north from Big Rock Trail and parallel to Sheep River Heights.

Our house at 107 Sheep River Crest has spectacular unrestricted views of the mountains, which adds significant value to our enjoyment of the property, and was a major factor in our choice to live in Okotoks. The WOASP development plan indicates a walkway, described above, which would seem to place it along the top of the ridge behind our house, and those of our neighbours on Sheep River Heights. Any accompanying walkway landscaping would have a major impact on our views, on our enjoyment of the location and of the property values. I would propose to locate the proposed path a few metres to the west, to just below the top of the ridge which would still afford great views from the path while having no impact on the views from the properties along the west side of Sheep River Crest.

I hope this simple change could be incorporated at this early stage and mitigate the undesirable effect of obstructing the wonderful views we and our neighbours currently enjoy.

Thank you,
Colin Ryan
107 Sheep River Crest
Okotoks, AB
T1S 2B6

January 21, 2020**Project: 1738**

Town of Okotoks
 PO Box 20, Station Main,
 5 Elizabeth St.,
 Okotoks, Alberta
 T1S 1K1

Attention: Mayor and Council

**Re: Support for West Okotoks Area Structure Plan
 Proposed Bylaw No. 6 – 20**

On behalf of the project sponsors and area landowners, Tristar Communities and New North Projects Ltd., we would like to express our support for the West Okotoks Area Structure Plan (WOASP) proposed under Bylaw No. 6 – 20. An overview of the project timeline inclusive of key project communications, engagement initiatives and project milestones can be found in **Attachment 01 – Project Timeline**.

Development of the WOASP has been a collaborative and intensive process initially commenced in June 2015 when Council (Via Motion 15.C.338) requested a strategic review and evaluation of the lands as part of the annexation process underway at that time. As part of this strategic review, conceptual land use plans and preliminary technical evaluations were prepared and ultimately the subject lands were included within the annexation application. Following the Town's successful annexation effective July 1, 2017 work on the project intensified with the launch of a comprehensive project communications platform and engagement with Town administration, plan area landowners, adjacent landowners, and other project stakeholders to help shape and guide the development of the WOASP.

As the WOASP process advanced, the Town of Okotoks Municipal Development Plan (MDP) review and update commenced in the Spring of 2018. Recognizing the need for statutory plan consistency, and the evolving nature of the MDP process, the project team has been working closely with Town administration to ensure alignment between the WOASP and MDP. While the MDP review and update process is not yet complete, the WOASP contains clear policy obligations that a review and update to the WOASP shall be required following Town approval of the MDP in order to ensure statutory plan consistency.

The West Okotoks Area Structure Plan has been developed in close collaboration with the project sponsors, plan area landowners, town administration, school divisions, government agencies, utility companies, adjacent landowners and a range of other stakeholders. Project communications have included a comprehensive communications platform consisting of a project website, e-news updates, information booklets, post card and letter mail-outs to ensure project stakeholders were apprised on a regular basis of the project status and the opportunity to engage with the project team.

Project engagement initiatives have included ongoing stakeholder meetings as required to support issue resolution, an adjacent resident information session held in June 2018 and public open house held in June 2019. Throughout the engagement process, all feedback received has been recorded and carefully considered to support the development and advancement of the project.

Based on the results of baseline and technical studies and the comprehensive approach to communications and engagement that has been advanced throughout the WOASP process, the WOASP presents a comprehensive vision and corresponding land use plan to support complete community development. Key land use components of the plan include:

- One (1) community;
- Five (5) neighbourhoods;
- Three (3) interface areas;
- Three (3) neighborhood hubs;
- Three (3) community nodes;
- Five (5) elementary school sites;
- One (1) potential high school site;
- One (1) potential cemetery expansion area;
- One (1) water reservoir site;
- Five (5) stormwater retention facilities;
- One (1) special policy area adjacent to Sheep River;
- One (1) major open space network protecting significant features.

The WOASP land use plan is supported by a transportation and servicing framework which has been informed by intensive technical study. The plan area at full build out shall accommodate a wide range of land uses estimated to accommodate a future population of approximately 24,000 persons and approximately 2,300 jobs based on the non-residential land use allocation proposed. The development of the plan area shall be supported by a comprehensive multi-modal transportation network consisting of local / collector / arterial roadways, on street pathways and off street pathways providing connectivity throughout and to and from the plan area. The proposed transportation network, key access points and proposed road closures to mitigate transportation impacts has been informed by the evaluation of fourteen (14) different transportation options that were modelled and evaluated to inform the preferred transportation scenario.

The development of the WOASP has been an intensive process spanning approaching almost five (5) years since a strategic evaluation of the lands was undertaken. The WOASP has evolved in direct response to the feedback received from all project stakeholders to arrive at Bylaw No. 6 -20 which is before Council. We respectfully wish to formalize our support for this bylaw and request that subject to public hearing deliberations that Council consider second reading and advancement of the WOASP to the Calgary Metropolitan Region Board (CMRB) to move through the Interim Regional Evaluation Framework (IREF) process.

Respectfully yours,



Nathan Petherick, RPP, MCIP
Partner, B&A Planning Group

CC:

Colin Gainer, Town of Okotoks
Moez Moledina, Tristar Communities
Rahim Lakhoo, Tristar Communities
Joe Drisdale, New North Projects Ltd.
Greg Herndier, New North Projects Ltd.

Encl:

Attachment 01 – WOASP Project Timeline

Attachment 01 – WOASP Project Timeline

