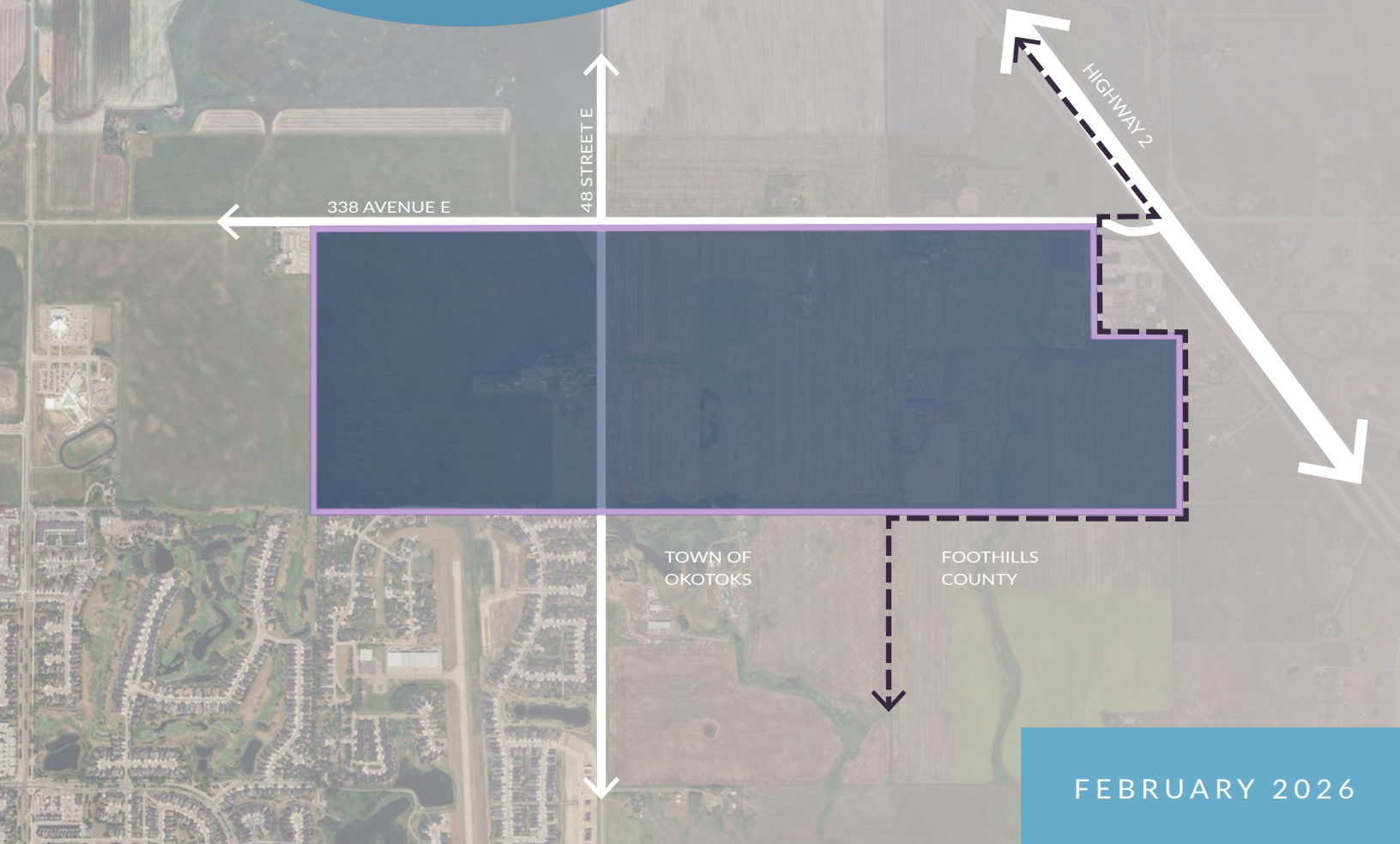
Thunder Stone Junction

Neighbourhood Area Structure Plan

What We Learned



FEBRUARY 2026

Purpose

This What We Learned Report (WWLR) provides an overview of feedback captured from community engagement on the Thunder Stone Junction Neighbourhood Area Structure Plan (NASP). The WWLR identifies main themes captured from the feedback gathered. It also provides a high-level summary of general input and observations from the Phase 1 and 2 engagement activities. Verbatim survey responses are provided in Appendix A.

While there may be informal discussion of the NASP on social media, etc., this report only reflects feedback received through the formal engagement process.

The WWLR will be shared with the public on ShapeOurTown.ca and will also accompany the final plan submission to Council.

PROJECT BACKGROUND

The Thunder Stone Junction NASP is a statutory neighbourhood-level plan created by the Town of Okotoks with the support of a consultant team. The NASP planning process builds on past work and further refines policy established at the Area Structure Plan (ASP) level. For Thunder Stone Junction, the western portion of the plan area falls within the 2023 Trilogy Plains ASP, while the eastern portion falls under the 2024 North Point ASP.

The plan area will largely accommodate commercial and/or light industrial uses and serve as a key employment hub for the Town. Buffering policies and other integrating policies outlined in the Trilogy Plains and North Point ASP will work to effectively incorporate this future development into the broader community while expanding the Town's non-residential tax base and providing local job opportunities.

During both the Trilogy Plains and North Point ASP processes, landowners, businesses, Foothills County, provincial agencies, and the broader public were engaged through virtual and in-person activities to provide feedback that was considered throughout development of these plans. As a result, many of the high-level design elements, policies, and land use strategies for the NASP area have been set at the ASP level.

Engagement Overview

With thorough engagement completed at the ASP level, the overall approach for engagement on the Thunder Stone Junction NASP focused on a comprehensive communications effort to ensure everyone, from adjacent neighbours to the broader public, were **informed** on the project. Communications and the public open house focused on planning context and education around what an NASP is, process overview with how to be involved, early plan development and draft elements, and space to ask questions or provide comments.

Engagement on the Thunder Stone Junction NASP aimed to provide clear, timely, and transparent communication to the public and interested parties identified throughout the engagement process. The project's engagement and communication were designed to largely **inform** the public in a proactive manner and seek to **consult** parties closest to the plan area, concentrating on:

- Providing accessible and easily understandable information on the draft plan and approvals process.
- Collecting strategic and mindful feedback on the draft NASP from both the public (big picture) and additional input from adjacent neighbours that has potential to influence certain plan design or outcomes.

PARTICIPATION

40
Open house attendees

23
Survey responses
(9 hardcopy and 14 online)

94
Feedback form responses

1
Email

	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
GOAL	To provide balance and objective information in a timely manner.	To obtain feedback on analysis, issues, alternatives and decisions.	To work with public to make sure concerns and aspirations are considered and understood.	To partner with the public in each aspect of the decision-making.	To place final decision-making in the hands of the public.
PROMISE	"We will keep you informed."	"We will listen to and acknowledge your concerns."	"We will work with you to ensure your concerns and aspirations are directly reflected in the decisions made."	"We will look to you for advice and innovation and incorporate this in decisions as much as possible."	"We will implement what you decide."
	INPUT ZONE		ENGAGEMENT ZONE		

Timeline

MAR
NASP Project start

APR
Launch of dedicated project webpage

APR TO JUN
Concept development and initial landowner engagement

JUN
Phase 1 Engagement
- Open house invitation mailout: Early June
- Open House: June 24, 2025
- Online Engagement: June 25-30, 2025

JUL 1
Election period begins (public web updates and focused impacted party engagement continued)

SEP
First draft NASP submission

SEP TO DEC
Plan revision and refinement

DEC
Second draft NASP submission

DEC 11 TO JAN 16
Phase 2 Engagement
- Online feedback form

FEB TO MAR
Council process and approvals
Public Hearing anticipated Mar 23

ENGAGEMENT TIMING

The Thunder Stone Junction NASP process took place during a municipal election year, which required some adjustments to the engagement timeline. In alignment with common municipal practice and to maintain neutrality during the pre-election period, Phase 1 community engagement activities concluded on June 30, 2025.

This approach allowed the project team to gather input early in the planning process, ensuring the community had an opportunity to share feedback before the election period began.

While in-person and active engagement paused during this time, updates and information about the ongoing progress of the plan remained available on the project webpage at **shapeourtown.okotoks.ca/thunder-stone-junction.**

Community feedback from Phase 1 engagement was considered in plan development, and a first draft of the NASP was submitted for review by Town departments in September 2025.

After further refinement, the NASP second draft was submitted to the Town for review in December and was made available online via the project website. Members of the public were encouraged to review the draft NASP and provide feedback through an open-ended online form. The feedback form was open from December 11, 2025, to January 16, 2026.

Following community engagement and the final review period, the NASP is anticipated to go to Council on February 23, 2026, for First Reading. A Public Hearing will be held (anticipated March 23, 2026), giving the community an opportunity to speak. The Public Hearing date is to be confirmed if First Reading is granted by Council.

Community Engagement

SHAPE OUR TOWN

A dedicated project webpage on the Town of Okotoks Shape Our Town community engagement platform was launched in early April 2025: **shapeourtown.okotoks.ca/thunder-stone-junction.** The page served as a one-stop-shop to find project information, updates about the NASP, engagement information including ways to get involved, and contact information to reach the project team for questions or comments.

Engagement materials and the online survey were available through the project webpage and this WWLR will also be made publicly available there.

WHO DID WE ENGAGE?

In the first phase of engagement, Plan area landowners and businesses as well as adjacent landowners in Okotoks and Foothills County were recipients of a direct letter mail out inviting them to the open house held at the Crystal Ridge Golf Course on June 24, 2025. The public was also encouraged to attend, and the open house was advertised on the Town's engagement platform, Shape Our Town; on Town social media; and in the Western Wheel newspaper.

Phase 2 engagement included a general feedback form on Shape Our Town open to the public. The opportunity to comment on the plan was again advertised on Town social media and in the Western Wheel newspaper.

While the WWLR summarizes feedback received from community engagement, the draft NASP was also circulated to a number of external agencies for comment. This circulation included Foothills County, provincial agencies, utility providers, regulatory bodies, and others. Feedback provided by external agencies was considered alongside input from the Town, technical experts, impacted parties, and the community to inform and further refine the draft plan.

Engagement Activities

PHASE 1

The **public open house** was held on June 24, 2025, at the Crystal Ridge Golf Course from 5:00pm – 7:00pm. The event was drop-in style with information boards throughout the room, and project team members (Town staff and consultant team) were available to answer questions. The information provided included project background, NASP process and timeline, partial draft plan material, and next steps. Information boards presented at the open house are included in Appendix B.

Participants were encouraged to share their feedback on sticky notes and an exit survey (provided in Appendix C) asking for general input was available for all participants.

For those unable to attend in person, the open house information boards were made available on the Shape Our Town project webpage and an **online survey** was open from June 25 to June 30, 2025. The survey mirrored general questions asked at the in-person open house and exit survey, asking participants the following:

1 | Please tell us about yourself. Are you a:
- *Landowner in the plan area*
- *Landowner or resident in a community adjacent to the plan area*
- *Local business*
- *Resident or ratepayer in another area of Okotoks*
- *Resident or ratepayer in Foothills County*
- *Other (please specify)*

2 | What works well in the preliminary Thunder Stone Junction NASP?

3 | Do you have any suggestions for areas of improvement or is anything missing?

PHASE 2

The second draft NASP was posted for public review on Shape Our Town on December 11, 2025. Members of the public were encouraged to review the draft and share their thoughts using a long answer feedback form with the following open-ended prompt:

> *Please provide your comments on the Thunder Stone Junction NASP Draft 2.*

The feedback form was open from December 11, 2025, to January 16, 2026.

What We Learned

All public input collected has been reviewed and themed with the intent to provide a high-level summary of the feedback provided or questions that were asked most often. All written input is listed verbatim in Appendix A.

PHASE 1 | OPEN HOUSE FEEDBACK

At the public open house, general themes heard in anecdotal feedback, questions to the project team, and input provided on sticky notes included the following themes:

- **Green Space and Interface Areas**: Many participants felt there should be more green space in the plan area including larger green buffers in the employment-residential interface areas, more trees, and ponds with areas for wildlife. Two participants suggested the addition of green buffers along the eastern edge of the plan area adjacent to private lands in Foothills County.
- **Industrial Land Use**: A large number of participants from the Air Ranch community were opposed to industrial land use adjacent to their properties and wanted to know what types of businesses will be allowed and how appearances will be controlled.
- **Traffic and Noise**: Concern over increased traffic was mentioned by a number of participants and some expressed concern about already existing traffic issues in the area. Increased noise from traffic with development of the NASP lands was also a concern especially along 48 Street. Some participants expressed that they would like to see the new Highway 2 interchange built and plan area roadways implemented before the development to help with traffic pressures.
- **Stormwater Drainage**: Several participants identified stormwater drainage as a current issue and raised concerns about flooding and changing drainage patterns. The existing pond at the Integrity site in the plan's northeast was also discussed with participants wondering how drainage will be handled in that area.
- **Development Timelines**: Many participant questions had to do with development timelines. Participants wanted to know how quickly development will begin and when the whole area will be developed as well as when the Highway 2 interchange will be built.
- **Concern about displacing existing residents**: Several participants expressed concern over pressures to develop and asked if residents and farmland would be bought out or displaced.
- **Lack of Trust:** A general lack of trust in the Town's Council and Administration was expressed by several participants. Some shared that they don't feel anyone at the Town is listening to their feedback.
- **Town-led NASP**: A number of participants asked about who is developing the NASP lands and expressed confusion about the development process for a Town-led plan as well as what the purpose of the NASP.
- **Cellular Servicing**: A small number of participants expressed the need for improved cell service and for a cell tower to be built in the area.
- **Improvement of Maps**: A small number of participants indicated that they would like to see more contextual surrounding information on plan maps such as aerial imagery and landmarks etc., for ease of understanding.
- **Knowledge of Planning Initiatives**: Two participants shared that they did not have any knowledge of the North Point and Trilogy Plains ASP processes and plans. Others expressed that they knew of the existing ASPs or that they had participated in the processes.
- **Air Ranch Road Connection**: Two participants expressed that they do not want to see any road connection between the plan area and the Air Ranch community.
- **Airport Runway Adjacent Uses**: A small number of participants had questions about appropriate land uses adjacent to the end of the Air Ranch runway and how development would be controlled in that area.

What We Learned

Feedback collected through both the online and hardcopy survey was reviewed for most frequent themes and is summarized below with example comments provided. Verbatim responses to the survey are included in Appendix A.

PHASE 1 | SURVEY FEEDBACK

Many themes in survey responses were similar to those heard in feedback provided at the public open house. Additional themes heard in survey responses included concern around growth in Okotoks and having appropriate infrastructure to support it, concern that the development will bring down property values in the Air Ranch community, and some support for plan elements such as stormwater collection and industrial uses to the east of 48 Street.

THEME	SUPPORTING QUESTIONS/COMMENTS
General opposition *(28% of survey comments expressed general opposition without or on top of specific concerns)*	• We don't want any of it! • This development should stop. Air Ranch is highly impacted, and our residents do not want this development.
Traffic concerns *(24% of survey comments referenced traffic concerns)*	• You are adding potentially significant traffic onto a road that is very busy when school starts and finishes. • This should not go ahead until the overpass is built as it is going to cause so much traffic back up at 338th • Milligan at 48th has become busy enough and once the commercial development is completed at the roundabout, it'll be even busier without a new community in the area.
Desire for larger green buffers/more green space *(20% of survey comments expressed desire for larger green buffers/more green space)*	• A thin buffer area does nothing to preserve the character of the area for those who purchased their homes in that region. • At minimum, the proposed inter-zone buffers between those existing residential rate payers/ homeowners in Air Ranch and Crystal Green should be significantly increased (ex. 3X proposed) to limit any negative impact on property values in the established neighbourhoods. • More ponds. More green space!!
Concern about growth and pressures on infrastructure/ services *(17% of survey comments referenced growth pressure concerns)*	• Too many people added to the area. Okotoks is already expanding exponentially. • Please stop developing until infrastructure matches population and houses. • This development will attract more people to live in Okotoks, not provide jobs for the people already here. Our current urgent care, clinics, and schools cannot keep up with the demand we have now. As none of these lots pay towards "education property taxes", there will be greater demands with less to work with. Please consider your existing residents before attracting new ones.

THEME	SUPPORTING QUESTIONS/COMMENTS
Decreasing property values *(11% of survey comments referenced concerns over decrease in property values)*	• A development like this would serve to bring property values down and degrade the quality of life for those who live adjacent to it. • The negative impact to livability, desirability and property values is not appropriate and fully avoidable, especially given the anticipated closure of the airport.
Support for commercial/ industrial uses east of 48 Street *(9% of survey comments expressed support or general satisfaction with commercial/ industrial uses east of 48 Street)*	• Support idea of proposed industrial / light industrial and retail/commercial east of 48th Street (North Point ASP).
Land use west of 48 Street *(7% of survey comments referenced specific desires for land use west of 48 Street including residential and limiting businesses to retail and offices)*	• I would like the town to ensure any businesses backing on to residential development be limited to retail space and or office buildings and any industrial/ commercial use be east of 48 street. • There should be homes of equivalent value being developed in that space west of 48th. Not business/light industrial.
Stormwater *(4% of survey comments referenced stormwater)*	• Storm water collection is required, and I love this. We will see a larger uptick in the need for collection as climate change persists. • Water drainage works
Distrust in Town Council *(4% of survey comments expressed a distrust in or felt unheard by Town Council*	• The Mayor and Council need to be replaced with people who are listening to the taxpayers.
Satisfaction with interface areas as shown *(4% of survey comments expressed satisfaction with interface areas)*	• The 30m setback of activities relating to housing vs. Business activities works. The slope also helps us residents not be subjected to noise and potential distractions that would ruin the existing ambiance of the area.
Cellular servicing *(4% of survey comments expressed a desire for improved cell service for the area)*	• Cell tower for the area [is missing] • Today - no Telus cell service in Air Ranch - Telus has admitted we need a new tower. The Town should demand action of Telus before any more discussion of developments.

What We Learned

Comments collected through the online feedback form were reviewed for most frequent themes and are summarized below with example comments provided. Verbatim responses are included in Appendix A.

PHASE 2 | ONLINE FEEDBACK FORM

Phase 2 feedback included many similar themes to those heard in the project's early engagement. Themes most heard in comments submitted through the online form were traffic concerns as well as a desire to address service, amenity, and infrastructure needs for existing residents prior to development, including construction of the Highway 2/338 Ave interchange. A significant number of responses indicated opposition to growth in general and a desire to maintain the rural, small-town character of Okotoks. A large number of participants self identified as residents living in adjacent communities such as Air Ranch and Rancher's Rise.

THEME	SUPPORTING QUESTIONS/COMMENTS
Traffic concerns *(36% of comments referenced traffic concerns. Participants specifically mentioned concerns around traffic impacts to adjacent communities, increased traffic noise, and road access challenges causing congestion.)*	• This will bring a lot of business and commuter traffic near to existing housing, childcare, businesses, and a school. • There seems to be a lot of access points connected to the main roads (338 Ave and 48 Street). That will choke traffic for people just going through, which will make people more frustrated. • Truck traffic is noisy and happens at all hours, and this would change the entire appeal of our residential neighborhood, currently bordered by agricultural land. • Is there a plan for a sound barrier down 48th street to protect our privacy and home value?
Infrastructure concerns *(35% of comments referenced infrastructure concerns. Participants specifically suggested to focus on addressing current needs and infrastructure upgrades prior to development.)*	• The Town and Council need to stop allowing any more development until there is more planning for better infrastructure. … Not enough planning for roadways, Parking, recreation facilities, water, schools. • We need to address our current needs and plan our amenities and infrastructure with growth in the future in mind. This development is like putting the cart before the horse. • If you continue to develop you need to update roads and lights (fix the timing on traffic lights!)
Amenities and services for existing residents *(26% of comments expressed desire for more amenities and community services for existing residents, including schools, health care/hospital, recreation facilities, and grocery stores.)*	• What this area lacks are essential services—a grocery store, schools, and parks—not additional retail bays. • It is concerning that Okotoks would prioritize large-scale commercial and industrial development while failing to meet basic community needs for residents who already live here and those who may in the future. • We need more schools, more hockey rinks, an updated rec center. • Our schools are already at capacity and Okotoks still has no hospital despite a population of over 35,000. These are basic services that should be prioritized.

THEME	SUPPORTING QUESTIONS/COMMENTS
General opposition to growth *(24% of comments were generally opposed to growth and development in Okotoks.)*	• We don't need growth. I moved here from Airdrie to avoid the rapid, uncontrolled growth. • NO NO NO. Okotoks cannot handle any more development at this time. • I vehemently oppose any new developments until we have the infrastructure in place. We don't need any more people, and we have enough empty buildings in town if people can afford to run a business here.
Highway 2 interchange *(22% of comments expressed urgency for the Highway 2 interchange to be constructed. A number of responses raised safety concerns around existing road conditions at the Highway 2 intersection.)*	• The NASP proposed road system looks good, hopefully the province can accelerate the overpass construction. • Hopefully the interchange is constructed before this development. This transportation corridor off Hwy 2 is already a death trap. • It would be great to see the interchange at 338 & Hwy 2 completed before an industrial area is built so this traffic isn't forced to come down 48th Street or 338 Ave. Having even more traffic in this area is going cause even more accidents at this intersection.
Land use concerns *(18% of comments questioned the compatibility of having commercial/industrial uses next to existing residential communities. Some responses suggested that this area be planned for residential use.)*	• The idea of allowing industrial/commercial developments directly adjacent to existing resi-dential areas is just poor planning. We have existing industrial lands and proposed develop-ments on the south end of town that serve this purpose without affecting the value and liabil-ity of existing residential areas. • This proposal would place large-scale commercial and industrial development directly adja-cent to established million-dollar residential properties in Air Ranch. • This area should be reserved for residential development alone.
Desire to preserve existing rural character *(17% of comments expressed a desire to preserve the existing rural residential identity, citing the importance of living in a place with "small town" and "family-friendly," feel.)*	• Please, no more. We pride ourselves on being a "small town", but this is absolutely not a small town anymore. • Our community was built as a residential area with a rural, family-focused feel—not as a buffer zone for large-scale industrial and commercial expansion. • We're losing our town. We're expanding beyond our means. Council/decision makers are forgetting what we *were* …Leave the land alone. This is why we love Okotoks. The fields, the mountain views, the rural feel.
Water supply *(13% of comments referenced water supply and capacity concerns.)*	• I am so worried about our water supply. Bringing it from the Bow River is not the answer. • Okotoks is on constant water restrictions already because the town can't support itself.
Decreased property values *(12% of survey comments expressed concern about decreased property values.)*	• As a resident at the north end of Ranch Road, I am concerned about the value of my property declining once it is across the street from a light industrial area. • If this industrial development proceeds, I would hope the town would do much more to ensure that they protect the adjacent neighbourhoods' quality, appeal and property values, recognizing that homeowners have made significant financial investments in these communities.

What We Learned

Comments collected through the online feedback form were reviewed for most frequent themes and are summarized below. Verbatim responses are included in Appendix A.

OTHER NOTABLE THEMES HEARD IN PHASE 2 FEEDBACK INCLUDE:

- Support for the green space, linear park buffers, and pathway connectivity in the Plan
- Desire for larger green buffer areas between industrial uses and residential and for a green buffer area adjacent to properties in Foothills
- Suggestion to focus on filling vacancy in existing commercial and industrial space near Costco before developing a new area
- Concern over potential pollution, odours, and/or light pollution
- Concern about stormwater drainage
- Support for preservation of the watercourses and use of constructed wetlands
- Confusion or uncertainty around land use in the NASP, including misconception that the Plan is for a residential area, or desire for further information on exactly what type of uses would be allowed

PHASE 2 | EMAIL

During the second phase of engagement, one direct email from a member of the public was received by the Town. The email offered general support for the NASP design and included suggestions for regional transportation upgrades, traffic management, sustainability and environmental design.

The verbatim response is provided in Appendix A.

What Happens with Feedback?

The Thunder Stone Junction NASP was developed considering a range of input from plan area landowners, impacted parties, the public, and technical experts from the Town and consultant team. The Phase 1 WWLR was shared with the project team to ensure early engagement feedback was considered in plan development alongside Town comments and technical studies.

This final WWLR captures all feedback provided throughout the engagement process and will accompany the final plan submission to Council.

The WWLR is public and will be made available on the webpage for this project: **shapeourtown.okotoks.ca/thunder-stone-junction.**

Appendix A

VERBATIM RESPONSES

PHASE 1 | Survey

Number of survey responses: 23 (9 hard copy and 14 online)

The following verbatim responses were provided through the survey, both hard copy and online. Responses are organized by question. As Question 1 was a multiple-choice demographic question, a count of responses is provided. Note: for the purpose of this report, any names or identifying information posted in the responses is shown as xxxxx.

Question 1: Please tell us about yourself. Are you a: *(count provided below)*
0 - Landowner in the plan area
17 - Landowner or resident in a community adjacent to the plan area
0 – Local business
5 – Resident or ratepayer in another area of Okotoks
1 – Resident or ratepayer in Foothills County
0 – Other

Question 2: What works well in the preliminary Thunder Stone Junction NASP?
Not much. Too many people added to the area. Okotoks is already expanding exponentially. Leave it alone.
We don't want any of it! It borders our property which is our front yard with a beautiful mountain view. The roads can barely accommodate the town already and now you are going to increase traffic. What about the acres of farmland you will be destroying. Terrible plan
Plans for a buffer zone between residential and commercial lots.
Nothing
The 30m setback of activities relating to housing vs. Business activities. The slope also helps us residents not be subjected to noise and potential distractions that would ruin the existing ambiance of the area. Storm water collection is required and I love this. We will see a larger uptick in the need for collection as climate change persists.
As a resident of Ranchers Rise/Air Ranch, I would like the town to ensure any businesses backing on to residential development be limited to retail space and or office buildings and any industrial/commercial use be east of 48 street.
At this time, nothing (see below).
Nothing. Please stop developing until infrastructure matches population and houses. There are literally no schools for the children of the families who will live in this neighbourhood.
I can't imagine why anyone would plan an industrial/commercial area directly adjacent to high end residential area. This plan is poorly thought out and should be rejected.

Question 2: What works well in the preliminary Thunder Stone Junction NASP?
Nothing. That is way to much congestion between the existing communities and the highway.
Nothing
Nothing. We have a whole area in town already designated for this use which is nowhere near capacity. It will negatively affect residential property in the NE quadrant if the Town. Traffic concerns galore with additional logistics companies
Support idea of proposed industrial / light industrial and retail/commercial east of 48th Street (North Point ASP). Does not penalize existing residential rate payers and home owners by placing non-residential uses adjacent to properties. In future any residential adjacent to these lands knows that that zoning is in place, and impact to property values are known and built into pricing and tax rate.
Map being used appears accurate
Nothing!!
Not much. 'Light' development adjacent to million dollar homes!! NO or very little GREEN SPACE
Not sure what this means!
Nothing - this development should stop. Air Ranch is highly impacted and our residents do not want this development.
The water drainage
The area east of 48 St. Trilogy Plains ASP did not show so much light industrial right next to Air Ranch (directly behind our home). It seems to me building industrial right next to some of the most expensive homes in Okotoks is a tragedy.
Nothing so far
it's inevitable, light industrial
strongly disagree. High taxes in Air Ranch and get nothing!!

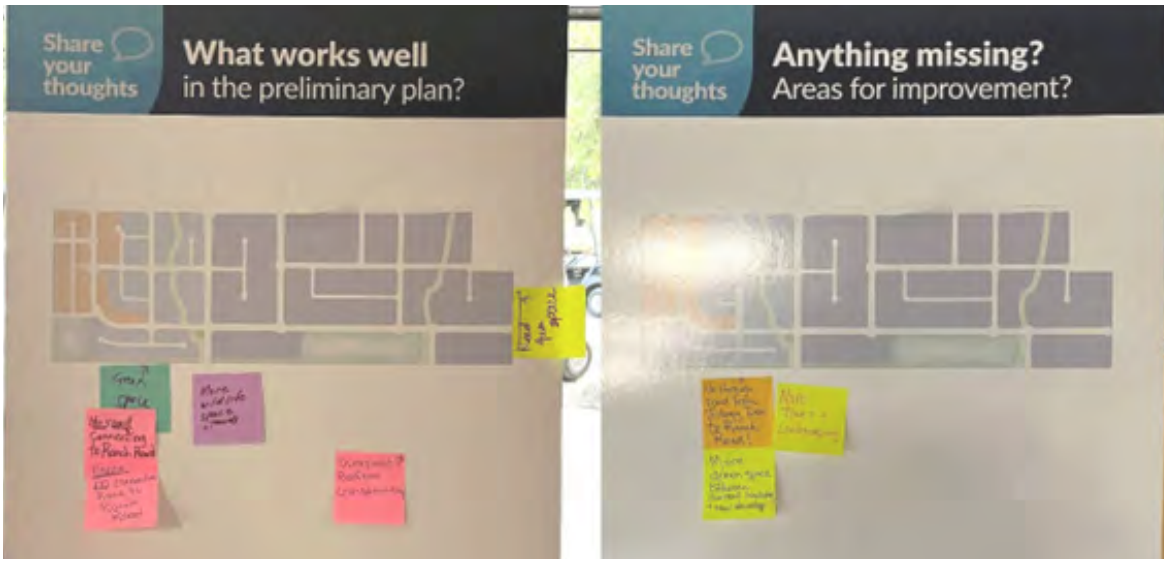
Question 3: Do you have any suggestions for areas of improvement or is anything missing?
It should never have been approved in the first place. Poorly thought out and lacks infrastructure.
We would like to see a green space border us from this devolopment on the north end. Also due to there being increased noise a buffer will be required so we don't have to hear back up beeps constantly and truck air brakes etc. This should not go ahead until the overpass is built as it is going to cause so much traffic back up at 338th
I am extremely concerned about increased pressure on our schools and healthcare. This development will attract more people to live in Okotoks, not provide jobs for the people already here. Our current urgent care, clinics, and schools, cannot keep up with the demand we have now. As none of these lots pay towards "education property taxes", there will be greater demands with less to work with. Please consider your existing residents before attracting new ones.
I don't believe this is necessary - there is a lot of this space near Costco which should be built out. I hate that you are destroying wetlands for this. You are adding potentially significant traffic onto a road that is very busy when school starts and finishes. We know nothing about the potential businesses - are they loud? Smelly? Polluting?
I didn't see anything missing.
The proposed connector running between Holy Trinity HS and St. James Church should be removed. The current volume of vehicles from students, facility and church will create high collision potential during school hours.
Maybe finish one project before starting another! Not a lot of thought going into this Town. The mayor and Council need to be replaced with people who are listening to the tax payers.

Question 3: Do you have any suggestions for areas of improvement or is anything missing?
I feel like displacing the current residents and their farmland is unacceptable. It is also so nice to drive by country land every day. I also feel that the roads in the area cannot support that development ESPECIALLY the intersection of highway 2 and 338ave. Milligan at 48th has become busy enough and once the commercial development is completed at the roundabout, it'll be even busier without a new community in the area.
Just stop.
The plan are should extend no further than 48st under any circumstances. A thin buffer area does nothing to preserve the character of the area for those who purchased their homes in that region. A development like this would I pay serve to bring property values down and degrade the quality of life for those who live adjacent to it. I strongly encourage the town and the developers to reconsider this plan, ensuring that those who bought homes here do not have to face down an industrial development in their backyards. It's foolish and inconsiderate to the citizens of this town.
Don't do it. The highway crossing is already a high risk area with so many accidents and you want to add how many thousand more people using that crossing. Additionally the existing roads are not built for more traffic, single lane roadways can't handle more people.
Is there an overpass going in on hwy 2 there. People will be killed weekly it's already awful now your going to fire more construction traffic on top of it. What a joke. I suppose you'll build it after more traffic is put into okotoks. We can water our grass twice a week here and your gonna flood the town with more communities???? Are you serious
Again, We have a whole area in town already designated for this use which is nowhere near capacity. It will negatively affect residential property in the NE quadrant of the Town. Traffic concerns galore with additional logistics companies and flow of traffic Highway 2 interchange, upgrades to 338, addition lanes on 48th and 33nd as well as remediation of current traffic nightmare in this quadrant (3 schools, a church and a pickleball centre on top of regular traffic)
Do NOT support idea of proposed industrial / light industrial and retail/commercial west of 48th Street (Trilogy Plains ASP), placing non-residential uses adjacent to existing residential properties/development. The negative impact to livability, desirability and property values is not appropriate and fully avoidable, especially given the anticipated closure of the airport. At minimum, the proposed inter-zone buffers between those existing residential rate payers / home owners in Air Ranch and Crystal Green should be significantly increased (ex. 3X proposed) to limit any negative impact on property values in the established neighbourhoods. The buffer as proposed between the new residential areas of Trilogy Plains ASP and any potential industrial/commercial development in Trilogy Plains ASP is adequate as new homeowners in these areas will be aware of co-mingled zones and the prices they pay should reflect the lower value.
Adding more to the town population without first improving town services (recreation, utilities, infrastructure) is a recipe for disaster.
The intended amount of "green space" immediately north of Air Ranch is insulting to say the least. There should be homes of equivalent value being developed in that space west of 48th. Not business/light industrial. That green space should be the entire height of the depicted storm pond. This is totally different to the initial plan. What about env. reserve! What about the geese??
More ponds. More green space!!
The town mayor needs to contact me to discuss the many issues that were not explained and issues prior to the development that already exists in Air Ranch!
Today - no Telus cell service in Air Ranch - Telus has admitted we need a new tower - the city should demand action of Telus before any more discussion of developments.
More green space, more residential, cell tower for the area. Green space around the water.
- Please don't continue to devalue the old section of Air Ranch with industrial units. Going to the smaller home sites of Rancher's Rise was bad enough. - More green space. - 10 metre buffer is nothing. My lot is likely 30 meters deep… Keep the beauty of Air Ranch intact.
Will there be sound barrier on 48 st

Question 3: Do you have any suggestions for areas of improvement or is anything missing?
- maybe if you enter Air Ranch you should have a traffic circle - water pond should be closer to 338 or closer to Highway 2 intersection more mosquito pools to close to golf course and residential - I'm sure the town wants access thru Ranch Road, plans don't show it - doesn't show where the residential area will be - doesn't show strip mall for tenants - not enough green space

PHASE 1 | Sticky Notes

The following verbatim responses were provided by participants on sticky notes at the public open house. Images of the boards with notes attached are provided for further context.



Open House Sticky Notes: What works well in the preliminary plan?
Green space [arrow pointing to southern plan area adjacent to Air Ranch]
No road connecting to Ranch Road
Agree. No connecting road to Ranch Road
More wildlife space + ponds
Overpass 1st before constructing
Need green space [arrow pointing to eastern plan area adjacent to Foothills County]

Open House Sticky Notes: Anything missing? Areas for improvement?
No through road from Trilogy Dev. To Ranch Road!
More green space between current housing + new development
More trees + landscaping

VERBATIM RESPONSES

PHASE 2 | Online Feedback Form

Number of responses: 94

The following verbatim responses were provided through the online feedback form open between December 11, 2025, and January 16, 2026. The form provided a single long answer field with the prompt, "Please provide your comments on the Thunder Stone Junction NASP Draft 2. Note: for the purpose of this report, any names or identifying information posted in the responses is shown as xxxxx.

Please provide your comments on the Thunder Stone Junction NASP Draft 2.
As a resident at the north end of Ranch Road, I am concerned about the value of my property declining once it is across the street from a light industrial area. I am considering selling my house which makes me sad since I love my neighbours and the house. Do you have a timeframe until this area will be developed? Will we receive more opportunities to provide feedback as the project is implemented?
I understand the town wants to grow. However, roads are already crowded with traffic, schools are overcrowded, the recreation center cannot accommodate the towns' current needs, we have a fine arts high school but no performing arts theater, our dance studios have to rent facilities in Calgary for their dance recitals, we have garbage pick up only every two weeks, we have insufficientpolice services. The list is long. We need to address our current needs and plan our amenities and infrastructure with growth in the future in mind. To add more residential units
I live in Air Ranch, and I do not want commercial or light industrial directly north of Air Ranch (west of 48th st), I would be more incline to say that east of 48th st may be an option. As for roadways, 338th ave must be first addressed (fully funded and construction planned) before wanting to commit to developing more in this area. As we all know the traffic and accidents that are already occurring with 338th and hwy 2, and my wife avoids this by going west on 338th to take hwy 2A to get to Calgary.
Commercial development in this area should be limited in scale and purpose. The only commercial uses needed here are those that directly serve local residents—such as a grocery store and basic community amenities—not large-scale retail or shopping destinations. The proposed commercial footprint is significantly larger than necessary for neighbourhood-serving uses and should be consolidated closer to Highway 2 / 338 Ave, rather than backing directly onto residential communities. Where the development borders existing neighbourhoods, a continuous park and green buffer should be required along the entire residential edge. This park should connect to the existing pathway network and function as a true urban green space, which is currently lacking in this area. A substantial green corridor would better protect residential livability while providing much-needed recreational space for the community.
Existing industrial buildings in this area already create significant light pollution. For example, facilities such as Miller Oil Supply operate extremely bright exterior lighting throughout the night, which spills directly into nearby neighbourhoods, including Ranchers Rise. This light is visible inside homes and bedrooms and negatively impacts residents' quality of life. As additional development is considered, I strongly recommend that strict light-pollution controls be required, including downward-facing, shielded lighting, limited overnight illumination, and curfews where appropriate. In addition, substantial tree buffers or physical screening should be mandated to block light spill into adjacent residential areas. Without these measures, light pollution will only worsen and further urbanize what is currently a residential community.

As a nearby resident I am strongly opposed to this plan. Phase 1a and 3 seem reasonable give the existing land use in those locations but abutting such high amounts of commercial and light industrial properties to the high value air ranch is irresponsible. If the town needs more commercial or industrial is should be built by Costco towards Aldersyde where residential impact is far less and land value is more reasonable.

Please ensure water management is considered. There is a massive dirt swail that runs between crystal green and the air ranch which moves a lot of water and presents a potential flooding issue

Hello,

This is an exciting new area for our town; however, we need to take into consideration the current local community members who will be affected by this. The traffic and road noise on 48th Street has become a very large issue since Milligan Drive was connected to 48th. With a height of 48th, the sound travels through the communities. When standing in the back yards and streets north of Milligan, it can at times even be hard to have a conversation with the road/traffic noise. Not to mention sleeping at night and putting kids to bed with the non-stop traffic and sound. Before further development takes place, infrastructure to protect current occupants needs to be put in place. A sound barrier wall along 48th Street would need to be built. As it stands now, the area can use it, not to mention how much extra traffic this will bring to the area. The understanding was that Milligan wasn't going to connect to 48th. And since it has, along with the community growth, the noise has become unbearable. Our ask is to protect the homes from the sounds of the traffic as well as the safety of people in the back yards. Because this winter alone, we have seen a few cars going into the ditch on the west side of 48th. And there is not much protection for playing children in the back yards if a vehicle is going fast enough and hits the ditch and comes into a back yard. Please take these two major issues into consideration when moving forward with the deployment plan. Thank you.

I am very concerned about the noise level from the 48th street. Since Milligan drive was connected to 48th street, 6 plus years ago, the noise coming from traffic from the road has dramatically increased. We are forced to put multiple window coverings to help block the noise so we can sleep. It is almost impossible to have a conversation in our back yard when cars drive by on 48th. A sound wall is needed to block the noise from the increased traffic. I am very concerned that the upcoming industrial and commercial developments will bring even more traffic, making the noise level off 48th unbearable. This is a known problem and I would love to have it addressed when planning for these new developments. Kind regards, xxxxxx xxxxx xx xxxxxxxx xxxxxxxx

There isn't a need for this development for at least another 10 years. Why isn't council working to fill the gap between Costco and the industrial park to the east, between the river and HWY 7. There is also a need for another exit / entrance to HWY 7 east of Costco. Is the town trying to trap everyone in that congested area?

I like the idea of industrial being closer to the highway at the North Point area, but not in the trilogy area. Industrial so close the housing is brutal and could result in health conditions or weird smells. The buffer area and green space would be great. Also having the industrial at the North point area would mean that they would instantly go out to the highway instead of filling up the nearby intersections that are already too full. PS please twin 32nd ave

This is a completely inappropriate location for an industrial development. It is far too close to existing residential neighbourhoods, and the impact on nearby homeowners would be significant. While I do not live immediately adjacent to the proposed development, I am a long-time resident of Okotoks and am deeply concerned for the residents whose homes would be severely affected by increased noise, industrial traffic, and a likely loss of property value. There are many other locations that are far more suitable for commercial and industrial uses and would not impose such negative consequences on established residential communities. This proposal reflects a pattern of unthoughtful growth, and I am increasingly concerned about the direction our town is heading if developments like this continue to be approved without proper consideration for existing residents. I strongly urge the town to reconsider this proposal and prioritize responsible, well-planned growth that respects the people who already call Okotoks home.

My main concern is the planned 48th Street and Milligan Road connector for both commuter and goods movement traffic. Milligan Road is a very busy road with two schools and multiple playgrounds. It is not suitable to be a connector road. 48th Street should not be designed to accommodate truck traffic. It makes more sense to have 52 Street accommodate truck traffic and for it to connect between 338 Avenue and 370 Avenue. 370 Avenue, not Milligan Road should be the connection to the downtown and the Town's internal road network.

Can you clarify what is actually planned for the “commercial” area? Based on the drawings, it appears to be primarily small commercial bays or a strip-mall style layout, with no indication of a standalone grocery store. If that’s the case, this does not address the real needs of residents. What this area lacks are essential services—a grocery store, schools, and parks—not additional retail bays.

Good Afternoon,

As the owners of two homes in Air Ranch (xxxxx) we offer the following: We pay significant property taxes on our two homes, as do all of our neighbours, as this is considered one of the “higher end” residential neighbourhoods in Okotoks. Understandably, our desire is to maintain the integrity of the neighbourhood, as well as the value of our homes. The 2nd draft indicates, “One important update in this draft: the green space buffer between the Air Ranch neighbourhood and the future employment area has doubled from what was previously approved.” Doubling 100 metres to 200 is not adequate. In fact, it’s so insignificant that it’s indiscernible on Figure 6, and will be largely indiscernible in reality. The buffer should minimally extend from the green space depicted in the southwest corner (abutting Ridgemont) to the PUL (Stormwater Management) on the southeast side of that portion of the drawing, eliminating altogether the 7 Business Flex lots which the draft shows are adjacent to Air Ranch. It would be one thing if those lots were deemed residential use, it’s quite another that they’re deemed “larger format commercial and offices with light industrial” use.

The depicted 7 Business Flex lots should be replaced with green space and walking paths similar to that on the south end of Air Ranch, in essence providing bookend green spaces on both sides of this neighbourhood. This would preserve the integrity of the neighbourhood far better than the current proposal and we sincerely hope you’ll make those changes. Additionally, water run-off during and after any and all development above us must be seriously taken into consideration and managed much better than it is currently. During the development of the Ridgemont area over the past year or so, our two yards, as well as those of our neighbours, experienced significantly more water run-off than in years past, causing damage to our lawns, but more importantly, posing a tremendous drowning risk to our young grandchildren. The water depth and speed was significant enough for a young child to drown in as it flowed immediately through our back yards, and we had to keep the children indoors or directly supervise them at all times throughout most of the summer. We recognize it was a wetter than usual summer, nevertheless, the excess run-off was coming from the new development. Please ensure future up-hill development has water run-off infrastructure in place prior to land grading and development. Respectfully, xxxx & xxx xxxx (xx xxxxx xx.) xxxxx & xxxxxx xxxx (xx xxxxx xx.)

This is another disastrous idea. We do not have infrastructure to support this amount of new people. Cancel this project and focus on infrastructure first .

I was just wondering if this area will be ‘high density’ with a bunch of ‘low income’ buildings on it? I would also like to know if consideration is thought of for the ‘seniors’ in this community? Like a building like Pencross here in Okotoks, or Mahogany in Calgary ; maybe one that would offer meals if needed, or one that offered ‘deluxe’ units. I believe it is time Okotoks brought their views of buildings up to more deluxe communities rather than all these boxes being built in D’Arcy and Wedderburn. xxxxxxx xxxxxx, xxxxx Xxxxxxxxxxxxxxxx.xxx

Until such time as an Interchange is built to access highway 2. Nothing should happen. I am a regular commuter to Calgary and completely avoid the 338 avenue and highway 2 north or south. This is putting additional pressure to westbound 338 from 32 st and subsequently highway 2 A

I live on the south side of the pond in Rancher’s Rise. I’d have to say I’m very against this commercial construction. This would displace a home, a business, 48th street is not set up for this nor is the 338th/deerfoot area or 32nd/338th in this capacity. STOP THE NONSENSE! We can not expand like this! When we built our home we were under the impression we were on the ‘outskirts’ of Okotoks and would not have to deal with further build outs, traffic congestion or any other overcrowding issues. AN INDUSTRIAL BUSINESS AREA IS NOT WANTED OR WELCOME IN THESE PARCELS OF LAND!!!

Okotoks is on constant water restrictions already cause the town cant support itself, how the (obscenity) are you gonna build more houses and supply them with water aswell. Not to mention how poorly 338 and the rest of the the towns roads are maintained. This is a stupid idea.

Why do we need more development? Part of the towns charm is that it still has a small towns feel. Besides, Calgary has it's own water issues and we seem to be reliant on getting water from them. More money for greedy developers.

Dear Town Council,

My grandpa is xxxxxxx xxxxxxxx xxxxxxx. Say the name so it sticks. Before he passed in 2003, he took raw land and turned it into Crystal Air and the Rowland Field Aerodrome. He didn't pitch concepts or submit pretty drawings. He built it. He split the land, put in the runway, brought the first families in, and gave the north end of Okotoks something real to grow from. What you now call Crystal Ridge and Ranchers' Rise exists because of that work. Period. Every developer cashing checks in this town today is standing on what he built. And yet there isn't a plaque, a sign, or a single acknowledgment anywhere. It's like the place just appeared out of nowhere, even though you market that land nonstop with mountain views and "small-town charm." Those of us who are actually from here see what's really happening. You've let so many people into Okotoks that what used to be a seven-minute drive across town now takes forty-five minutes on a good day. You crawl past No Frills, inch down 32nd Street, sit on Milligan while the lights cycle forever, and hope Highway 2 is moving. Downtown is constantly torn up, Elma Street is jammed, and it gets worse every year. And your answer is a 470-acre industrial "gateway." More trucks. More shifts. More people. All piled onto a town that's already struggling to move. While the people who actually built this place can barely get through it to live their lives.

You renamed his land. You turned his home into a golf course most locals can't even use without paying through the nose. But paving over his legacy for more tax revenue? That seems to be no problem at all. Before you break ground on another master plan, fix what's already broken. Fix the traffic. Acknowledge the people who built this town instead of pretending it came out of thin air. Start acting like Okotoks is a place people live in, not just a number you're trying to hit. My grandpa built the bones of this town. Don't make us sit here and watch you choke the life out of it. xxxxxx xxxxxxx Okotoks resident Proud grandson of xxxxxxx xxxxxxxx xxxxxxx

I would hope that the residents that back onto 48th ave are taken into consideration. Having 4 lanes of traffic in their backyards will have a huge impact on noise levels and enjoyment of their properties. Is there any sound barrier proposed to help reduce the noise? Or decrease in speed for vehicles to travel? This road is a race track most days with only 2 lanes of traffic. Having more commercial traffic is only going to make noise levels worse. What is the solution to this? It would be great to see the interchange at 338 & hwy 2 completed before an industrial area is built so this traffic isn't forced to come down 48th street or 338 ave. Having even more traffic in this area is going cause even more accidents at this intersection. Will Stars air ambulance need to be on stay-by in Okotoks? Seems pretty foolish for the town to approve such a development when in basic infrastructure needs isn't in place or in hopes one day it will be. There are plenty other areas around Okotoks that would be better suited for this type of development. I'm formally opposed to this design as a resident of Air Ranch.

Please don't. We don't need growth. We don't need more and more people, traffic and congestion. We don't have enough schools, water or other infrastructure. We don't even have a decent rec centre for our current population, let alone adding hundreds or thousands more people. Why can't we keep the charm of quiet little okotoks instead of turning it in to another airdrie or chestermere? I moved here from airdrie to avoid the rapid, uncontrolled growth. If okotoks moves in the same direction, we'd take our family elsewhere.

This is a terrible idea !! To start off with water issues and the lack of proper infrastructure in this town. This Mayor is so Stunned by expanding this Town before the structure is in place. Invest to roads and build them in a timely manner unlike Railway which took them 4+ months and still not done. Stop waisting Tax payers money on stupid projects like the pickleball courts rec center . If I had the opportunity I would not contribute 1 - dime to this Town. I am totally disgusted with this council that I am ashamed to be living in this town. You keep raising taxes and we get nothing in return.

My biggest concern is increased traffic volume on 338av and 32 st. Living on crystal shores road there is already a great deal of traffic crossing through to avoid the school zone. When will a traffic circle be put in on 338 and 32. Plus when are these roads to be widened. With all the proposed construction approved on the north east of town there needs to be road construction before these areas begin!!

NO NO NO. Okotoks cannot handle any more development at this time. Our infrastructure is not able to handle any more. The town and the town council need to stop allowing any more development until there is more planning for better infrastructure. Traffic is a nightmare in that area now as it is with the D'Arcy and Wedderburn developments. Way too many multi residential units allowed. Not enough planning for roadways, Parking, recreation facilities, water, schools. I vehemently oppose any new developments until we have the infrastructure in place. we don't need any more people and we have enough empty buildings in town if people can afford to run a business here. SLOW DOWN!
Development in Okotoks is out of control. If you continue to develop you need to update roads, lights (fix the bloody timing on traffic lights!) We need more schools, more hockey rinks, an updated rec center… STOP developing until you have these things in place! Also, you need to twin 32nd st and install traffic measures at the high school…
The plan calls for 48 Street to be a major access to the town via Milligan Drive. This will bring a lot of business and commuter traffic near to existing housing, child care businesses and a school. A solution is to make the proposed 52 Street the major collector street and a natural join between 338 Avenue and 370 Avenue. The heavy truck and light vehicle traffic will thus be diverted from the residential areas of Air Ranch, Drake Landing and Green Haven Estates.
Strongly oppose from a resident of Ranchers Rise.
This town has got to stop. Stop building and catch up on the amenities the town already needs and doesn't have. Stop ruining what people love about okotoks.
I oppose this development. Ranchers Rise is being asked to absorb the impacts of large-scale commercial and industrial growth without the necessary schools, healthcare, or transportation infrastructure in place. That's not responsible planning.
As a Ranchers Rise resident, I strongly oppose this proposed commercial and industrial development. Our community was built as a residential area with a rural, family-focused feel—not as a buffer zone for large-scale industrial and commercial expansion. This proposal ignores the reality on the ground: our schools are already at capacity and Okotoks still has no hospital despite a population of over 35,000. These are basic services that should be prioritized before any further commercial or industrial growth. On top of that, approving a development of this size without first building the 338 Ave / Highway 2 interchange is irresponsible and unsafe. Traffic is already a concern, and pushing this much development without proper infrastructure in place will only make it worse for existing residents. What makes this even harder to justify is that there is already vacant commercial and industrial space near Costco. Why are we expanding outward into established neighbourhoods instead of fully utilizing the space we already have? This proposal does not align with the character of Ranchers Rise, does not support families, and does not reflect responsible, sustainable growth. I urge Council to pause this development and focus on infrastructure, schools, healthcare, and smart land use first—not after the damage is done.
Development should improve quality of life. Until we address overcrowded schools and the absence of a hospital for a town of this size, expanding commercial and industrial areas feels premature.
We don't need more commercial and industrial land right now—we need schools and a hospital.
Before expanding commercial and industrial development, we need to address essential services. Our schools are already at capacity, there is no English elementary school in this area, and a town of 35,000 still has no hospital.Growth should support residents first.
No interchange. No capacity. No logic. Build the 338 Ave / Deerfoot infrastructure first—and fill existing vacant commercial space near Costco before expanding outward.
This development feels premature. There is no completed interchange at 338 Ave and Highway 2, and we already have empty commercial and industrial buildings near Costco. Infrastructure upgrades and better use of existing land should come before approving new developments.
We already have commercial and industrial buildings sitting vacant near Costco. Why push development into new areas when existing space isn't fully utilized? Responsible growth means using what we have first, not expanding unnecessarily.

Approving a development of this scale without first building the 338 Ave / Highway 2 interchange is extremely irresponsible. Our infrastructure is already strained, and adding this much traffic without proper access planning puts residents at risk. Infrastructure must come before expansion.
If you guys don't put an overpass at 338 then you should personally be listed on every single accident report that comes outta there. Absolutely disgusting. Give your (obscenity) heads a shake
There should be no further development on the east side of Okotoks until an overpass is built at 338 ave access to Hwy 2. To add further traffic to an already over stressed highway access is not responsible planning.
I believe the Thunder Stone Junction NASP should include some land reserve for a recreation multiplex similar to Genesis in Airdrie. The Town is still under serviced in ice/wave pool/performing arts space. The area between West Community Park and West Constructed Wetland or the proposed block above that would be ideal. Still close to the existing town and multiple road entry/exit to support theatre or sports event parking
Can a high resolution dem kml or gis layer format file be made available of the proposed area? Also, perhaps layers of the proposed zoning can be made available for citizen review, as there are many talented and skilled GIS users in the community? There is no mention of vista to the community core strengths, eg. mountain views, view affect to neighboring communities, interconnection of trail system, and placement of green spaces relative to demographics, ie. why construct a playground for children in a largely industrial sector, doesn't make any sense. With an industrial area, another concern is the emissions due to activity, eg. fiberglass fumes from the existing industrial activity that occurs in the Fisher Crescent area. There is an existing large green area with water reservoir east of 48 street, and just south of the development area. Why doesn't the proposed green space incorporate the potential of developing a much larger and more mature green area, ie. moving the proposed storm pond west? Perhaps storm ponds should be designed to be more narrow and longer in the area, versus the proposed shapes as it doesn't reside in a residential area. Commuting to work via bicycle trails should be a consideration, and kudos to including some trails on the proposal; however, perhaps solicit the local Highwood cycling club for review?
I am refencing pages 25 and 47 (of 67) in the Thunder Stone Junction Neighborhood Area Structure Plan. How many of the intersections have traffic lights, other then the what looks like a traffic circle at the main intersection of 338 Ave and 48 St? There seems to be a lot of access points connected to the main roads (338 Ave and 48 Street) that will choke traffic for people just going through, which will make people more frustrated. Altering the plan so there are fewer accesses to 338 Ave and forcing local traffic to only use a limited number of access points makes more sense from a safety and frustration perspective. On page 27 in the same report, item 3.5 comments about electric fleet charging stations. I feel that this should that item be up to the company that calls that space home to install and purchase. If that company does not want charging stations, why make it part of the area plan?
Don't do it. Bad idea Focus on Aldersyde and team up with Foothills County where an industrial area has already started and there is an overpass. We don't need competing industrial areas 😡
PLEASE stop making Okotoks the ugliest town in Alberta. Stop the industrial building. How much vacancy is there in current buildings - some of which have stood empty for YEARS. Why are you building more buildings that will stay empty. Get the hint - Okotoks is not just some sort of industrial hub.
I agree with this plan. I believe it is essential we have employment opportunities locally and an expand tax base for Okotoks. I am in favour of growing this municipality. The proposed road system looks good, hopefully the province can accelerate the overpass construction. Okotoks needs a second major safe access to hwy 2. x. xxxxxxxxxxxx
My house is on the east side of 48th. Will twinning the road still allow me to turn left from my driveway onto 48th to head into town on Milligan?
Is there a plan for a sound barrier or something of that manner down 48th street to protect our privacy and home value?

Dear Mayor and Members of Council,
I am writing to formally express my strong opposition to the proposed Thunder Stone Junction Neighbourhood Area Structure Plan, particularly the plan to convert approximately 470 acres exclusively into commercial and industrial development. I am a new resident of Ranchers Rise, and I specifically chose this area because of its low-density, residential, and country-style character that aligns with the broader Ranchers Rise and Air Ranch communities. The proposed development is fundamentally inconsistent with the existing and intended feel of this quadrant of Okotoks.

Misalignment With Okotoks' Stated Values
The Mayor and Council frequently speak about prioritizing well-being, sustainability, and quality of life for residents. It is difficult to understand how those values align with placing large-scale commercial and industrial development directly beside established residential communities. Increased traffic, noise, light pollution, loss of open views, and the erosion of a rural, community-focused environment do not support resident well-being. Expanding industrial land when existing commercial areas remain underutilized is not sustainable growth. Creating parks and pathways surrounded by commercial buildings does not meaningfully enhance quality of life. If well-being, sustainability, and livability are truly guiding principles for Okotoks' growth, this proposal appears to contradict them.

Incompatibility with Existing Communities
This proposal would place large-scale commercial and industrial development directly adjacent to established million-dollar residential properties in Air Ranch, which will inevitably:

- Negatively impact property values
- Increase traffic, noise, and light pollution
- Eliminate the rural and country feel that defines this area

Large residential estates backing directly onto commercial and industrial buildings simply does not make planning sense and is completely out of character for this part of the community.

Lack of Community-Serving Infrastructure
Despite the scale of this proposal, there are no English schools, grocery stores, or meaningful residential amenities planned for this quadrant of the city. It is concerning that Okotoks would prioritize large-scale commercial and industrial development while failing to meet basic community needs for residents who already live here and those who may in the future.

Existing Underutilized Commercial Lands
There is already significant commercial and industrial land near Costco that is not fully built out or occupied, and importantly, is located away from established residential neighbourhoods. I do not understand the rationale for opening up an entirely new commercial and industrial zone when existing designated lands have not yet been fully utilized.

Parks Surrounded by Industry Are Not a Solution
The addition of a park in Draft 2 does not meaningfully address these concerns. A park surrounded by commercial and industrial buildings does not enhance livability. Walking paths and green space enclosed by industrial development do not reflect the type of environment residents expect or enjoy.

Traffic, Noise, and Safety Concerns
Traffic is already a major concern in this area. The existing single-lane roads and the dangerous Highway 2 intersection without an interchange are not capable of supporting the traffic volumes this development would generate. If this plan were to proceed, I request clear answers to the following:

- How will traffic, noise, and light pollution be mitigated for existing residents?
- Will road and transportation infrastructure be built first, before development begins?
- What are the realistic start and end timelines for this development, should it be approved?

Okotoks has a documented issue with approving development before adequate infrastructure is in place, and residents should not be expected to bear the consequences of that approach.

Suggested Alternative / Middle Ground
While I strongly oppose this proposal in its current form, if a compromise were to be considered:

- Commercial and industrial development should be limited to east of 48 Street
- West of 48 Street should be reserved for low-density residential development only

[COMMENT CONTINUED]
- This residential area should integrate with the existing Air Ranch community, including:
- Detached, high-quality homes
- Parks, pathways, and schools
- No condos, high-rises, duplexes, or incompatible density

This area should be a community people are excited to live in — not one that feels imposed upon or out of place.

Conclusion
The Thunder Stone Junction proposal, as presented, prioritizes large-scale development over thoughtful community planning. It undermines established neighbourhoods, creates serious infrastructure and safety concerns, and conflicts with Okotoks' stated commitments to well-being, sustainability, and quality of life. For these reasons, I strongly oppose this development and urge Council to reconsider both the location and scope of what is being proposed. Sincerely, Resident, Ranchers Rise Okotoks, AB

I have 2 major concerns with this proposal

1. The idea of allowing industrial/commercial developments directly adjacent to existing residential areas is just poor planning. We have existing industrial lands and proposed developments on the south end of town that serve this purpose without affecting the value and liability of existing residential areas. Concentrating industrial development in the south would reduce fragmentation and would not negatively affect traffic levels in and around the residential areas in the north as there is an existing highway interchange.

2. The plan indicates that this development would significantly impact traffic levels and would be exacerbated by the lack of a proper interchange at hwy 2 and 338th. If this ill advised plan were to go ahead, it should not happen until AFTER the hwy 2 interchange is constructed. This intersection is already a high risk intersection with frequent accidents and adding addition industrial traffic would only increase this risk. Overall, I can't see why this could be considered an appropriate placement for industrial or commercial lands. This is just poor civic planning. A 20m buffer is in no way sufficient to protect liability and/or property values to residents who back onto this area. This area should be reserved for residential development alone.

Would like to see 338 and 32 twinned and traffic signaled before any minor expansion is started. As well, the 338 overpass should be constructed before any new expansion happens to the N.E. I live in the north end of town, and traffic is a nightmare on 32,st, north of Milligan, and with all the new development in the north, it's time to twin 32nd and 338, and build the roads BEFORE the expansion. There also needs to be 338 annd Wedderburn direct access to both k-9 and the new high school. Crystal Shores Rd, Banister Drive and Milligan are already stressed with parents driving their kids to the two existing schools. Traffic at this end of town is already a nightmare. Please consider that we all have to put up with growth, but would like to see more pro-active roadwork done. Putting 2 highs schools so close together, as well as many young, inexperienced drivers is a recipe for disaster.

Enough expanding, enough greed. This town has overgrown to the point where it doesn't feel like a town anymore. I moved to Okotoks in 1994. This town had one set of lights. You couldn't leave the house without running into someone you knew. We're losing our town. We're expanding beyond our means. Council/decision makers are forgetting what we were and has become greedy...more land, more businesses, more money, more taxes... the list goes on. Listen to the people. There are too many reasons that should make this an obvious "no". Leave the land alone. This is why we love Okotoks. The fields, the mountain views, the rural feel. If people wanted a city, they would have moved to Calgary. WE WANT TO KEEP OUR TOWN!

Stop developing

What portion of the development is to be employment land? What sectors / business types are being targeted? How will traffic be affected? Has Highway 2 access and through traffic been addressed?

Potential large increase in population - how much of the area will include employment land? Commuter traffic is very likely to increase. Is the Highway 2 access and local / regional traffic sufficiently accounted for?

This expansion should not go ahead. The town was a perfect size and the population cap should have never gone above 25,000. I am so worried about our water supply Bringing it from the Bow River is not the answer. We do not have enough schools and we should build an actual hospital for the people who are already here. I moved to Okotoks in 2005 and it was the best place to live. Now we have so much crime and people are ignorant complaining about the train whistle and deer . OKOTOKS IS NO LONGER A SMALL TOWN
This is a level of continued insanity from our town council. We need to stop development until we get everything else in hand. Buying water from Calgary is a stupid idea. If Calgary runs out of water, these outlying communities will also be hit hard. We need to have infrastructure in place before development. You want to put all this in, and we don't have road systems in place to accommodate. So my response is: no, this should not go ahead.
The plan is OK at best. Nothing, absolutely nothing should be built until all the hiway infrastructure is completed. Hiway 2 @ 338 is a death trap and without a proper overpass, lives will continue to be put in jeopardy. The same goes with water. Finalize the water issues before more building
I am extremely concerned with the increase of traffic on 338ave and 48st. The intersection at 338 and hwy 2 is very dangerous as it is, especially once the Saskatoon Farm opens for the season. Being a resident of Ranchers' Rise, I am also concerned having this development so close to my home, my backyard where my children play. Is there a plan to put a green space/ treed area as a buffer for those houses backing directly onto the development? Will there be any impact on Ranch Road?
I'm a resident in air Ranch and I have concerns about the highway intersection. There have been multiple deaths there and on the plans it looks like an overpass, but where is that in the provinces plans? Also we have issues with water and yea we have a new pipeline, but what about sustainability before expansion? Also another comment given the airport will be remaining what is the plan for noise complaints from the new area?
I would highly suggest that the buffer between this and air ranch is even greater. Doubling it from the original plan still doesn't seem big enough. No one wants to be driving home and crossing past industrial buildings, having trucks turn out in front of us when currently we have beautiful open fields. The other big concern is how deadly that 338 intersection is already and you are going to increase the amount of trucks turning in and out which will make it even more dangerous. Sounds like you are going to commence development before the intersection is improved. The one positive I see is ideally there will be some retail like grocery, coffee, food etc that will help this end of the city. That being said, none of the houses at air ranch should be able to see those buildings at all. Also, the airport was here first and keeping it as an airport must be the priority. Air ranch is a special community, please don't cheapen it with this development. If anything, enhance it and make the surrounding beautiful.
Strongly against. We already have multiple new industrial being built down by COSTCO, we should expand down there, not by people's homes. Will decrease the value of air ranch, Drake landing, and green haven. Part of the charm of driving into these areas are the views of the mountains and the farms/fields surrounding. Poor decision by the city and its planners.
Industrial use should directly align with Highway 2, away from residential. The area for experimental agriculture and leisure activities should be next to the residential areas, not the other way around. There is not enough buffer between residential and industrial. The adjacent neighbourhoods are one of the higher end residential areas and the industrial zoning will affect property values. In addition the traffic increase on 338 and 48 going towards 32nd will be outragous and is already way too busy. Since many businesses are looking for workforce, I have to question the notion to increase job opportunities. Furthermore, I would suggest to fill the lands in the Costco area and highway 7 first, before opening and inviting more development. Our road infrastructure needs to be upgraded first. It can't handle the traffic as is.
Please don't allow this to pass. Okotoks doesn't need this structure, we're not ready
Please, no more. We pride ourselves on being a "small town", but this is absolutely not a small town anymore. Stop building more and more homes. Especially when we don't have the infrastructure to support it. This is not responsible growth. This is all about money and greed. Okotoks is quickly turning into just another suburb of Calgary!

Terrible. okotoks has many needs and needs to be upraised not expanded to ignore issues. we're over populated with one actual "highschool" and lots of transportation issues now imagine how it would be with these plans. TERRIBLE. i thought we were about nature not this. okotoks is backfiring and turning into the new Airdrie crime over population and just everything TERRIBLE. very ashamed to live here
I am concerned with additional traffic this would bring to the area. An overpass should be completed prior to this development so that we can ensure the public safety and appropriate access at this end of town.
The interchange at 338 and highway 2 needs to be in place before any construction can be allowed to begin on this community. Starting this before that interchange would be criminally irresponsible.
I dont understand why more building is being considered here without UPGRADING THE INFRASTRUCTURE IN THE AREA FIRST! It already CANNOT HANDLE the amount of traffic in that area, why are you considering building more before dealing with this issue first?!?!?!
This would dictate an overpass at Highway 2 and 338th before any future development is considered in this area ASAP. Can't imagine the safety hazards the traffic plus construction would cause otherwise!
Do not support more housing growth until some fundamental infrastructure is developed first. More schools, water, traffic ect
I strongly oppose this new development. We do not have the schools, medical facilities, recreation facilities, and general infrastructure for another community. In line withe the majority of Okotoks residents, I urge a pause on the swift, unsustainable growth.
Where will all the water come from???? The Bow River can only sustain so many people....this is ridiculous!!! Okotoks went from a nice quaint little place to a city almost over night. Very sad.
PLEASE STOP BUILDING. FIX THE INFRASTRUCTURE AND ROADS FIRST. KEEP THIS TOWN A TOWN PLEASE AND STOP FREAKING BUILDING
This absolutely should be paused until infrastructure systems and solutions are put in place. Traffic in that area is already a disaster, and the fact that the highway interchange isn't planned before building this is INSANE. People DIE at that section every year, who thought it was a good idea to add thousands more people to the area without addressing traffic control?? What school will these residents be using? We are already 130% capacity at our public high school. What healthcare systems will these residents be using? We have ONE urgent care that isn't even 24/7, adding thousands more residents seems grossly irresponsible. STOP DEVELOPING OKOTOKS. We need to catch up before we add more.
At this point , the Town of Okotoks needs to hit pause on development and focus on making what we have feasible for current residents. Roads / water/ schools/ 24 hour healthcare and appropriate shelter for youth emergency housing. The amount of strain the water main replacement caused on traffic this summer speaks to the lack of ability to move efficiently through town when our main roads are affected . This speaks to emergency vehicles and regular traffic. People remain in this community for the "town" aspect, we don't want to be a city. We don't want crime rates to increase, transient people coming into town without proper shelter. The town needs to focus on making what we already have liveable, affordable, safe.
Please do not put exit roads from these communities onto 338. There should be one road out to 48th and that's it. When 338 becomes 4 lanes you would have to put a light at every one of those exit roads and including Ridgemont and Westmont. This will cause frustration for drivers on 338 and you will end up with a Northridge situation where too many people run the red lights. Learn from Calgary planning and only have 1 or 2 exits from these type of developments.
No
Thanks for increasing the green space in Thunderstone. Makes sense 100% that commercial development occur in this corner of Okotoks, near Hwy 2 and closer to Calgary. Hopefully Ridgemont and Wedderburn will be nearly builtout residentially before Thunderstone Junction comes to be. Hopefully also the bridge / interchange at / near Integrity Post. This transportation corridor off Hwy 2 is already a death trap.

I took the time to read this document in full, and I'm writing as a resident who genuinely cares about the future of Okotoks. My family lives in Drake Landing, near Ranchers Rise, and we regularly travel through this area to access Highway 2. As a mom with children, I need to be very clear: we desperately need a safe overpass here. At certain times of day, I do not feel safe using this road, and that concern weighs heavily when I'm driving with my kids. Growth without safe infrastructure puts families in a difficult and unfair position.

I'm also deeply concerned about the lack of clarity around what types of "industrial" or employment uses will be permitted in this area. What businesses are actually being considered? How will air quality, truck traffic, noise, and potential odours be managed? Are we talking about large-scale logistics facilities, such as warehouse operations, or something more compatible with nearby neighbourhoods?

These are not minor details. They directly affect our health, our daily experience, and our long-term decision to remain in this community. Depending on what is built here, it could genuinely impact whether families like ours continue to see Okotoks as a place to put down roots.

I understand that progress and economic growth are important. But I worry that growth is starting to come at the expense of what drew so many of us here in the first place. Okotoks has always offered something different than Calgary: a small-town feel, a sense of safety, and a strong community identity. If this area becomes a "mini Calgary," or simply another suburb like Seton, that unique appeal is lost. And once it's gone, it's very hard to get back.

It also feels like growth is happening faster than the community supports that families actually need. We are already feeling the strain. Adding one more high school does not solve the broader issues around overcrowding, recreation access, or quality of life for families with children. We need more schools, not just one. We need updated and expanded recreation facilities that reflect the size and needs of this growing community. I do appreciate the inclusion of green spaces in the plan. That matters, and it shows thoughtful intent. I also believe there are opportunities here that would truly benefit residents, such as attracting a full-service grocery store like Real Canadian Superstore or Community Natural Foods and investing in another recreation or sports facility in this area. Those are the kinds of amenities that support families and strengthen community, not just traffic and throughput.

There is a reason so many people, myself included, chose Okotoks over Calgary. We wanted something slower, safer, and more connected. I'm asking that as this town continues to grow, those values are not lost in the process. Please consider how these decisions feel on the ground, to the families who live here every day. Thank you for taking the time to read my thoughts. I appreciate being heard, and I hope these concerns are meaningfully considered as planning moves forward.

You said: write a paragraph on my more housing ia not needed in an already crowded and overused town

ChatGPT said: Here is a clear, well-structured paragraph you can use or adapt for your IA: More housing development is not needed in an already crowded and overused town because it places further strain on limited space and existing infrastructure. As population density increases, essential services such as roads, schools, healthcare facilities, and public transport become overburdened, reducing the quality of life for residents. Overdevelopment can also lead to the loss of green spaces, which are important for environmental sustainability and community wellbeing. In a town that is already heavily built up, constructing additional housing may worsen congestion, increase pollution, and intensify competition for resources rather than solving long-term housing issues. Instead, efforts should focus on improving current housing conditions and managing population growth more sustainably.

Hello, I am a long time resident of Foothills County, outside Okotoks amd right outside this project. I am very concerned about droughts and the water table in the area. Can the applicants speak to water usage concerns in the area? I feel that this is already an issue in the area.

We have super traffic congestion on 32nd Street as it is. Even by widening the existing 48 Street, there will be even more traffic on 32nd Street. 32nd Street should be converted to 4 lanes before this starts. Is that going to happen? We have a waste water station that is overloaded as it is. What are the plans for that? Schools are overloaded. What provisions are there for that? How much of the tax base are these companies going to relieve for the residents? Are the developers paying for the water, sewer, electrical, infrastructure or is that another burden put on to the backs of the exixting residents and businesses?

Don't even think about it until there is a an overpass at hwy 2 and 338 Ave junction!!!!

It's alright, and that's probably a really good use of the lands under the Air Ranch runway. I'm alright with such a development as proposed. My only concern is with the large number of minor roads intersecting with 338 Ave. It wouldn't take much to slightly revise that. We have so precious few east-west roads, and it became very obvious with the recent, extended closure of N Railway this past year. The few E-W roads we do have, are all fairly minor and starting to clog up because they are riddled with intersections, overloaded 4-way stops, downtown, the railroad tracks, crosswalks, school zones, lights, etc. It would be nice to keep 338 functioning as a truly main road. It doesn't need to be a freeway but it seems like it would be wise to limit the number of minor roads intersecting it, especially if all these ASPs up that way and the new interchange come to pass. We can just look to the extra traffic volumes that D'Arcy Ranch/ Wedderburn have already added. Our road network was just fine, up to a point, but you could almost pinpoint the day it started to come apart on the north side. Banister/Crystal Shores Rd are really starting to pick up the slack and it has become very noticeable. It's understandable as there are so few alternatives. I think 338th should be seriously looked in the bigger, network planning picture, and planning for it to become an E-W main vein for the north side while we still have the opportunity. 338th can barely keep up at prime time today and there's nothing up there yet. Just my 2 cents, from my keyboard in beautiful Tower Hill.
This whole project seems poorly thought out (placing industrial beside one of the nicest neighbourhoods in Okotoks). It's unlikely to be positively received by anyone in this part of town (adding more pressure to already busy roads). Since it seems town council is committed to this disaster, at minimum there should be a full band of green space between the north side of Air Ranch and any development.
This has to be the dumbest, and biggest waste of money I've ever seen. This town can barely support its own people now. Okotoks dosent have enough water supply to support more businesses and houses. We are under constant water restrictions. Okotoks is not built to have this amount of traffic either. The town can't even be bothered to service the road of 338. I drive that road everyday to work and it can't even handle the light amount of traffic now. The town needs to start fixing roads, and upgrading their water supply to support more people instead of throwing houses and businesses everywhere. Okotoks use to be a beautiful and sweet town. But now it has turned into an overpopulated, greedy, ignorant city council that can't accept the fact that okotoks is a tourist attraction city. We need support and improve our peoples life's instead of making money for the greedy town council.
We need recreation facilities!!!!
A buffer was asked for the 3 acreages that you are directly impacting on 1064 dr and 338 th Ave. Why aren't we getting this. Air Ranch had theirs doubled
Why does the town always want to support Developers instead of taking care of the existing shortfalls the residents are having to deal with. xxxx xxxxx
As a new homeowner in Air Ranch, we are concerned and opposed to the primarily industrial development being proposed adjacent to our residential community. The Air Ranch community is described as a unique luxury residential community offering upscale custom homes, with large lots blending executive living with natural surroundings, mountain views, and wildlife preserves. Proceeding with this industrial development will significantly devalue our properties and change the whole appeal of the area. No one would consider a neighborhood bordering an Industrial Park to be 'upscale or luxury'. It certainly wouldn't be high on our list of potential home purchase sites. Should the development proceed, we would likely sell before business start to move in -- leave the community, and likely the town. The proposed 'buffer zone' is negligible and is so small as to offer no significant separation between the two areas; certainly there would be no noise mitigation in this small of a span. Truck traffic is noisy and happens at all hours, and this would change the entire appeal of our residential neighborhood, currently bordered by agricultural land. It seems very poor planning and little consideration has been given to the investments made by residents that have purchased in the adjacent upscale neighbourhoods and even those in Green Haven, also subject to traffic increases on 48th street. Traffic is already overly congested in the area and safety is a growing concern, particularly with wildlife in the area as well (which is part of the appeal of the area!). If this industrial development proceeds, I would hope the town would do much more to ensure that they protect the adjacent neighbourhoods' quality, appeal and property values, recognizing that homeowners have made significant financial investments in these communities, anticipating future development plans would appropriately consider these standards.
I like it. I feel like it meets the needs of additional business development to attract employment opportunities for the youth and younger adults. It meets the need for housing. As a resident of the area I would love to see more walking trails and this meets that as well. Hope to see the plans for the interchange at 338 soon

VERBATIM RESPONSES

PHASE 2 | Email

Number of responses: 1

The following verbatim response was provided through direct email to the Town of Okotoks during the Phase 2 engagement period. Note: for the purpose of this report, any names or identifying information posted is shown as xxxxx.

xxxxx

January 8, 2026

Town of Okotoks Planning Services Department

RE: Review and Comments on Thunder Stone Junction NASP Draft 2 (December 2025)

To the Planning Services Department,

Thankyou for providing the opportunity to provide comments to the Thunder Stone Junction Neighbourhood Area Structure Plan (NASP). I find that the NASP is well designed and appears to meet the need to provide an industrial area while minimizing the impact on surrounding residential neighborhoods.

Please accept the following comments and recommendations regarding the second draft. This feedback is intended to ensure that infrastructure development remains aligned with industrial growth while safeguarding the interests of the local community.

1. Transportation and Regional Connectivity Upgrades

- Mandatory Upgrade of the 338 Avenue and 32nd Street Intersection: The intersection at 338 Avenue and 32nd Street currently operates as a 4-way stop. As a primary western access point into the Plan Area, this configuration is insufficient for the projected increase in construction and industrial traffic. The NASP must mandate a full upgrade (e.g., to a roundabout or signalized intersection) to accommodate increased capacity prior to significant development in Stage 1b or 2.
- Northbound Turning Lane Extension at Highway 2A (Northridge Drive): The intersection at 338 Avenue and Highway 2A requires a specific policy for the lengthening of northbound turning lanes. This is critical to prevent queuing from backing up into through-traffic lanes as logistics and commuter volumes increase during the buildout of the employment district.
- Highway 2 / 338 Avenue Interchange as a Development Trigger: The NASP recognizes the future interchange as a project "anchored" by Alberta Transportation and Economic Corridors (ATEC), but notes that construction funding is not currently in the provincial program. To ensure the regional network is not overwhelmed, the Town should implement a "Significant Buildout Trigger." Approval for development in Stages 2 and 3 should be legally contingent upon the Highway 2 interchange being fully funded or under active construction.

2. Residential Protection and Traffic Management

- Heavy Truck Ban on 48 Street (Post-Interchange): To protect the Air Ranch residential community, a specific traffic management policy must be added. Once the Highway 2 / 338 Avenue E interchange is operational, heavy truck traffic (specifically tractor-trailer units) must be banned on 48 Street south of the existing northern boundary of the Air Ranch development. This ensures that heavy logistics traffic is directed to the high-capacity regional gateway and away from residential streets.

[COMMENT CONTINUED]

- Interim Traffic Capacity Verification: While a Traffic Impact Assessment (TIA) was completed in December 2025, future TIAs at the subdivision stage must specifically demonstrate that the separate intersections at 32nd Street and Highway 2A (incorporating the requested upgrades) can safely manage the load in the absence of the completed Highway 2 interchange.

3. Sustainability and Environmental Design

- Mandatory Solar Energy for Industrial Buildings: To align with the "Sustainable Development" guiding principle, the NASP should include a mandatory requirement for all new industrial and logistics buildings. These structures must include either actual solar power panels or be "solar-ready" with prebuilt structural reinforcements and electrical infrastructure. This leverages the large roof areas typical of warehousing to meet the Town's renewable energy and carbon reduction goals.
- Preservation of Natural Assets: The plan correctly identifies the preservation of natural watercourses and the use of constructed wetlands for stormwater management. These features should continue to be utilized as "natural infrastructure" to provide buffering for residential neighbours while maintaining natural drainage patterns.

Thank you for your time and for considering these recommendations regarding the Thunder Stone Junction development.

Sincerely,

xxxxx

Appendix B

OPEN HOUSE BOARDS

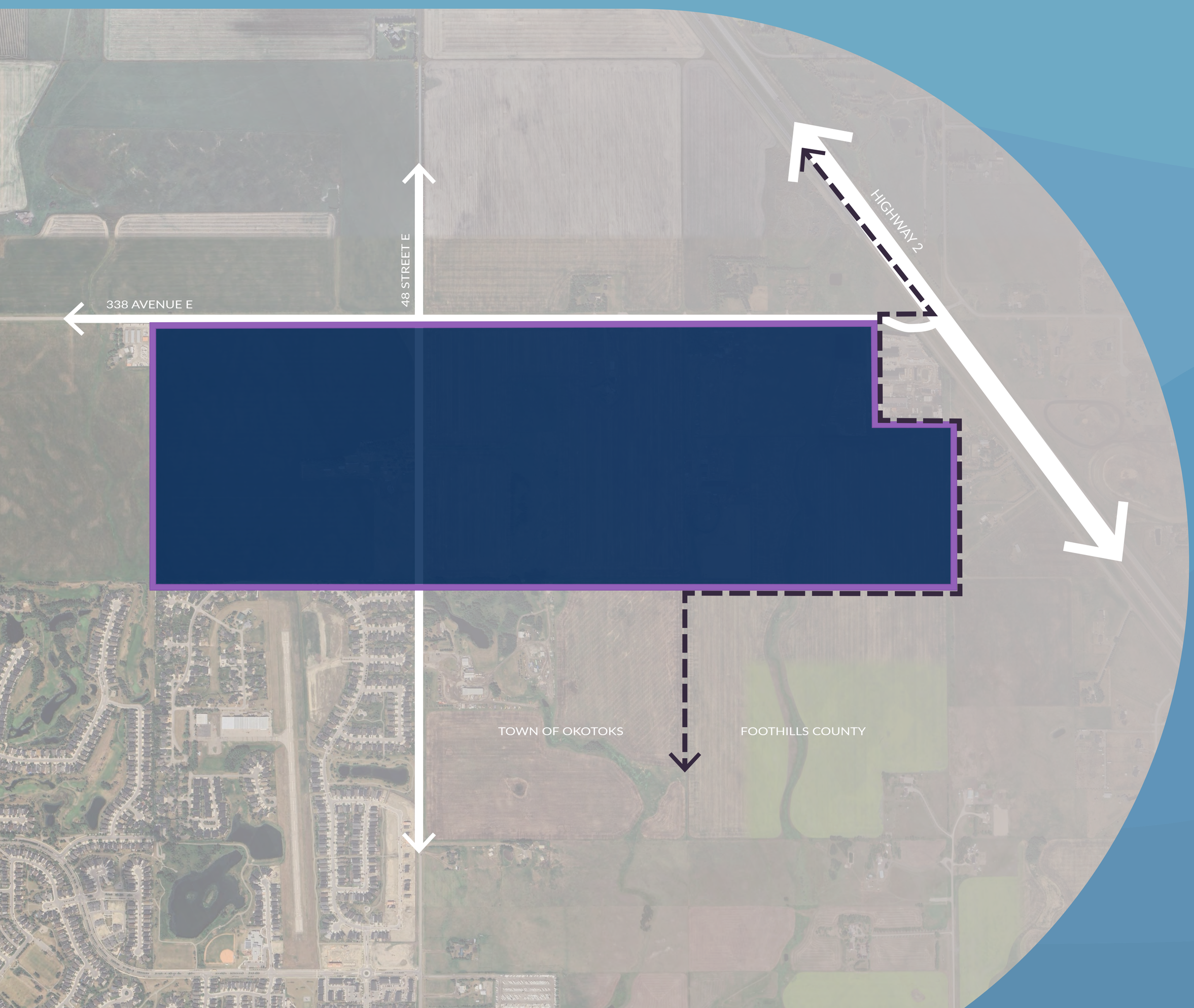
Okotoks

WELCOME TO THE

THUNDER STONE JUNCTION

Neighbourhood Area Structure Plan

Open House



Land Acknowledgement

The Town of Okotoks acknowledges the original stewards of this land that we know and call Treaty 7 Territory, which includes the Blackfoot Confederacy First Nations the Kainai, Siksika and Piikani. The Stoney Nakoda First Nations, which includes the Bearspaw, Chiniki and Goodstoney, the Dene First Nation of Tsuut'ina and the Metis Nation of Alberta. We vow to continue honouring and respecting the Indigenous Peoples Sacred and Traditional ways of life and will carry on this special relationship with the land so that generations to come can enjoy, use, and live off the land as their ancestors did. We honour and respect this space, the water, the animals, and all the beings who have a spirit and have been here long before us.

Engagement
& Session Overview

This open house is self guided and intended to provide an overview of early project progress on the ***Thunder Stone Junction Neighbourhood Area Structure Plan (NASP)***. Members of the project team are available to answer questions and capture feedback.

Many design and policy elements of the NASP are set in the North Point and Trilogy Plains Area Structure Plans (ASPs). These recent ASPs involved thorough engagement on the NASP area.

At this session, we invite you to learn more about next steps in planning for Thunder Stone Junction and share general feedback.

Why engage now?

It is standard practice that public engagement is not conducted in the months leading up to a municipal election. As the Town prepares for the 2025 election, engagement activities will wrap up on June 30, 2025, and be held until after the election date.

As a result, the project team wants to share early progress on plan development and an opportunity for public participation and feedback before the election period begins. Following June 30, project updates will be available on the ***ShapeOurTown.Okotoks.ca*** webpage for this project.

When can I see a full draft plan?

A fulsome draft NASP is being developed and will be submitted for Town review (anticipated August 2025). When ready, the draft plan will be shared publicly this fall.

How will my feedback be used?

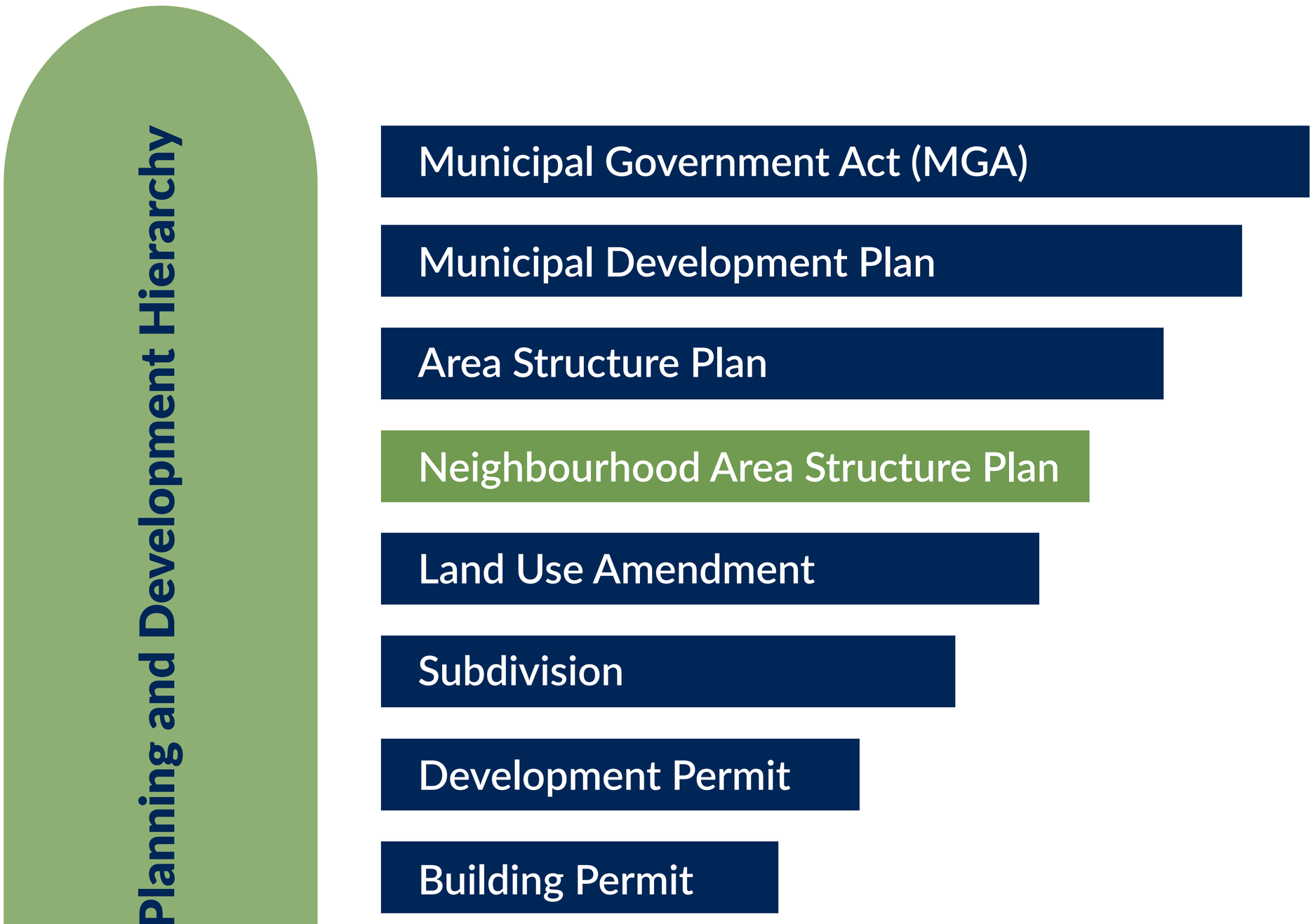
Engagement feedback collected will be compiled into a What We Learned Report (WWLR) and considered in plan development alongside Town comments and technical studies. The WWLR will accompany the final plan submission to Council.

What is a **Neighbourhood Area Structure Plan?**

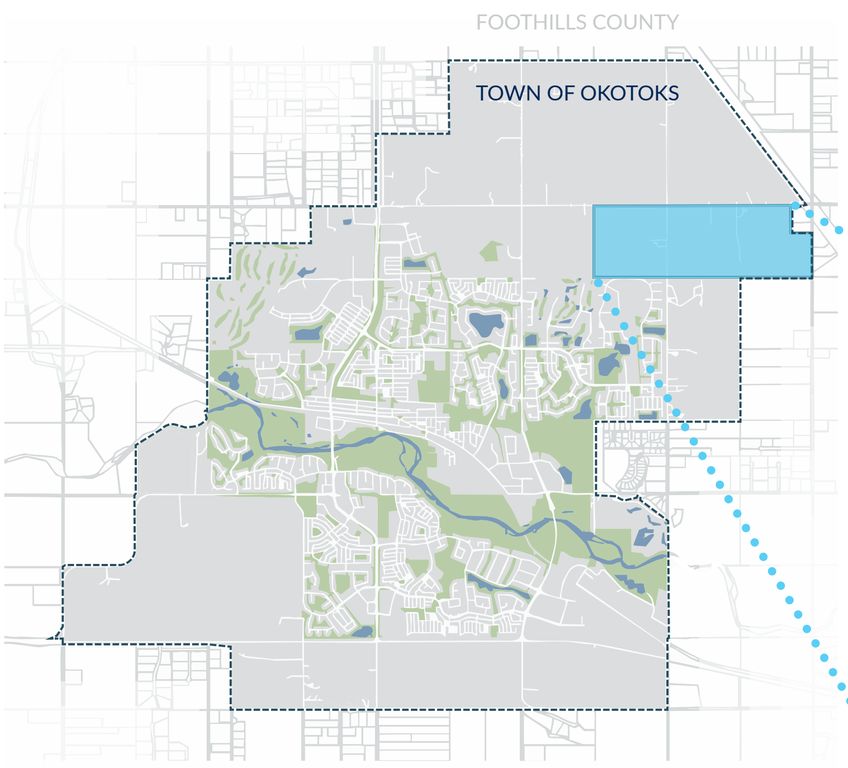
Neighbourhood Area Structure Plans (NASP) are statutory plans under the Municipal Government Act that require Council approval. NASPs provides a greater level of detail than an Area Structure Plan (ASP), typically at the neighbourhood level. These plans are used to guide the re-designation, subdivision and development of land within a specific area.

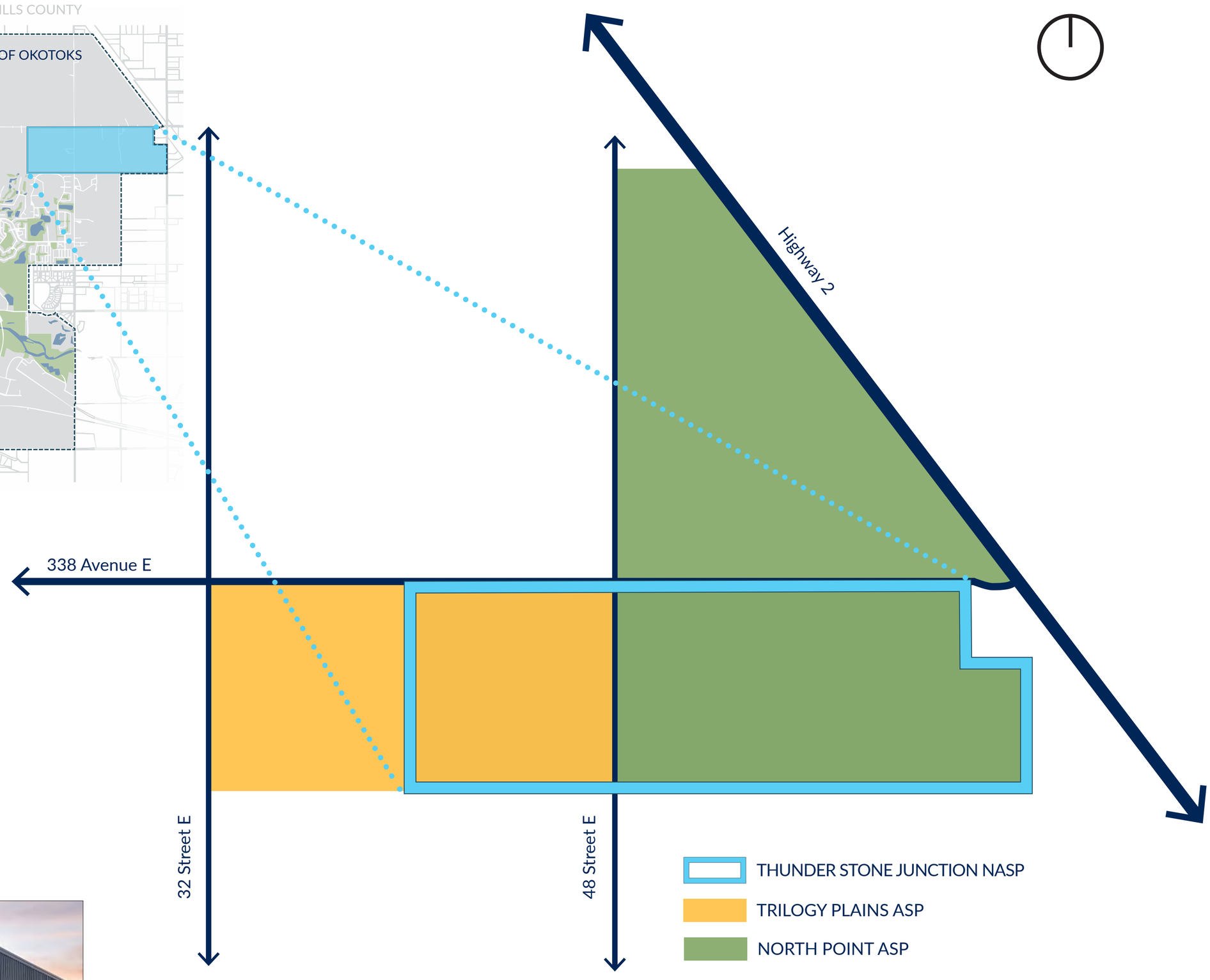
NASPs include conceptual details and information for:

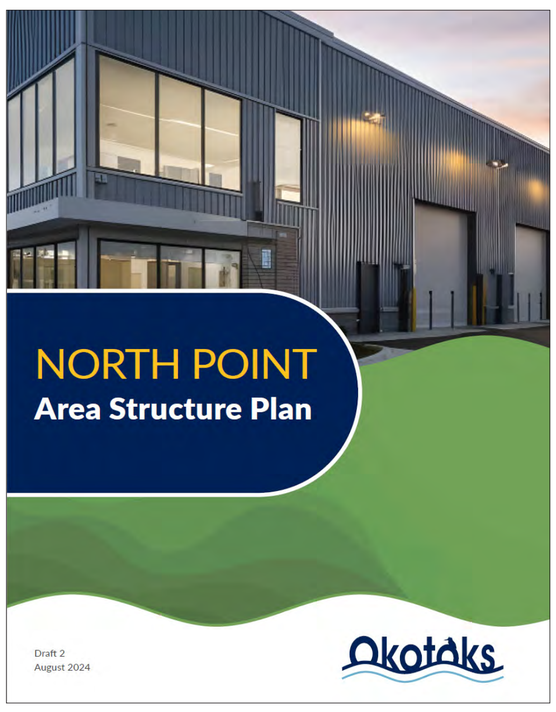
- Neighbourhood vision and guiding principles
- Proposed land uses and expected densities and distribution
- Transportation routes and road network
- General location of water, sanitory, and stormwater utilities
- Phasing of development
- Any other matters that Administration and/or Council considers necessary



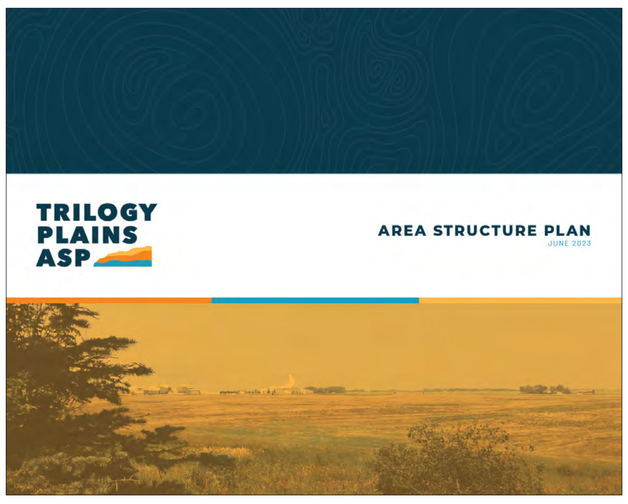
Plan & Policy Context







The draft Thunder Stone Junction NASP will provide a policy framework to guide the development of approximately 190 ha (470.0) acres of land in north Okotoks.



The NASP is located within the North Point ASP and Trilogy Plains ASP on lands that are approved for future employment-related land uses.

The NASP will build on policy set at the ASP level to ensure future development is thoughtfully incorporated into the broader community.

Vision & Goals

The Thunder Stone Junction NASP is a Town-driven plan to facilitate further employment lands growth in a strategically-located part of Okotoks. The future interchange at Highway 2 and 338 Avenue E will establish the area as a key gateway to Okotoks, enhancing connectivity and supporting economic development. The NASP lands thoughtfully transition from adjacent residential to commercial flex and light industrial uses, and finally, areas to support logistics and large business opportunities to the east where direct access to the broader regional transportation network is key. Development of Thunder Stone Junction will help spur additional employment opportunities for area residents as well as work towards diversifying the Town's non-residential tax base, aligning with Okotoks' vision for growth in the northeast.

The NASP will:

- Provide for a range of flexible land use including regional commercial, light industrial, logistics and warehousing to respond to market demand and align with Town growth objectives.
- Preserve natural assets where possible, incorporating into innovative stormwater management and enjoyable green spaces for passive recreation.
- Accommodate active transportation connectivity throughout the plan area and with adjacent communities.
- Develop and maintain appropriate interface with adjacent residential communities.

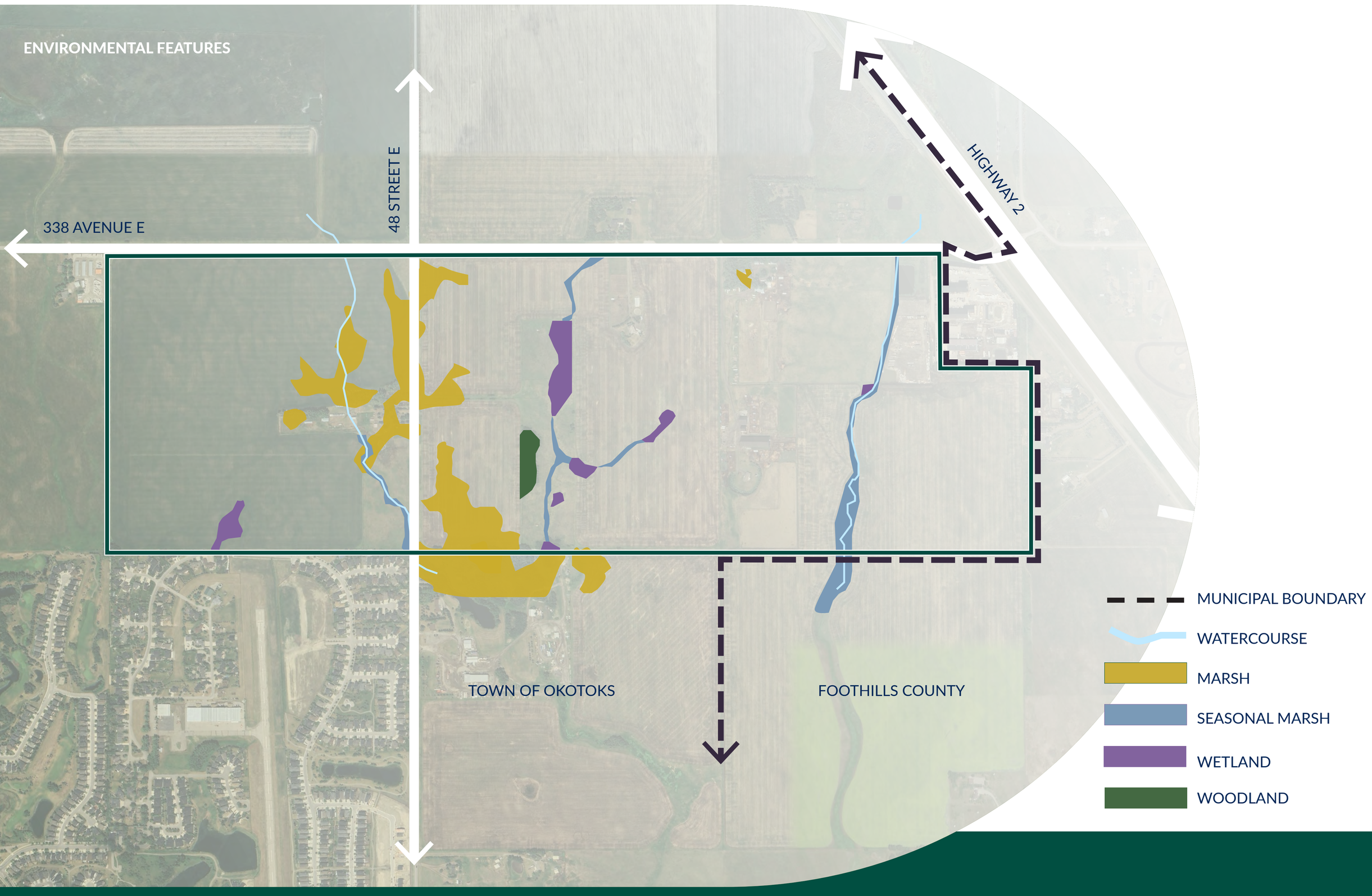
Existing Plan Area

Existing land use across the NASP area is Agricultural and Land Holdings District (ALH) with some rural agricultural development. Natural features include drainage water courses, pasture, and wetland.

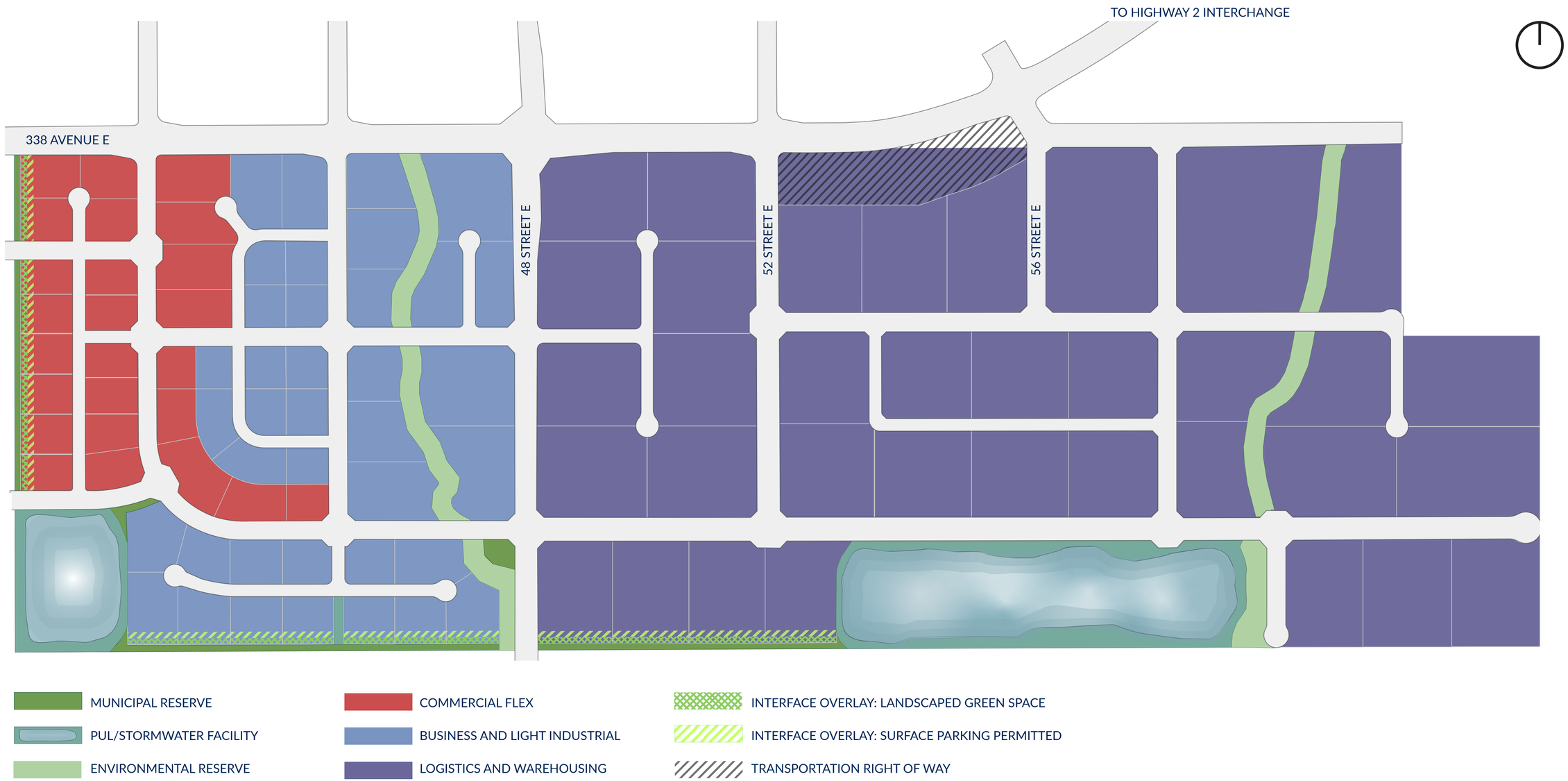
A number of technical studies and reports are being undertaken to better understand the plan area as it exists today including opportunities and constraints that may impact future development. ***These studies include:***

- Traffic Impact Assessment
- Biophysical Impact Assessment
- Staged Master Drainage Plan
- Historical Resources Overview
- Water/Wastewater Servicing Design Brief
- Desktop Environmental Site Assessment
- Desktop Geotechnical Review

The NASP will include policy that specifies which, if any, additional studies will be required at the time of subdivision and development.



DRAFT Land Use Concept



DRAFT DESIGN IS CONCEPTUAL AND SUBJECT TO CHANGE

DRAFT Land Use Concept

Commercial Flex Area

Commercial Flex lands provide area for a variety of commercial uses and may include destination and regional commercial such as large format retail, garden centres and vehicle dealerships.

Business and Light Industrial

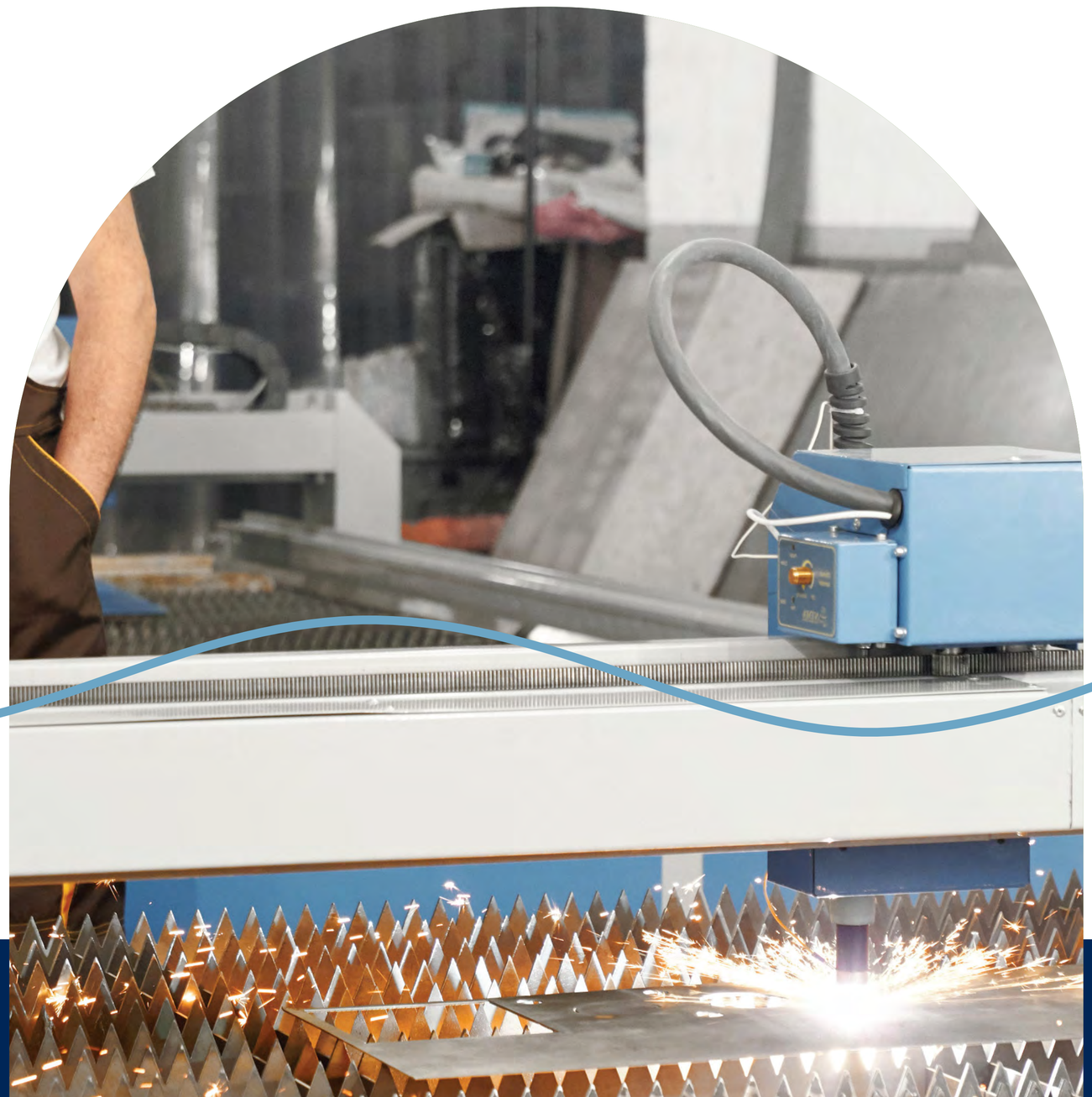
The business and light industrial area is intended to accommodate uses such as business, food, and construction services as well as prestige light industrial.

Logistics and Warehousing

Large lots and direct access to the regional transportation network will be available to support logistics, warehousing, and light industrial uses toward the eastern side of the plan area.

Municipal Reserve

Municipal Reserve (MR) is primarily used in the plan area for linear parks with high-quality landscaping, multi-use pathways, berms, and fencing to create a green buffer as part of the Employment-Residential Interface Area.



Employment-Residential Interface Areas

Employment-Residential Interface Areas are designed to provide a buffer between the employment lands of Thunder Stone Junction and adjacent residential communities to the west and south. Interface areas will include linear park and pathway connections, landscaping and a 30m building setback to provide a gradual transition between uses.

The NASP is being developed to build on and further define policy set at the ASP level.

The Trilogy Plains ASP provides policy for these Employment-Residential Interface Areas:

- 4.7.3(b) Acceptable land uses within the Employment–Residential Interface Area include business activities primarily carried out within an enclosed building that generate no significant nuisance factors (noise, dust, odour, vibration) outside of an enclosed building.
- 4.7.3(c) Business uses that interfere with the use and enjoyment of adjacent residential development because of the nature of the business use shall not be permitted, even where the business activities may be fully enclosed within a building.
- 4.7.3(d) Spatial separation between non-residential and residential uses should be achieved by providing a minimum 30 metre building setback for non-residential uses from the residential property line. Interface area policies will be outlined at the NASP stage to guide development permit applications within a defined buffer area.
- 4.7.3(e) Uses within the 30-metre minimum building setback of the Employment–Residential Interface Area may include:

  i) Landscaping, berms, landscaped stormwater ponds, natural areas, pathways, and linear parks

  ii) Surface parking (up to 10 metres of the 30-metre setback) where the parking is hidden from view by berms and landscaping

  iii) No storage or other uses besides the uses listed above can be placed in the 30-metre setback area
- 4.7.3(f) Municipal Reserve should be allocated to linear parks and multi-use pathways within the Employment–Residential Interface Area:

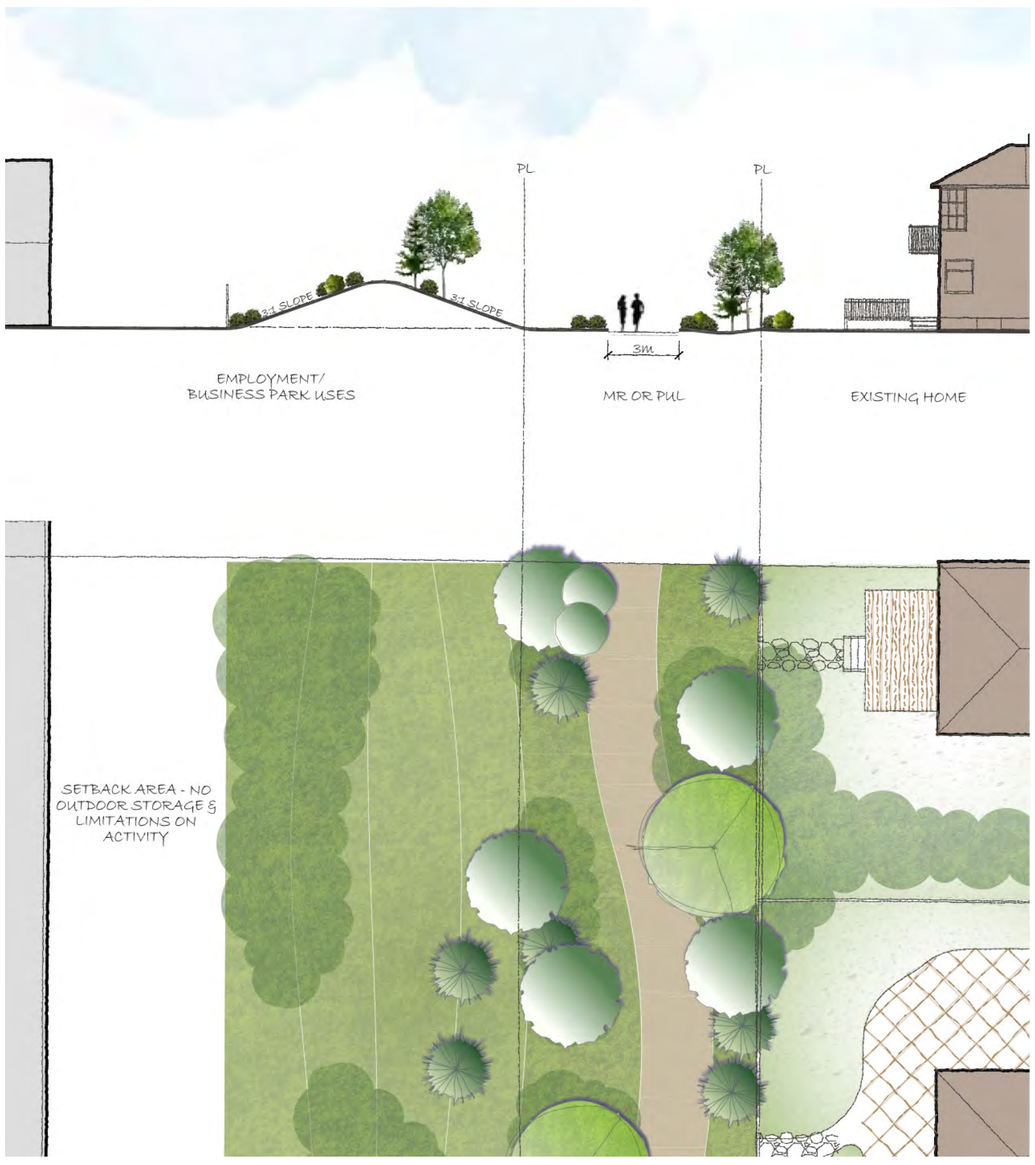
  i) The MR should contain a linear park / buffer area that consists of a 3.0 metre multi-use regional pathway and significant landscaping constructed along the southern edge of the plan area to connect to 48th Street and the stormwater pond

  ii) High-quality landscaping should include mass plantings that incorporate an upper canopy and lower canopy to ensure adequate screening between employment and residential uses

  iii) The height of the landscaping within the linear park / buffer area north of runway 16/34 shall align with the height limitation requirements as noted in Figure 6: Airport Height Limitation Map (in the ASP document), which will be further defined at the NASP stage

- 4.7.3(g) Non-residential building heights within the Employment–Residential Interface Area should not exceed 2 storeys or 10 metres.
- 4.7.3(h) Garbage storage, loading bays, loading doors, or other activities creating heavy truck movements and noise on lots adjacent to a residential area shall not face the residential area.
- 4.7.3(i) Façades of buildings facing adjacent residential areas should consist of high-quality materials that vary in architectural detail.
- 4.7.3(j) Lighting on non-residential lots shall face downwards and implement dark-sky policies.
- 4.7.3(k) The treatment of the Employment–Residential Interface Area shall be generally defined through the Neighbourhood Area Structure Plan stage and finalized through the subdivision process.

Example Linear Park between Residential and Employment Uses



Policy and figure from Trilogy Plains ASP

Mobility and **Open Space**

The NASP will include design and policy for active transportation, open spaces, and recreational use throughout the plan area. Where possible, natural assets will be preserved, incorporated into stormwater management, and celebrated through thoughtful open space programming and pathway connectivity.

- MUNICIPAL RESERVE
- PUL/STORMWATER FACILITY
- ENVIRONMENTAL RESERVE
- REGIONAL PATHWAY 3.0M
- ACTIVE TRANSPORTATION CONNECTIVITY
- SEATING AREA / NODE
- * OPEN SPACE AMENITY

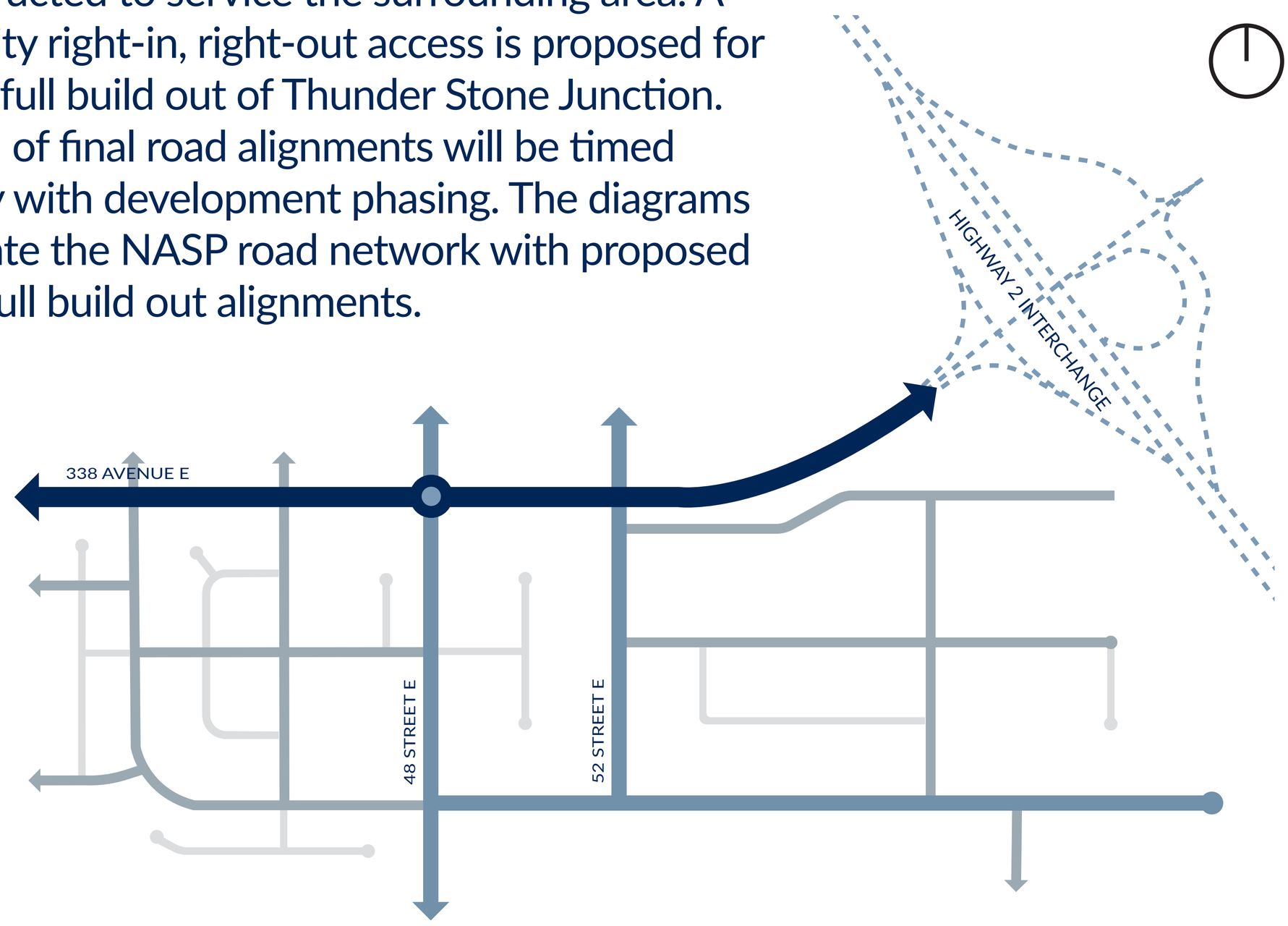
DRAFT DESIGN IS CONCEPTUAL AND SUBJECT TO CHANGE

Transportation

Alberta Transportation and Economic Corridors (TEC) is planning for a new interchange at Highway 2 and 338 Avenue E. An interim access from the NASP area will be constructed to service the surrounding area. A higher capacity right-in, right-out access is proposed for the eventual full build out of Thunder Stone Junction. Construction of final road alignments will be timed appropriately with development phasing. The diagrams below illustrate the NASP road network with proposed interim and full build out alignments.

A Traffic Impact Assessment is being conducted for the NASP and is expected to be complete July 2025.

PROPOSED INTERIM ROAD NETWORK



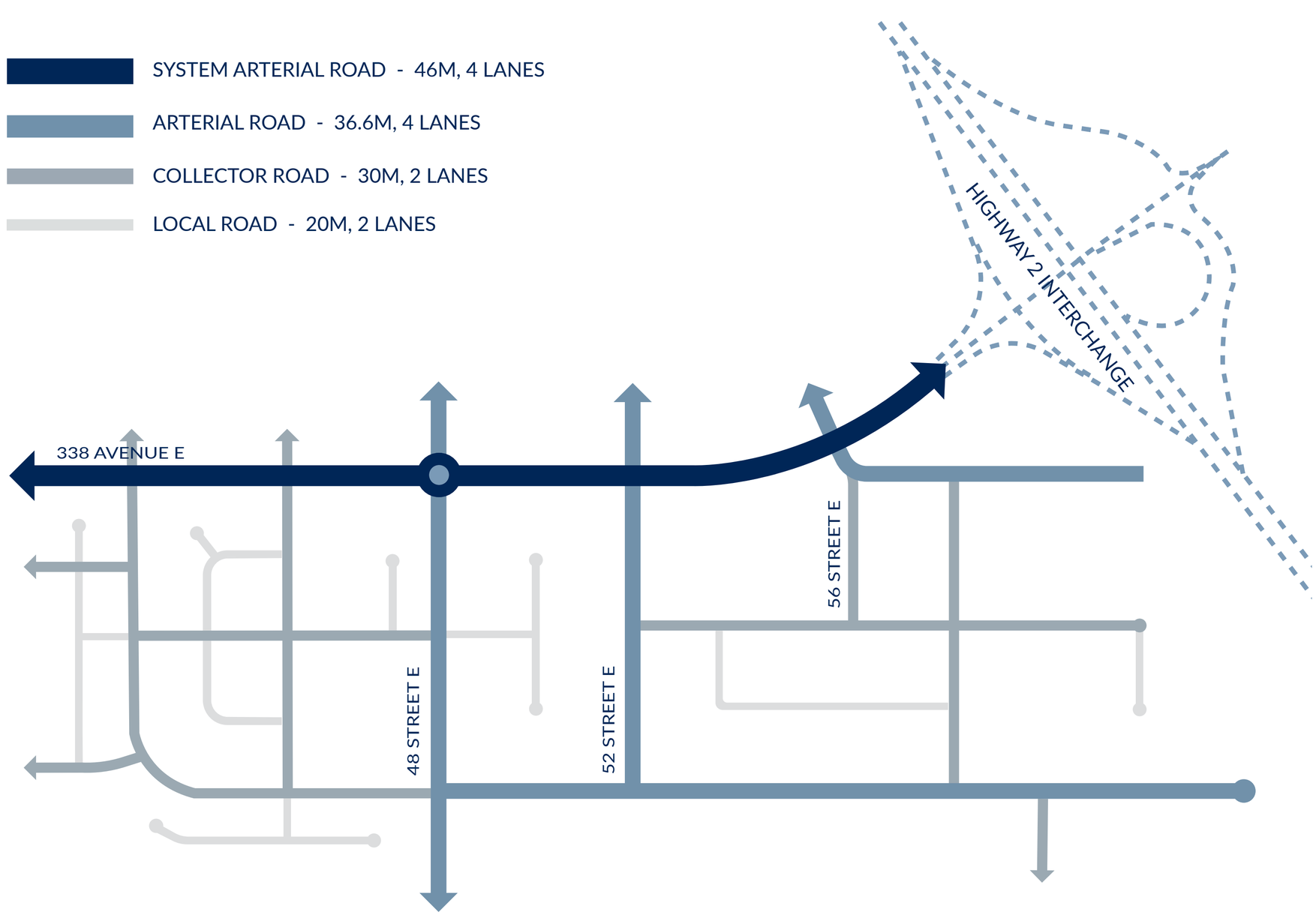
SYSTEM ARTERIAL ROAD - 46M, 4 LANES

ARTERIAL ROAD - 36.6M, 4 LANES

COLLECTOR ROAD - 30M, 2 LANES

LOCAL ROAD - 20M, 2 LANES

PROPOSED FULL BUILD OUT ROAD NETWORK



DRAFT DESIGN IS CONCEPTUAL AND SUBJECT TO CHANGE

Development Servicing

The Thunder Stone Junction NASP will include conceptual design and supporting policy for water and wastewater servicing as well as stormwater management and stormwater reuse where possible and appropriate.

AUG

As part of plan development, a ***Water and Wastewater Servicing Design Brief*** is being prepared and is anticipated be complete for review by the Town in August 2025.

- Water servicing is based on the Town of Okotoks Water Allocation Policy to ensure there is water availability at the time of subdivision and land use approval to support development within the NASP area.

- Interim servicing solutions may be considered, and if applicable, will be outlined in the NASP.

AUG

The project team is also preparing a ***Staged Master Drainage Plan*** to inform stormwater management for the NASP. It is anticipated to be complete for review by the Town in August 2025.

Next Steps / Anticipated Timeline

JUN

Public open house

JUL TO AUG

Plan refinement and technical studies development

AUG

Draft NASP and technical studies anticipated for Town administrative review

SEP TO OCT

Plan revision and refinement considering consultation, refined technical studies and Town comments

OCT

Second Draft NASP anticipated for administrative review

NOV TO DEC

Plan finalization and report back to the public and stakeholders

2026 Q1

Council process and approvals

Appendix C

PHASE 1 SURVEY

Thunder Stone Junction Neighbourhood Area Structure Plan - Open House

Thank you for joining our public open house to learn more about progress on draft plan development for the Thunder Stone Junction Neighbourhood Area Structure Plan. We would like to hear your thoughts below.

1. **Please tell us about yourself by adding a checkmark below. Are you a:**
   - ☐ Landowner in the plan area
   - ☐ Landowner or resident in a community adjacent to the plan area
   - ☐ Local business
   - ☐ Resident or ratepayer in another area of Okotoks
   - ☐ Resident or ratepayer in Foothills County
   - ☐ Other (please specify)

2. **What works well in the preliminary Thunder Stone Junction NASP?**

3. **Do you have any suggestions for areas of improvement or is anything missing?**

Okotoks

For project updates and more information please visit:

https://shapeourtown.okotoks.ca/thunder-stone-junction-neighbourhood-area-structure-plan